

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE

DOYLE DRIVE

ADDENDUM TO THE FINAL PARKING IMPACT ANALYSIS

OCTOBER 2006

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I. INTRODUCTION

As part of the South Access to the Golden Gate Bridge – Doyle Drive Project, a technical report titled “Final Parking Impact Analysis – September 2004” was prepared which evaluated parking impacts of various project alternatives under several scenarios. Specifically, the alternatives studied included:

- Alternative 1 – No-Build Alternative,
- Alternative 2 – Replace and Widen Alternative (including two construction staging options, namely No Detour and With Detour), and
- Alternative 5 – Presidio Parkway Alternative, Diamond option.

The three scenarios evaluated were:

- Existing Conditions,
- Construction Impacts (or Temporary Impacts in year 2010), and
- Doyle Drive Project Impacts (or Permanent Impacts in year 2030).

The results were incorporated into the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) documenting various environmental impacts, which served to facilitate public comments and the Preferred Alternative selection. In July 2006, the Doyle Drive Subcommittee to the Citizens Advisory Committee, the Citizens Advisory Committee, and the Doyle Drive Executive Committee all recommended Alternative 5 – Presidio Parkway Alternative (Modified Hook Ramp and Diamond options) as the Preferred Alternative.

The September 2004 technical report recommended that the parking impact analysis be updated on a regular basis to account for changes and variations to the current and proposed land uses. This addendum to the September 2004 technical report is prepared to reflect changes to the Presidio Trust's building use assumptions in the study area, as well as design modifications that were incorporated into the Preferred Alternative (as illustrated in Figure 1) primarily to reduce construction costs and to address environmental concerns. This addendum updates the parking impact analysis to evaluate the recommended Preferred Alternative following the initial study methodology.

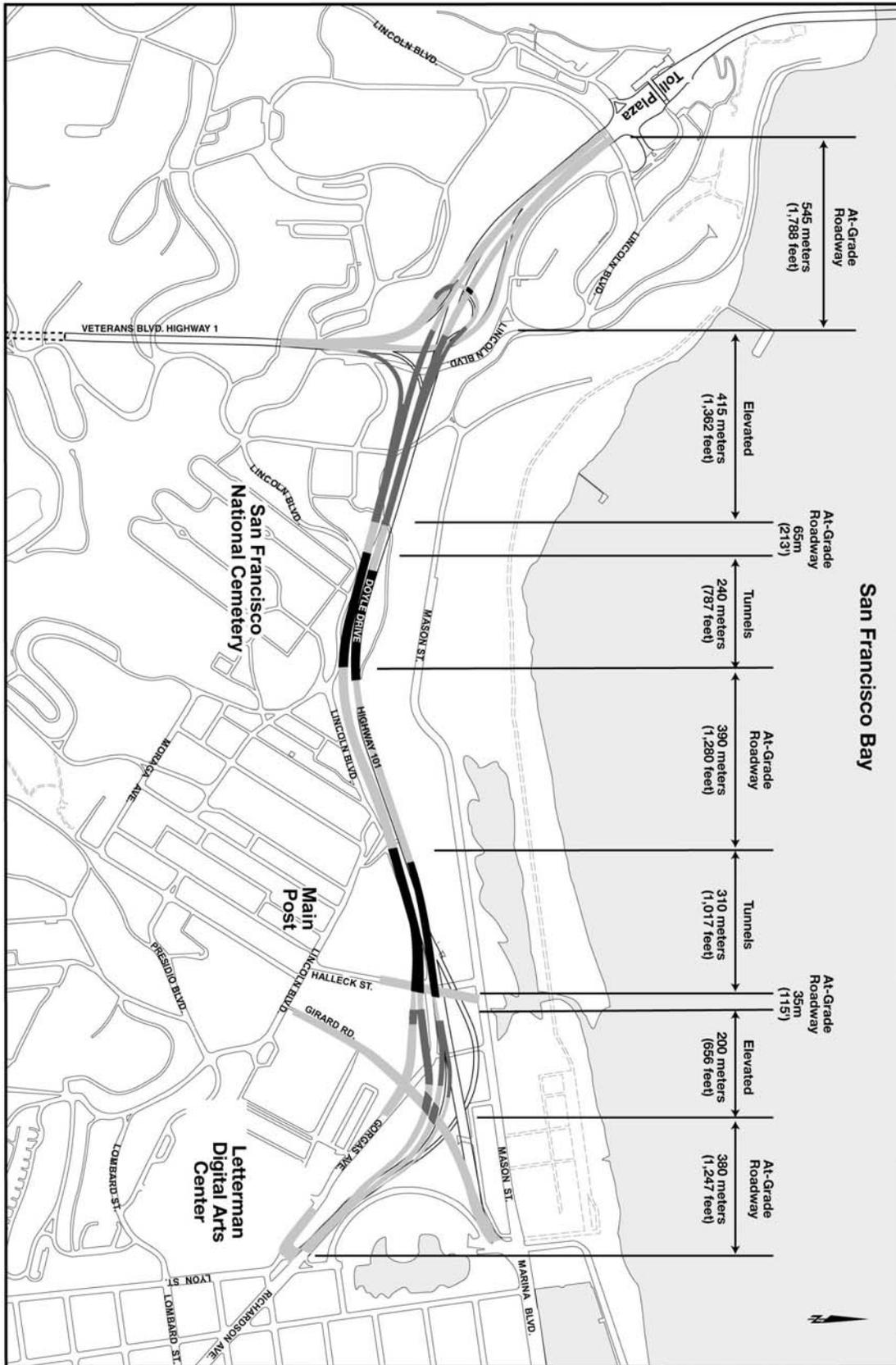


FIGURE 1
PREFERRED ALTERNATIVE – ALTERNATIVE 5 – REFINED PRESIDIO PARKWAY

II. PARKING IMPACT ANALYSIS

Considering the average weekday parking demand and the parking supply generally available to the public of the No-Build Alternative as the baseline, potential parking impacts of the Preferred Alternative are analyzed under the Construction Impacts (Temporary Impacts) and the Doyle Drive Project Impacts (Permanent Impacts) scenarios. Parking deficiencies greater than those of the baseline are identified as unmet demand, and mitigation measures are proposed to address these project-related impacts. Per industry standards, a rate of 350 square feet of unmarked pavement area for each parking space is used to estimate potential supply in parking areas affected by the project either temporarily or permanently.

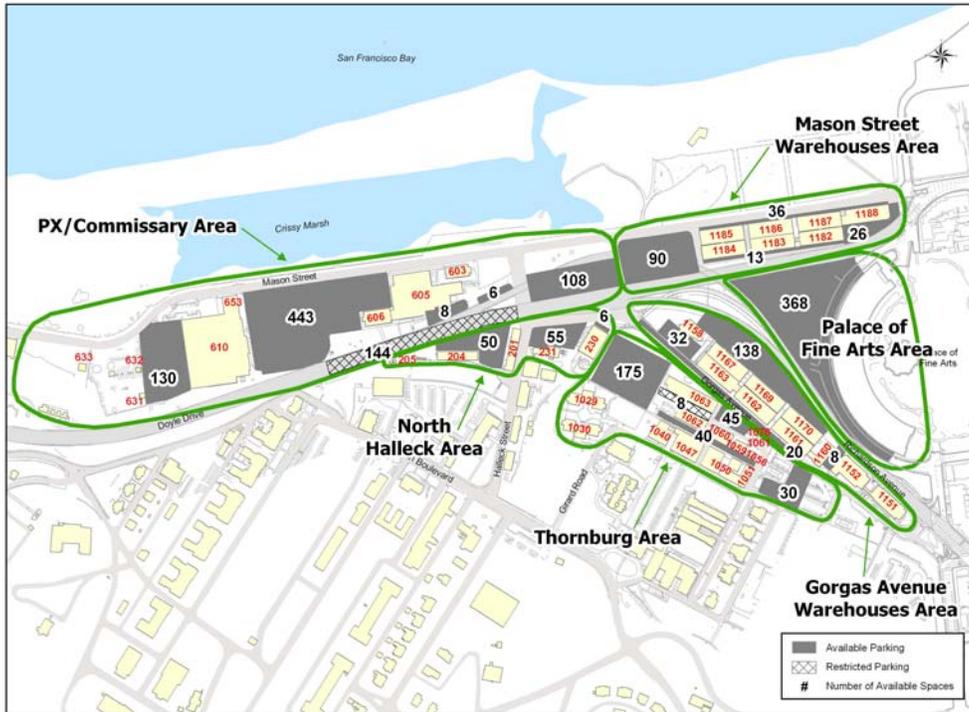
Construction Impacts (Temporary Impacts)

Alternative 1: No-Build Alternative

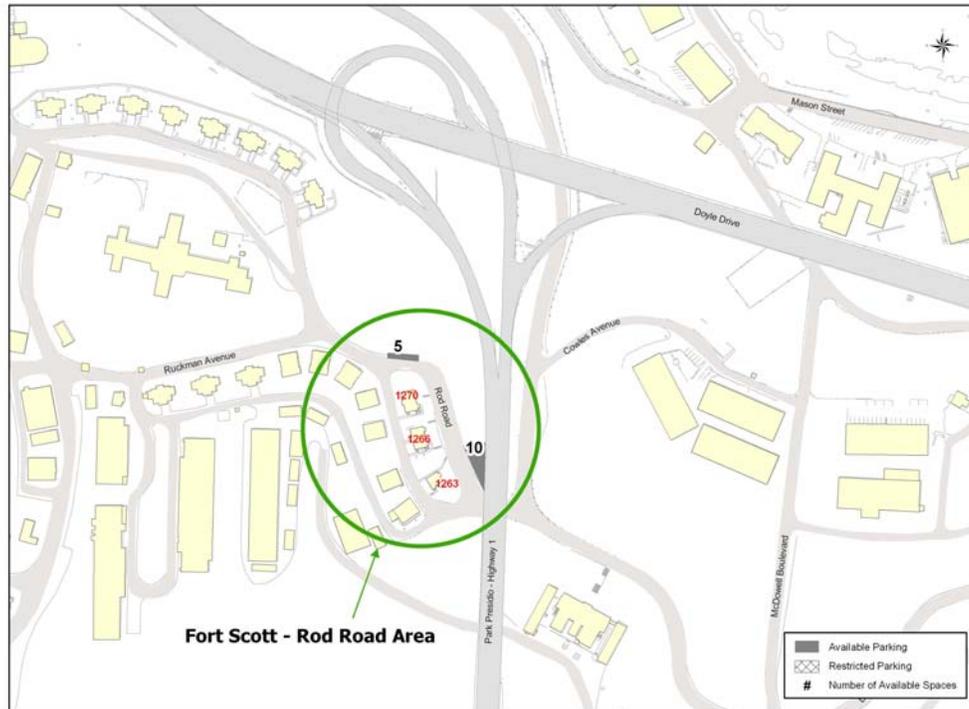
Parking supply of the No-Build Alternative in year 2010 is assumed to be identical to current conditions. A field visit to the project site undertaken in July 2006 verifies that the parking areas as documented in the initial technical report are still operational, with the general assumption that the number of spaces in each parking facility remains unchanged. The 108-space parking lot in the PX/Commissary Area and the 30-space parking lot in the Thornburg Area which were lost during construction of the Letterman Digital Arts Center are now available. In addition, the unpaved 36-space lot to the east of Building 1063 in the Thornburg Area is now demarcated with 45 spaces. Figures 2 and 3 illustrate locations of the current parking supply. Similar information grouped by parking areas is presented in tabular format in Appendix A.

In terms of parking demand, the estimation is revised according to the recently amended building use assumptions provided by the Presidio Trust in July 2006, as documented in Appendix B. Accordingly, parking surpluses/deficiencies of the No-Build Alternative in year 2010 are identified as shown in Table 1. Taking into consideration parking surpluses inside the study area that are within 400 meters or 1/4 mile of locations with parking deficiencies (200 meters or 1/8 mile for retail, medical and the Swords to Plowshares buildings) as potential replacement lots, the adjusted parking surpluses/deficiencies are computed.

**FIGURE 2
EXISTING PARKING SUPPLY – NORTHEAST PRESIDIO PARK AREA**



**FIGURE 3
EXISTING PARKING SUPPLY – PARK PRESIDIO INTERCHANGE AREA**



**TABLE 1
2010 NO-BUILD ALTERNATIVE PARKING CONDITIONS**

Parking Area	2010 No-Build Alternative			
	Supply	Demand	Surplus / Deficiency	Adjusted Surplus / Deficiency
	Number of Spaces			
Mason Street Warehouses Area	165	155	10	0
PX / Commissary Area	695	202	493	385
Gorgas Avenue Warehouses	198	303	-105	0
Thornburg Area	290	377	-87	-26
North Halleck Area	111	63	48	0
Fort Scott – Rod Road Area	15	15	0	0
Palace of Fine Arts	368	368	0	0
Total	1842	1484	358	358

Source: Parsons Brinckerhoff, Inc. August 2006.

Notes: The adjusted surplus/deficiency calculations assume that the Mason Street Warehouses surplus (10 spaces) and 95 spaces of the 108-space lot in the PX/Commissary Area could reduce the Gorgas Warehouses deficiency. Similarly, the North Halleck Area surplus (48 spaces) and the remaining surplus of the 108-space lot (13 spaces) in the PX/Commissary Area could reduce the Thornburg Area deficiency.

Based on the parking surpluses available in nearby areas, parking deficiencies within the Gorgas Avenue Warehouses could be alleviated and those of the Thornburg Area could be reduced. The adjusted surpluses/deficiencies are subsequently used to identify any potential unmet parking demand of the Preferred Alternative.

Alternative 5: Presidio Parkway Alternative

A considerable portion of the available parking supply would be used for construction staging purposes and/or lost due to the design of the Preferred Alternative. For instance, the accommodation of an improved access from Doyle Drive to the Presidio would affect parking conditions in the Thornburg Area. The parking supply by area associated with the Preferred Alternative is summarized in Table 2 with the detailed information documented in Appendix A. Although the construction period would last less than five years with many activities occurring in localized areas which on average would take two years to complete, conditions when the project construction activities would have the greatest effect on parking supply are reviewed. In terms of parking demand, some buildings (namely Buildings 605, 606, 1158, 204¹, 205, 230) within the study area would be removed and Building 201 would be temporarily relocated and left vacant to accommodate the Preferred Alternative, as presented in Appendix B. Enough parking supply would be provided near the Crissy Center (approximately at the location of Building 605 upon its demolition) to meet its demand during the construction period, as presented in Appendix A. Accordingly, parking surpluses/deficiencies and the corresponding adjusted values are identified. Based on the adjusted parking surpluses/deficiencies of the No-Build Alternative, the potential unmet parking demand of the Preferred Alternative during construction is computed as presented in Table 2.

¹ A separate analysis evaluating the feasibility of temporarily relocating or permanently removing Building 204 will be undertaken. For the purposes of the parking impact analysis, it is assumed that the building is removed.

**TABLE 2
2010 PREFERRED ALTERNATIVE PARKING CONDITIONS**

Parking Area	2010 Preferred Alternative				2010 No-Build Alternative Adjusted Surplus / Deficiency	Unmet Demand due to Preferred Alternative
	Supply	Demand	Surplus / Deficiency	Adjusted Surplus / Deficiency		
	Number of Spaces					
Mason Street Warehouses Area	75	155	-80	-80	0	-80
PX / Commissary Area	146	146	0	0	385	0
Gorgas Avenue Warehouses	28	297	-269	-269	0	-269
Thornburg Area	115	377	-262	-262	-26	-236
North Halleck Area	0	0	0	0	0	0
Fort Scott – Rod Road Area	15	15	0	0	0	0
Palace of Fine Arts	110	368	-258	-258	0	-258
Total	489	1358	-869	-869	358	-843

Source: Parsons Brinckerhoff, Inc. August 2006.

Notes: During construction, there would not be any parking surplus in any parking areas.

Unmet parking demand is noted in the following parking areas during construction: Mason Street Warehouses, Gorgas Avenue Warehouses, Thornburg, and Palace of Fine Arts. Depending on the type, location, and duration of construction activities taking place, replacement parking might be available both within and outside the study area during construction. Proper signage should be provided to inform motorists of any parking changes and to direct them to the available parking facilities.

Generally, the Parade Grounds located to the southeast of the study area might be considered as replacement parking to accommodate the identified unmet demand. With coordination, the shuttle service currently operated by the Presidio Trust might be used to transport individuals to and from their destinations. The Doyle Drive Project will compensate for additional shuttle service required during the construction period. Also, the Presidio Trust has indicated the area to the southeast corner of Girard and Eddie Roads may be converted to a parking facility to address some of the temporary unmet parking demand. In addition, depending on the construction activities taking place, part of the 90-space lot in the Mason Street Warehouses Area, as well as the green space adjacent to the 108-space lot in the PX/Commissary Area, might be established as potential parking areas to help alleviate the deficiencies.

Temporary pedestrian and/or bicycle access would be provided in the vicinity of Halleck Street, the exact location of which would be determined based on construction sequencing.

Doyle Drive Project Impacts (Permanent Impacts)

Alternative 1: No-Build Alternative

Similar to the Construction Impacts (Temporary Impacts) scenario, parking supply of the No-Build Alternative in year 2030 is assumed to be identical to current conditions as verified in July 2006, while the estimated parking demand is revised according to the recently updated building use assumptions as documented in Appendix B. Accordingly, parking surpluses/deficiencies and the corresponding adjusted values of the No-Build Alternative in year 2030 are identified as shown in Table 3.

**TABLE 3
2030 NO-BUILD ALTERNATIVE PARKING CONDITIONS**

Parking Area	2030 No-Build Alternative			
	Supply	Demand	Surplus / Deficiency	Adjusted Surplus / Deficiency
	Number of Spaces			
Mason Street Warehouses Area	165	155	10	0
PX / Commissary Area	695	218	477	369
Gorgas Avenue Warehouses	198	303	-105	0
Thornburg Area	290	377	-87	-26
North Halleck Area	111	63	48	0
Fort Scott – Rod Road Area	15	15	0	0
Palace of Fine Arts	368	368	0	0
Total	1842	1499	343	343

Source: Parsons Brinckerhoff, Inc. August 2006.

Notes: The adjusted surplus/deficiency calculations assume that the Mason Street Warehouses surplus (10 spaces) and 95 spaces of the 108-space lot in the PX/Commissary Area could reduce the Gorgas Warehouses deficiency. Similarly, the North Halleck Area surplus (48 spaces) and the remaining surplus of the 108-space lot (13 spaces) in the PX/Commissary Area could reduce the Thornburg Area deficiency.

Similar to year 2010, parking deficiencies within the Gorgas Avenue Warehouses could be alleviated and those of the Thornburg Area could be reduced based on the parking surpluses available in nearby areas in year 2030. The adjusted surpluses/deficiencies are subsequently used to identify any potential unmet parking demand of the Preferred Alternative.

Alternative 5: Presidio Parkway Alternative

Upon completion of the Preferred Alternative, some of the parking supply lost during construction would become available while others would be lost permanently due to design elements such as the improved access from Doyle Drive to the Presidio in the Thornburg Area. The parking supply by area is summarized in Table 4 with the detailed information provided in Appendix A. In terms of parking demand, buildings indicated for removal to accommodate the Preferred Alternative during construction (namely Buildings 605, 606, 1158, 204², 205, and 230) would be permanently removed while only the top portion of Building 201 would be returned as shown in Appendix B. The resulting parking surpluses/deficiencies and the corresponding adjusted values of the Preferred Alternative in year 2030, along with the potential unmet parking demand, are identified as presented in Table 4.

² A separate analysis evaluating the feasibility of temporarily relocating or permanently removing Building 204 will be undertaken. For the purposes of the parking impact analysis, it is assumed that the building is removed.

**TABLE 4
2030 PREFERRED ALTERNATIVE PARKING CONDITIONS**

Parking Area	2030 Preferred Alternative				2030 No-Build Alternative Adjusted Surplus / Deficiency	Unmet Demand due to Preferred Alternative
	Supply	Demand	Surplus / Deficiency	Adjusted Surplus / Deficiency		
	Number of Spaces					
Mason Street Warehouses Area	344	155	189	0	0	0
PX / Commissary Area	679	150	529	421	369	0
Gorgas Avenue Warehouses	47	297	-251	0	0	0
Thornburg Area	178	377	-199	-168	-26	-142
North Halleck Area	0	16	-16	0	0	0
Fort Scott – Rod Road Area	15	15	0	0	0	0
Palace of Fine Arts	368	368	0	0	0	0
Total	1631	1378	253	253	343	-142

Source: Parsons Brinckerhoff, Inc. August 2006.

Notes: The adjusted surplus/deficiency calculations assume that the Mason Street Warehouses surplus (189 spaces) and 61 spaces of the 92-space lot in the PX/Commissary Area could reduce the Gorgas Warehouses deficiency. Similarly, the remaining 31 spaces of the 92-space lot in the PX/Commissary Area could reduce the Thornburg Area deficiency. Also, the PX/Commissary Area surplus (16 spaces of the 443-space lot) could reduce the North Halleck deficiency.

In year 2030, most of the parking demand within the overall study area would be met through surplus/deficiency adjustments made to adjacent parking areas. The only exception is the Thornburg Area, the parking deficiency of which is partly attributed to the provision of an improved access from Doyle Drive to the Presidio via the extension of Girard Road. To address the unmet demand of 142 parking spaces in the Thornburg Area, additional parking in the vicinity might be provided as mitigation. As areas of deficiency are generally located to the south of Doyle Drive, the Presidio Trust has indicated the area west of Halleck Street and south of the Main Post tunnels might be considered for potential location of a new underground parking facility to mitigate any unmet parking demand. Also, the area to the southeast corner of Girard and Eddie Roads which may be converted to a parking facility to address some of the temporary unmet parking demand may still be available in 2030 as well.

Pedestrian and/or bicycle access would be provided across Doyle Drive at several locations including: along Halleck Street connecting the Mason Street Warehouses Area and the North Halleck Area, along the new Girard Road extension as well as mid-block (as an underpass) of the Gorgas Warehouses connecting the Palace of Fine Arts and the Gorgas Warehouses Area. Another pedestrian and/or bicycle underpass access would be provided across the new Girard Road extension connecting the Mason Street Warehouses Area and the Palace of Fine Arts.

III. CONCLUSIONS/RECOMMENDATIONS

Under both of the Temporary and Permanent Impacts scenarios, the Parkway Alternative would result in unmet parking demand in various areas. Depending on the type, location, and duration of construction activities taking place, replacement parking might be available during construction both within and outside the study area. Proper signage should be provided to inform motorists of any parking changes and to direct them to the available parking facilities.

During the construction period, the Parade Grounds located to the southeast of the study area, augmented with the shuttle service currently operated by the Presidio Trust, could serve as general replacement parking. The Doyle Drive Project will compensate for additional shuttle service required during the construction period. Also, the Presidio Trust has indicated the area to the southeast corner of Girard and Eddie Roads may be converted to a parking facility to address some of the temporary unmet parking demand. In addition, depending on the construction activities taking place, part of the 90-space lot in the Mason Street Warehouses Area, as well as the green space adjacent to the 108-space lot in the PX/Commissary Area, might be used as parking areas.

Temporary pedestrian and/or bicycle access would be provided in the vicinity of Halleck Street, the exact location of which would be determined based on construction sequencing.

Upon completion of the Preferred Alternative, there would be an unmet demand of 142 spaces in the Thornburg Area. The area to the west of Halleck Street and south of the tunnel is identified as a location for a potential new underground parking facility. Also, the area to the southeast corner of Girard and Eddie Roads which may be converted to a parking facility to address some of the temporary unmet parking demand may still be available in 2030 as well.

Pedestrian and/or bicycle access would be provided across Doyle Drive at several locations including: along Halleck Street connecting the Mason Street Warehouses Area and the North Halleck Area, along the new Girard Road extension as well as mid-block (as an underpass) of the Gorgas Warehouses connecting the Palace of Fine Arts and the Gorgas Warehouses Area. Another pedestrian and/or bicycle underpass access would be provided across the new Girard Road extension connecting the Mason Street Warehouses Area and the Palace of Fine Arts.

Detailed design of parking facilities affected by the Preferred Alternative would take pedestrian circulation, traffic safety, and parking access into consideration. The detailed design would also comply with the Americans with Disabilities Act (ADA) Standards for Accessible Design.

As noted in the September 2004 technical report, quantifying the available parking supply and expected parking demand is a speculative exercise due to the dynamic nature of the Presidio building use. Changes and variations to current building uses and expectations may occur that could have considerable impacts on parking assessment. It is therefore recommended that the parking impact analysis be updated on a regular basis to include latest uses and modified proposals for better assessment and more effective use of the Presidio parking facilities.

APPENDIX A

PARKING SUPPLY

Parking Location	2010		2030	
	No-Build Alternative	Preferred Alternative	No-Build Alternative	Preferred Alternative
	Number of Spaces			
Mason Street Warehouses Area				
^a South and East of Building 1188	26	26	26	218
South of Buildings 1184, 1183, 1182	13	13	13	
Street parking along south side of Mason Street adjacent warehouses	36	36	36	36
^b Area between mainline Doyle Viaduct and Mason Street	90	0	90	90
SUBTOTAL	165	75	165	344
PX / Commissary Area				
^c Post Exchange / Commissary	443	16	443	443
^d South of Building 605	8	0	8	8
^d Street parking south of Building 603	6	0	6	6
^e West of Building 610	130	130	130	130
^f Area between Halleck Street and Marshall Street	108	0	108	92
^g Under Doyle Drive (west of Halleck)	0	0	0	0
SUBTOTAL	695	146	695	679
Gorgas Avenue Warehouses Area				
^h Behind Gorgas Warehouses	138	0	138	19
Street parking along east side of Gorgas Avenue	20	20	20	20
^g South of Building 1160	0	0	0	0
^g South of Building 1063	0	0	0	0
ⁱ South of Building 1158	32	0	32	0
East of Building 1160	8	8	8	8
SUBTOTAL	198	28	198	47
Thornburg Area				
^h Northeast of Building 1029	175	0	175	63
^j East of Building 1063	45	45	45	45
Thornburg Road	40	40	40	40
East of Building 1051	30	30	30	30
SUBTOTAL	290	115	290	178
North Halleck Area				
^f North of Building 230	6	0	6	0
^f West of Building 230	55	0	55	0
^f West of Building 201	50	0	50	0
SUBTOTAL	111	0	111	0
Fort Scott - Road Road Area				
Street parking and parking lot along Rod Road	15	15	15	15
SUBTOTAL	15	15	15	15
Palace of Fine Arts				
^d Triangular parking lot to the west of the Palace	258	0	258	258
Angle parking along the Palace	110	110	110	110
SUBTOTAL	368	110	368	368
TOTAL	1842	489	1842	1631

Source: Presidio Trust, August 2006.

No-Build Alternative - For year 2010 and 2030, parking supply is assumed identical to conditions at the time this addendum is prepared.

Preferred Alternative - For year 2010 and 2030, parking supply is assumed based on the design developed by Parsons Brinckerhoff.

- ^a Preferred Alternative - For year 2030, a new surface parking lot is assumed added to the south of the Mason Street Warehouses which would provide a total of 218 spaces.
- ^b Preferred Alternative - This parking lot is assumed lost during construction but would be available upon project completion. The Doyle Drive project would coordinate with the Tennessee Hollow project for any potential expansion of the Crissy Marsh.
- ^c Preferred Alternative - This parking lot is assumed to provide enough parking spaces to meet the PX/Commissary Area parking demand, while the remaining parking area would be lost during construction; the entire parking lot would be available upon project completion.
- ^d Preferred Alternative - This parking lot is assumed lost during construction but would be available upon project completion.
- ^e No-Build Alternative - The available parking supply could be impacted by demand generated by Buildings 640, 643, 644, 649, 650 and 651; it is assumed that only 130 spaces would be available.
- ^f Preferred Alternative - This parking lot is assumed lost during construction but would be available upon project completion (with about 16 spaces permanently lost due to re-alignment of Halleck Street).
- ^g No-Build and Preferred Alternatives - This parking lot is assumed unavailable.
- ^h Preferred Alternative - This parking lot is assumed lost during construction; a smaller and re-stripped area would be available upon project completion.
- ⁱ Preferred Alternative - This parking lot is assumed lost both during construction and upon project completion.
- ^j No-Build Alternative - The parking lot currently has 45 demarcated parking spaces upon completion of the Letterman Digital Arts Center, which is more than the 30 spaces assumed in the previous Final Parking Impact Analysis Report (September 2004).

APPENDIX B

PARKING DEMAND CALCULATIONS

The parking demand calculations are provided by the Presidio Trust and reflect rates used in their Presidio Traffic Management Plan (PTMP). The following text is obtained from the PTMP Background Transportation Report and provided by the Presidio Trust. It provides information on the source of the parking demand rates:

“Parking demand for buildings in the Doyle Drive corridor consists of both long-term demand (i.e., employee and resident parking) and short-term demand (i.e. visitor parking). Long-term parking for non-housing land uses was estimated by determining the number of employees for each land use and applying the average mode split and vehicle occupancy from the trip generation estimates for both external and internal trips. Each employee vehicle trip was assumed to require one space per day. The parking demand for lodging was estimated as long-term only, with a rate of 1.0 spaces per room, which accounts for both employees and guests. A long-term rate of 1.5 spaces per dwelling unit was used for all housing components.

“Short-term parking was estimated based on the total daily visitor trips and the average turnover rate. A short-term parking turnover rate of 6.0 vehicles per space per day was applied to most land uses for all alternatives, with the exception of retail and cultural/educational uses for which a turnover rate of 10 vehicles per space per day was used, as well as conference uses for which a turnover rate of 3 vehicles per space per day was used. The parking demand rates shown in this appendix represent a combination of long-term and short-term demand and reflect the travel demand assumptions used in the transportation analysis for the Presidio Trust Management Plan EIS.”

South Access to the Golden Gate Bridge – Doyle Drive Project

Building	GSF	2010						2030											
		No-Build Alternative			Preferred Alternative			No-Build Alternative			Preferred Alternative								
		Use	Rate (spaces / 1000 ft ²)	Parking Demand (spaces)	Use	Rate (spaces / 1000 ft ²)	Parking Demand (spaces)	Use	Rate (spaces / 1000 ft ²)	Parking Demand (spaces)	Use	Rate (spaces / 1000 ft ²)	Parking Demand (spaces)						
Mason Street Warehouses Area																			
1182	12,072	Office	2.18	26															
1183	12,862	Cultural/Educational	1.36	17															
1184	12,112	Cultural/Educational	1.36	16															
1185	13,600	Cultural/Educational	1.36	18															
1186	12,630	Cultural/Educational	1.36	17															
1187	13,440	Office	2.18	29															
1188	13,520	Office	2.18	29															
SUBTOTAL	90,236			155		155			155			155							
PX / Commissary Area																			
603	11,801	Cultural/Educational	1.36	16															
631	480	Vacant	0	0	Vacant	0	0	Infrastructure	0.41	0	Infrastructure	0.41	0						
632	480	Vacant	0	0	Vacant	0	0	Infrastructure	0.41	0	Infrastructure	0.41	0						
633	480	Vacant	0	0	Vacant	0	0	Infrastructure	0.41	0	Infrastructure	0.41	0						
605	42,319	Industrial/Warehouse	1.14	48	Industrial/Warehouse	1.14	48	Cultural/Educational	1.36	58	Cultural/Educational	1.36	58						
606	7,416	Industrial/Warehouse	1.14	8	Industrial/Warehouse	1.14	8	Cultural/Educational	1.36	10	Cultural/Educational	1.36	10						
610	92,722	Warehouse Retail	1.32	122	Warehouse Retail	1.32	122	Cultural/Educational	1.36	126	Cultural/Educational	1.36	126						
653	5,413	Warehouse Retail	1.32	7	Warehouse Retail	1.32	7	Cultural/Educational	1.36	7	Cultural/Educational	1.36	7						
SUBTOTAL	161,111			202		146			218			150							
Gorgas Avenue Warehouses Area																			
1151	11,907	Fitness	5.2	62															
1152	13,847	Fitness	5.2	72															
1158	4,164	Cultural/Educational	1.36	6															
1160	5,453	Cultural/Educational	1.36	7															
1161	12,000	Retail	4.13	50															
1162	12,175	Cultural/Educational	1.36	17															
1163	13,156	Cultural/Educational	1.36	18															
1167	12,095	Office	2.18	26															
1169	13,117	Office	2.18	29															
1170	12,596	Cultural/Educational	1.36	17															
SUBTOTAL	110,510			303		297			303			297							
Thornburg Area																			
1029	100	Residential (dorm rooms)	1	25															
1030	--	Residential (dorm rooms)																	
1040	7,520	Industrial/Warehouse	1.14	9															
1063	28,797	Industrial/Warehouse	1.14	33															
1047	17,590	Retail	4.13	73															
1050	21,690	Retail	4.13	90															
1051	17,580	Retail	4.13	73															
1059	3,672	Retail	4.13	15															
1060	14,030	Office	2.18	31															
1061	82	Infrastructure	0.41	0															
1056	620	Retail	4.13	3															
1062	12,700	Office	2.18	28															
1076	390	Infrastructure	0.41	0															
SUBTOTAL	124,771			377		377			377			377							
North Halleck Area																			
205	121	Infrastructure	0.41	0															
230	10,060	Industrial/Warehouse	1.14	11															
231	3,842	Industrial/Warehouse	1.14	9															
201	11,458	Office	2.18	25	Vacant	0	0	Office	2.18	25	Office	2.18	25						
204	12,144	Office	2.18	26															
SUBTOTAL	37,625			63		0			63			16							
Fort Scott – Rod Road Area																			
1263	10	Residential (1 bedroom du's)	1.5	15	Residential (1 bedroom du's)	1.5	15	Residential (1 bedroom du's)	1.5	15	Residential (1 bedroom du's)	1.5	15						
1266	--	Residential (1 bedroom du's)																	
1270	--	Residential (1 bedroom du's)																	
SUBTOTAL	10			15		15			15			15							
Palace of Fine Arts																			
n/a	--	Special Use/Museum		368															
SUBTOTAL	0			368		368			368			368							
TOTAL				1484	TOTAL				1358	TOTAL				1499	TOTAL				1378

Source: President Trust, July 2006.

The identification of buildings for removal is based on construction staging plans as developed by Parsons Brinckerhoff.

Buildings 1029 and 1030 (Swords to Plowshares) - There are a total of 100 dorm rooms in these two buildings. Parking demand is based on the lease arrangement of 25 parking spaces.

Buildings 1263, 1266, and 1270 - There is a total of ten one-bedroom units in these three buildings.

Building 231 - The building is assumed to be demolished by year 2010 under No-Build conditions.

Building 201 – Under the Preferred Alternative, the building is assumed to be relocated and left vacant in year 2010; the building area is assumed to be reduced to approximately 7,112 ft² (i.e. the top portion remains) in year 2030.

Building 204 - Under the Preferred Alternative, the building is assumed to be removed by year 2010. A separate analysis evaluating the feasibility of temporarily relocating or permanently removing Building 204 will be undertaken.

Palace of Fine Arts - Existing parking demand varies based on special events at the Palace of Fine Arts; parking demand is assumed to be equivalent to parking supply as a conservative estimate.