



**ADDENDUM TO THE
FINAL PARKING IMPACT ANALYSIS**

NOVEMBER 2009

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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 – Refined Presidio Parkway (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. An addendum to the September 2004 technical report was prepared in November 2006 to reflect changes to the Presidio Trust’s building use assumptions in the study area that were available at the time, as well as design modifications that were incorporated into the Preferred Alternative primarily to reduce construction costs and to address environmental concerns. Using the initial study methodology, the addendum updated the parking impact analysis to evaluate the recommended Preferred Alternative.

In December 2008, the San Francisco County Transportation Authority Board of Commissioners certified the Final Environmental Impact Statement / Final Environmental Impact Report (FEIS/FEIR), which was prepared to address comments received on the DEIS/DEIR. Certification of the FEIS/FEIR entailed the approval of the Refined Presidio Parkway as the preferred alternative and adoption of the Mitigation Monitoring Plan, which stated that the parking impact analysis would be updated in coordination with the Presidio Trust and NPS to determine locations for available parking.

As the project transitions to final design, the current update is prepared to evaluate the construction (temporary) and Doyle Drive Project (permanent) parking impacts based on currently available information, and to determine mitigation requirements for incorporation into final design. The latest Presidio Trust’s building use assumptions in the study area and the current alternative design of the Preferred Alternative (Figure 1) are used in the evaluation. In addition, land use changes proposed in the “Main Post Update of the Presidio Trust Management Plan (Presidio Trust, 2008) have been considered.

The initial study methodology assumed that the construction (temporary) impacts scenario would take place in year 2010 and would reflect when construction activities for Doyle Drive would have the greatest effect on the parking supply. As the project progressed, various decisions and changes were made, including the division of the project into eight contracts to accommodate an accelerated project schedule that allowed capturing some of the federal stimulus money. Contract 1 involves environmental mitigation,

right-of-way acquisition, and utility relocation; Contract 2 entails private utility relocation; Contracts 3, 4, 5, 6, and 7 construct different portions of the project, and Contract 8 comprises landscaping. To determine the construction (temporary) impacts more accurately, the current update evaluates the construction (temporary) impacts by the specific construction contracts (Contracts 3 through 7). Contract plans for Contracts 3 through 7 are shown in Appendix A.

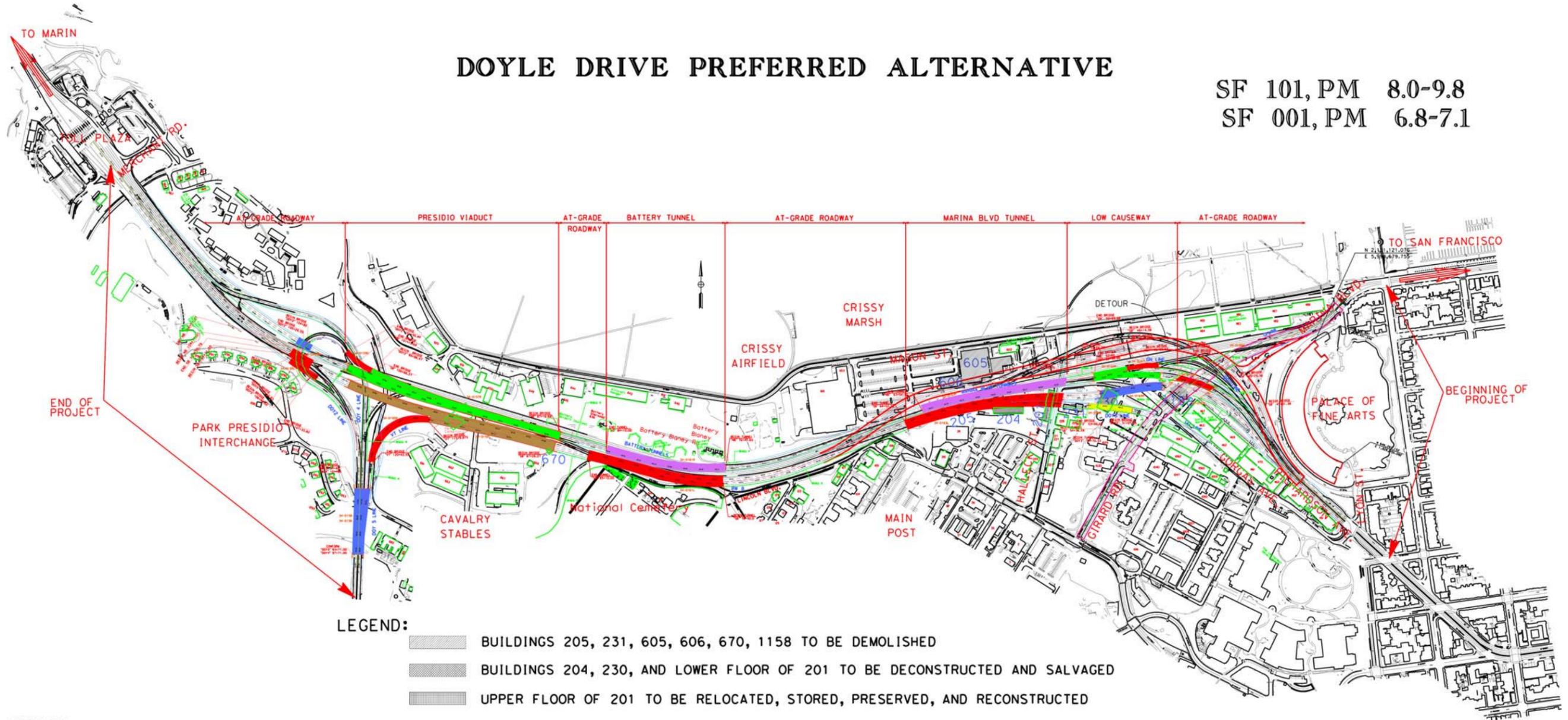
On July 16, 2009, the Presidio Trust, California Department of Transportation and San Francisco County Transportation Authority entered into agreement for the entry onto the Presidio for the purposes of constructing the new Doyle Drive facility. Per the Right of Entry agreement, compensation will be provided to the Presidio Trust for the construction of temporary parking with 600 stalls. The location and timing of these 600 temporary parking spaces is not specified, therefore the numbers provided for the parking surplus and deficiency associated with each contract cannot accurately be revised and will remain as previously presented in this report. It is assumed that adequate portions of the 600 temporary parking spaces will be made available to offset the peaks of unmet demand during all construction phases.

In addition, the Right of Entry agreement indicates that in order to mitigate for the permanent loss of parking, the project will fund the construction of a permanent parking lot(s) in the area east of Quartermaster Reach, south of Mason Street and the warehouses, and north of Girard Road and the Doyle Drive northbound on-ramp.

FIGURE 1
PREFERRED ALTERNATIVE –REFINED PRESIDIO PARKWAY

DOYLE DRIVE PREFERRED ALTERNATIVE

SF 101, PM 8.0-9.8
SF 001, PM 6.8-7.1



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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.

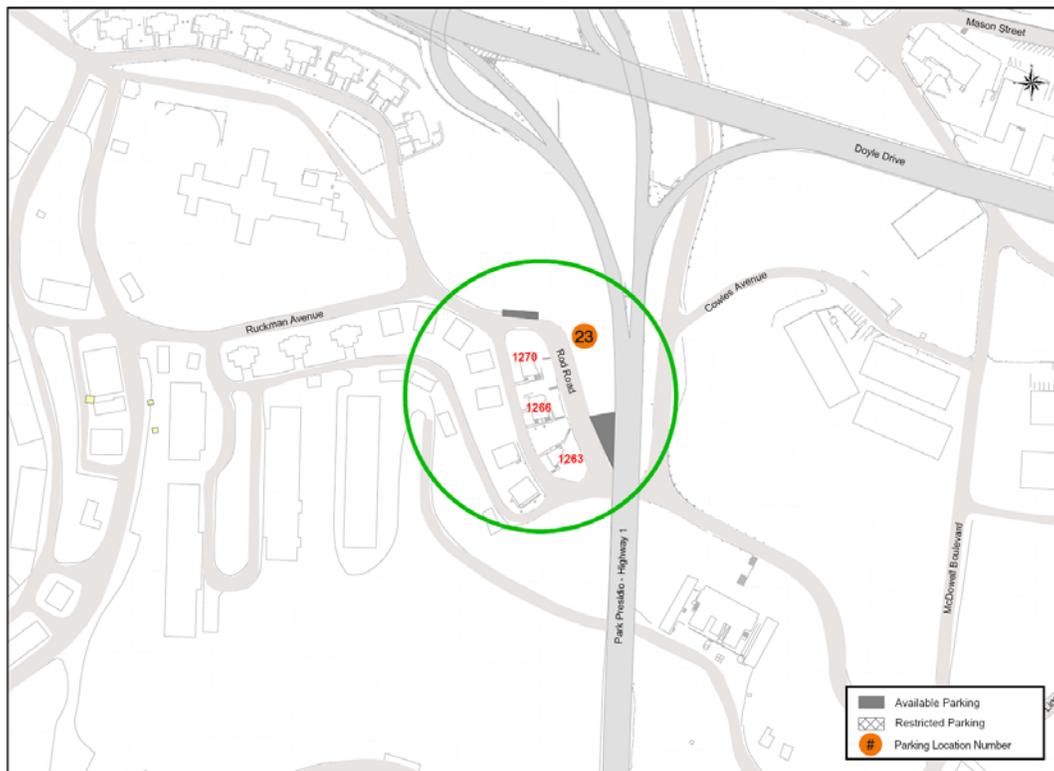
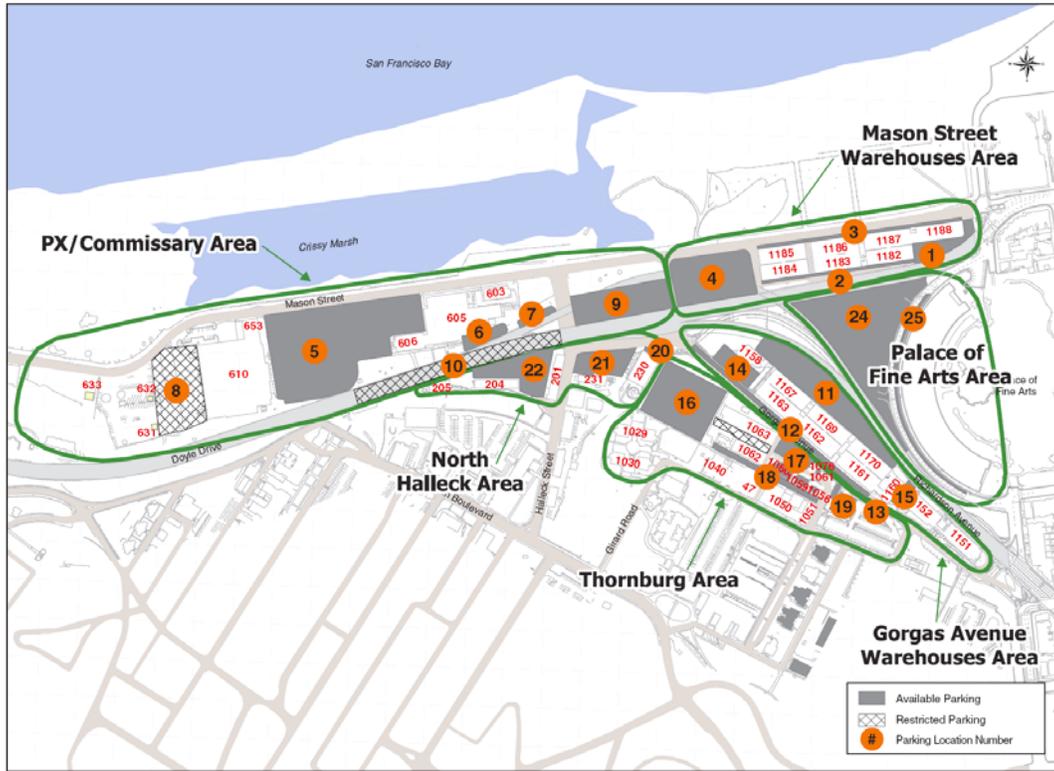
Construction Impacts (Temporary Impacts)

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 February 2009 verifies that most of the parking areas as documented in the November 2006 addendum are still operational, with the general assumption that the number of spaces in each parking facility remains unchanged. Figures 2 and 3 illustrate locations of the current parking supply. Similar information grouped by parking areas is presented in tabular format in Appendix B.

In terms of parking demand, the estimation is revised according to the recently amended building use assumptions provided by the Presidio Trust in January 2009, as documented in Appendix C. 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 restaurant, retail, medical and the Swords to Plowshares buildings) as potential replacement lots, the adjusted parking surpluses / deficiencies are computed.

**FIGURE 2
EXISTING PARKING SUPPLY LOCATIONS**



**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	10
PX / Commissary Area	572	202	370	370
Gorgas Avenue Warehouses	213	234	-21	0
Thornburg Area	290	158	132	111
North Halleck Area	111	63	48	48
Fort Scott – Rod Road Area	15	15	0	0
Palace of Fine Arts	368	368	0	0
Total	1734	1195	539	539

Source: Parsons Brinckerhoff, Inc. September 2009.

Notes: The adjusted surplus/deficiency calculations assume that some of the Thornburg Area surplus (21 spaces) could reduce the Gorgas Warehouses deficiency.

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

Alternative 5: Refined Presidio Parkway Alternative

In Contracts 3 through 7, a considerable portion of the available parking supply will be used temporarily for construction staging purposes, or lost to accommodate the traffic detour and/or the design of the Preferred Alternative. For instance, the accommodation of an improved access from Doyle Drive to the Presidio will affect parking conditions in the Thornburg Area. It is anticipated that the parking supply that is temporarily affected will be restored by August 2012, before Contract 8 begins. The parking supply by area associated with the Preferred Alternative is summarized in Table 2a through 2f for Contracts 3 through 8, respectively, with the detailed information documented in Appendix B.

In terms of parking demand, some buildings (namely Buildings 605, 606, 1158, 204, 205, 230) within the study area will be removed and Building 201 will be temporarily relocated and left vacant to accommodate the Preferred Alternative, as presented in Appendix C. Enough parking supply will be provided near the Crissy Center (approximately at the location of Building 605 upon its demolition) to meet its demand during the construction period.

Accordingly, parking surpluses / deficiencies and the corresponding adjusted values are identified during construction. Based on the adjusted parking surpluses / deficiencies of the No-Build Alternative, the potential unmet parking demand of the Preferred Alternative is computed as presented in Tables 2a through 2f for Contracts 3 through 8, respectively.

**TABLE 2a
2010 PREFERRED ALTERNATIVE PARKING CONDITIONS – CONTRACT 3**

Parking Area	Preferred Alternative - Contract 3				Temporary 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	165	155	10	10	10	0
PX / Commissary Area	572	146	426	426	370	0
Gorgas Avenue Warehouses	213	257	-44	0	0	0
Thornburg Area	290	158	132	88	111	0
North Halleck Area	111	0	111	111	48	0
Fort Scott – Rod Road Area	5	15	-10	-10	0	-10
Palace of Fine Arts	368	368	0	0	0	0
Total	1724	1099	625	625	539	-10

Source: Parsons Brinckerhoff, Inc. September 2009.

Notes: The adjusted surplus/deficiency calculations assume that some of the Thornburg Area surplus (44 spaces) could reduce the Gorgas Warehouses deficiency.

Contract 3 will construct the southbound High Viaduct, southern portion of the Park Presidio Interchange, Ruckman Underpass, and southbound roadway from Merchant Road. These construction activities will result in temporary unmet parking demand in the Fort Scott - Rod Road Area.

**TABLE 2b
2010 PREFERRED ALTERNATIVE PARKING CONDITIONS – CONTRACT 4**

Parking Area	Preferred Alternative - Contract 4				Temporary 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	146	155	-9	0	10	0
PX / Commissary Area	404	146	258	250	370	0
Gorgas Avenue Warehouses	213	257	-44	0	0	0
Thornburg Area	290	158	132	88	111	0
North Halleck Area	111	0	111	111	48	0
Fort Scott – Rod Road Area	15	15	0	0	0	0
Palace of Fine Arts	110	368	-258	-258	0	-258
Total	1289	1099	190	190	539	-258

Source: Parsons Brinckerhoff, Inc. September 2009.

Notes: The adjusted surplus/deficiency calculations assume that some of the Thornburg Area surplus (44 spaces) could reduce the Gorgas Avenue Warehouses deficiency. Similarly, some of the PX/Commissary Area surplus (9 spaces in parking location no. 9) could reduce the Mason Street Warehouse Area deficiency.

Contract 4 will construct the southbound Battery Tunnel, southbound permanent roadway, and the at-grade traffic detour. These construction activities will result in unmet parking demand at the Palace of Fine Arts.

**TABLE 2C
2010 PREFERRED ALTERNATIVE PARKING CONDITIONS – CONTRACT 5**

Parking Area	Preferred Alternative - Contract 5				Temporary 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	150	155	-5	0	10	0
PX / Commissary Area	349	146	203	199	370	0
Gorgas Avenue Warehouses	28	257	-229	-229	0	-229
Thornburg Area	97	158	-61	-61	111	-61
North Halleck Area	0	0	0	0	48	0
Fort Scott – Rod Road Area	15	15	0	0	0	0
Palace of Fine Arts	110	368	-258	-258	0	-258
Total	749	1099	-350	-350	539	-548

Source: Parsons Brinckerhoff, Inc. September 2009.

Notes: The adjusted surplus/deficiency calculations assume that some of the PX/Commissary Area surplus (5 spaces in parking location no. 9) could reduce the Mason Street Warehouse Area deficiency; however, the surplus could not be used to offset the parking deficiency in other areas (Gorgas Avenue Warehouses, Thornburg, and Palace of Fine Arts) due to distance.

Contract 5 will demolish the existing low viaduct, construct the Main Post Tunnels, the northbound Battery Tunnel, and fills over the Main Post and Battery Tunnels. In addition to the unmet parking demand noted in the Palace of Fine Arts in Contract 4, unmet parking demand is noted in the Gorgas Avenue Warehouses and Thornburg Area in Contract 5.

**TABLE 2d
2010 PREFERRED ALTERNATIVE PARKING CONDITIONS – CONTRACT 6**

Parking Area	Preferred Alternative - Contract 6				Temporary 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	150	155	-5	0	10	0
PX / Commissary Area	349	146	203	199	370	0
Gorgas Avenue Warehouses	28	257	-229	-229	0	-229
Thornburg Area	97	158	-61	-61	111	-61
North Halleck Area	0	0	0	0	48	0
Fort Scott – Rod Road Area	15	15	0	0	0	0
Palace of Fine Arts	110	368	-258	-258	0	-258
Total	749	1099	-350	-350	539	-548

Source: Parsons Brinckerhoff, Inc. September 2009.

Notes: The adjusted surplus/deficiency calculations assume that some of the PX/Commissary Area surplus (5 spaces in parking location no. 9) could reduce the Mason Street Warehouse Area deficiency; however, the surplus could not be used to offset the parking deficiency in other areas (Gorgas Avenue Warehouses, Thornburg, and Palace of Fine Arts) due to distance.

Contract 6 will construct the Girard Road Undercrossing, the Girard Road extensions, the Low Viaduct and other related roadwork. As most of the construction activities will occur outside of the parking study area, Contract 6 will not introduce additional unmet parking demand. However, as the construction schedule of Contract 5 will overlap with that of Contract 6, the unmet parking demand of Contract 5 in the Gorgas Avenue Warehouses, Thornburg Area, and Palace of Fine Arts will last through Contract 6.

TABLE 2e
2010 PREFERRED ALTERNATIVE PARKING CONDITIONS – CONTRACT 7

Parking Area	Preferred Alternative - Contract 7				Temporary 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	150	155	-5	0	10	0
PX / Commissary Area	349	146	203	199	370	0
Gorgas Avenue Warehouses	28	257	-229	-229	0	-229
Thornburg Area	97	158	-61	-61	111	-61
North Halleck Area	0	0	0	0	48	0
Fort Scott – Rod Road Area	15	15	0	0	0	0
Palace of Fine Arts	110	368	-258	-258	0	-258
Total	749	1099	-350	-350	539	-548

Source: Parsons Brinckerhoff, Inc. Septmeber 2009.

Notes: The adjusted surplus/deficiency calculations assume that some of the PX/Commissary Area surplus (5 spaces in parking location no. 9) could reduce the Mason Street Warehouse Area deficiency; however, the surplus could not be used to offset the parking deficiency in other areas (Gorgas Avenue Warehouses, Thornburg, and Palace of Fine Arts) due to distance.

Contract 7 will demolish the existing high viaduct, construct the northbound High Viaduct, northbound roadway to Merchant Road, and northern portion of the Park Presidio Interchange. Similar to Contract 6, as most of the construction activities will occur outside of the parking study area, Contract 7 will not introduce additional unmet parking demand. However, as the construction schedule of Contract 5 will overlap with that of Contract 7, the unmet parking demand of Contract 5 in the Gorgas Avenue Warehouses, Thornburg Area, and Palace of Fine Arts will last through Contract 7.

TABLE 2f
2010 PREFERRED ALTERNATIVE PARKING CONDITIONS – CONTRACT 8

Parking Area	Preferred Alternative - Contract 8				Temporary 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	370	155	215	1	10	0
PX / Commissary Area	399	146	253	253	370	0
Gorgas Avenue Warehouses	43	257	-214	0	0	0
Thornburg Area	178	158	20	20	111	0
North Halleck Area	0	0	0	0	48	0
Fort Scott – Rod Road Area	15	15	0	0	0	0
Palace of Fine Arts *	331	368	-37	-37	0	0
Total	1336	1099	238	238	539	0

Source: Parsons Brinckerhoff, Inc. September 2009.

Notes: The adjusted surplus/deficiency calculations assume that some of the Mason Street Warehouses surplus (214 spaces) could reduce the Gorgas Warehouses deficiency.

* Based on the conservative assumption that the future parking demand in the Palace of Fine Arts area will be equal to existing supply, an adjusted deficiency of 37 spaces would result in Contract 8. The adjusted deficiency should be re-assessed at a later time based on the future use of the Palace and the corresponding parking demand. The possibility of providing additional parking spaces through re-striping Palace Drive should be determined by others in the future. The current analysis estimates that no unmet demand would result in Contract 8.

Contract 8 will include landscaping activities for the project, upon completed construction of the Preferred Alternative. Some of the parking supply lost during construction would become available while others will be lost permanently due to design elements such as the improved access from Doyle Drive to the Presidio in the Thornburg Area. New parking lot(s) in the area east of Quartermaster reach, south of Mason Street and the warehouses, and north of Girard Road and the Doyle Drive northbound on-ramp will be provided and be available for public use. No unmet parking demand is noted in Contract 8.

Temporary pedestrian and/or bicycle access will be provided across the project corridor, the exact location of which will be determined based on the timing and location of construction activities. Potential locations for temporary pedestrian/bicycle access points are being developed as part of the final transportation management plan and construction design plans.

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 February 2009, while the estimated parking demand is revised according to the recently updated building use assumptions as documented in Appendix C. 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	200	155	45	0
PX / Commissary Area	572	207	365	365
Gorgas Avenue Warehouses	213	378	-165	-120
Thornburg Area	290	348	-58	-10
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	1769	1533	236	236

Source: Parsons Brinckerhoff, Inc. September 2009.

Notes: The adjusted surplus/deficiency calculations assume that the North Halleck Area surplus could partially reduce the Thornburg Area deficiency. Also, the Mason Street Warehouses surplus (45 spaces) could partially reduce the Gorgas Warehouses deficiency.

Parking deficiencies within the Thornburg Area could be partially reduced based on the surplus in the nearby North Halleck Area. Similarly, parking deficiencies within the Gorgas Avenue Warehouses could be partially reduced based on the parking surplus available in the nearby Mason Street Warehouses Area in year 2030. The adjusted surpluses / deficiencies are subsequently used to identify any potential unmet parking demand of the Preferred Alternative.

Alternative 5: Refined Presidio Parkway Alternative

The parking supply of the Preferred Alternative in year 2030 is assumed to be identical to that of Contract 8. The parking supply by area is summarized in Table 4 with the detailed information provided in Appendix B. In terms of parking demand, buildings indicated for removal to accommodate the Preferred Alternative during construction (namely Buildings 605, 606, 1158, 204, 205, and 230) will be permanently removed while only the top portion of Building 201 will be returned as shown in Appendix C. 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.

**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	370	155	215	0	0	0
PX / Commissary Area	399	150	249	233	365	0
Gorgas Avenue Warehouses	43	372	-329	-114	-120	0
Thornburg Area	178	348	-169	-169	-10	-160
North Halleck Area	0	16	-16	0	0	0
Fort Scott – Rod Road Area	15	15	0	0	0	0
Palace of Fine Arts *	331	368	-37	-37	0	0
Total	1336	1423	-87	-87	236	-160

Source: Parsons Brinckerhoff, Inc. September 2009.

Notes: The adjusted surplus/deficiency calculations assume that the Mason Street Warehouses surplus (215 spaces) could partially reduce the Gorgas Warehouses deficiency (due to the new 218-space and 102-space parking lots). Also, the PX/Commissary Area surplus (16 spaces of the 286-space lot) could reduce the North Halleck Area deficiency.

* Based on the conservative assumption that the future parking demand in the Palace of Fine Arts area will be equal to existing supply, an adjusted deficiency of 37 spaces would result under permanent conditions. The adjusted deficiency should be re-assessed at a later time based on the future use of the Palace and the corresponding parking demand. The possibility of providing additional parking spaces through re-striping Palace Drive should be determined by others in the future. The current analysis estimates that an unmet demand of 160 spaces would result under permanent conditions.

In year 2030, an unmet demand of 160 parking spaces is noted in the Thornburg Area, 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, additional parking in the vicinity might be provided as mitigation. Per the Right of Entry agreement, construction of parking lot(s) will occur in the area east of Quartermaster Reach, south of Mason Street and the warehouses, and north of Girard Road and the Doyle Drive northbound on-ramp.

Pedestrian and/or bicycle access will be provided across Doyle Drive at several locations including: along Halleck Street connecting the Mason Street Warehouses Area and the North Halleck Area, across the tops of the tunnel segments, along the new Girard Road extension and 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 Refined Presidio Parkway would result in unmet parking demand in various areas. The highest unmet parking demand will occur in Contract 5, the duration of which overlaps with those of Contracts 6 and 7. The only exception is Contract 8, which would not result in any unmet demand.

Temporary pedestrian and/or bicycle access would be provided through construction areas, the exact location of which would be determined based on the timing and location of construction activities. Potential locations for temporary pedestrian/bicycle access points are being developed as part of the construction plans and final transportation management plan.

Upon completion of the Preferred Alternative, there would be an unmet demand of 160 spaces in the Thornburg Area. To address the unmet parking demand, replacement parking will be provided. Per the Right of Entry agreement, construction of parking lot(s) would occur in the area east of Quartermaster Reach, south of Mason Street and the warehouses, and north of Girard Road and the Doyle Drive northbound on-ramp.

Pedestrian and/or bicycle access will be provided across Doyle Drive at several locations including: along Halleck Street connecting the Mason Street Warehouses Area and the North Halleck Area, across the tops of the tunnel segments, along the new Girard Road extension and 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 will take pedestrian circulation, traffic safety, and parking access into consideration. The detailed design will also comply with the Americans with Disabilities Act (ADA) Standards for Accessible Design.

APPENDIX A
DOYLE DRIVE CONTRACT PLANS
(CONTRACTS 3 THROUGH 7)

CONTRACT #3: DOYLE DRIVE PROPOSED CONSTRUCTION

Permanent Roadway Section, Ruckman, Southern PPI, SB Presidio Viaduct

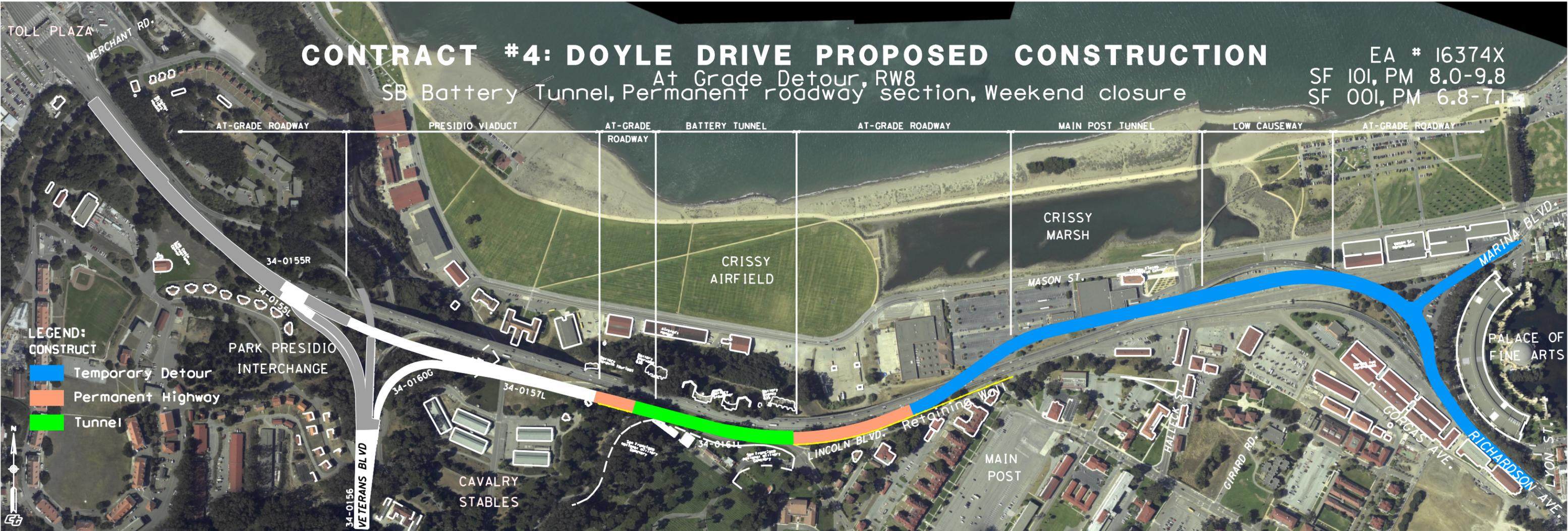
EA # 16373X
SF 10I, PM 8.0-9.8
SF 00I, PM 6.8-7.1



CONTRACT #4: DOYLE DRIVE PROPOSED CONSTRUCTION

At Grade Detour, RW8
SB Battery Tunnel, Permanent roadway section, Weekend closure

EA # 16374X
SF 10I, PM 8.0-9.8
SF 00I, PM 6.8-7.1



- LEGEND:**
CONSTRUCT
- Temporary Detour
 - Permanent Highway
 - Tunnel

CONTRACT #5: DOYLE DRIVE PROPOSED CONSTRUCTION

Demolish Existing Low Viaduct, Construct NB Battery Tunnel, Main Post Tunnels and related roadway, includes fill over tunnels, Electrical and mechanical substation

EA # 16375X

SF 10I, PM 8.0-9.8

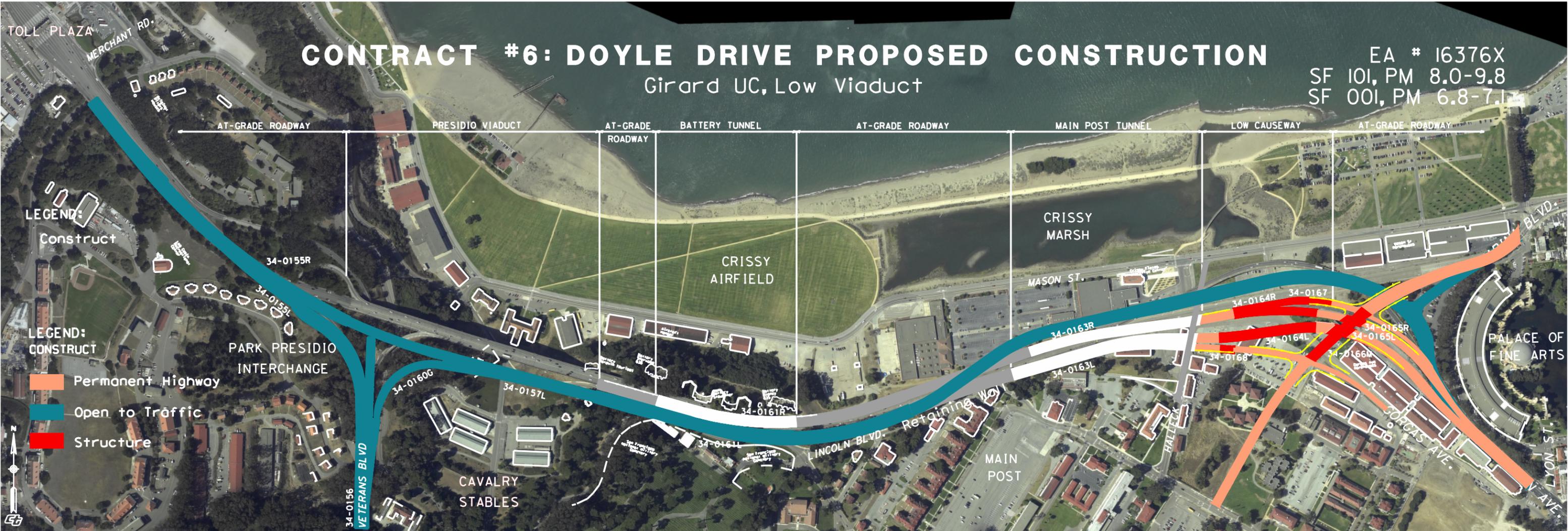
SF 00I, PM 6.8-7.1



CONTRACT #6: DOYLE DRIVE PROPOSED CONSTRUCTION

Girard UC, Low Viaduct

EA # 16376X
SF IOI, PM 8.0-9.8
SF OOI, PM 6.8-7.1



- LEGEND:**
Construct
- LEGEND:**
CONSTRUCT
- Permanent Highway
 - Open to Traffic
 - Structure



CONTRACT #7: DOYLE DRIVE PROPOSED CONSTRUCTION

NB Presidio Viaduct, Northern Park Presidio Interchange,
NB Roadway to Merchant Rd

EA # 16377X
SF IOI, PM 8.0-9.8
SF OOI, PM 6.8-7.1



- LEGEND:
CONSTRUCT
- Permanent Highway
 - Structure
 - Open to Traffic

APPENDIX B

PARKING SUPPLY

South Access to the Golden Gate Bridge – Doyle Drive Project

Parking Location	Existing Conditions (2009)	Temporary Conditions (2009 - 2013)									Permanent Conditions (2030)		
	No-Build Alternative	No-Build Alternative	Preferred Alternative								No-Build Alternative	Preferred Alternative	
			Contract 1	Contract 2	Contract 3	Contract 4	Contract 5	Contract 6	Contract 7	Contract 8			
			February 2009 to April 2010	April 2009 to April 2010	July 2009 to November 2010	September 2009 to November 2010	July 2010 to July 2012	November 2010 to May 2012	September 2010 to June 2012	August 2012 to July 2013			
	14 mo.	12 mo.	16 mo.	14 mo.	25 mo.	21 mo.	23 mo.	12 mo.	Number of Spaces				
Mason Street Warehouses Area													
1 South and East of Building 1188	26	26	26	26	26	26	0	0	0	14	26	14	
2 South of Buildings 1184, 1183, 1182	13	13	13	13	13	13	0	0	0	218	13	218	
3 Street parking along south side of Mason Street adjacent warehouses	36	36	36	36	36	36	36	36	36	36	36	36	
4 Area between mainline Doyle Viaduct and Mason Street	90	90	90	90	90	71	114	114	114	102	125	102	
SUBTOTAL	165	165	165	165	165	146	150	150	150	370	200	370	
PX / Commissary Area													
5 Post Exchange / Commissary	443	443	443	443	443	333	235	235	235	286	443	286	
6 South of Building 605	9	9	9	9	9	0	0	0	0	9	9	9	
7 Street parking south of Building 603	12	12	12	12	12	0	0	0	0	12	12	12	
8 West of Building 610	0	0	0	0	0	0	0	0	0	0	0	0	
9 Area between Halleck Street and Marshall Street	108	108	108	108	108	71	114	114	114	92	108	92	
10 Under Doyle Drive (west of Halleck)	0	0	0	0	0	0	0	0	0	0	0	0	
SUBTOTAL	572	572	572	572	572	404	349	349	349	399	572	399	
Gorgas Avenue Warehouses Area													
11 Behind Gorgas Warehouses	138	138	138	138	138	138	0	0	0	0	138	0	
12 Street parking along Gorgas Avenue	35	35	35	35	35	35	20	20	20	35	35	35	
13 South of Building 1160	0	0	0	0	0	0	0	0	0	0	0	0	
14 South of Building 1158	32	32	32	32	32	32	0	0	0	0	32	0	
15 East of Building 1160	8	8	8	8	8	8	8	8	8	8	8	8	
SUBTOTAL	213	213	213	213	213	213	28	28	28	43	213	43	
Thornburg Area													
16 Northeast of Building 1029	175	175	175	175	175	175	0	0	0	63	175	63	
17 East of Building 1063	45	45	45	45	45	45	27	27	27	45	45	45	
18 Thornburg Road	40	40	40	40	40	40	40	40	40	40	40	40	
19 East of Building 1051	30	30	30	30	30	30	30	30	30	30	30	30	
SUBTOTAL	290	290	290	290	290	290	97	97	97	178	290	178	
North Halleck Area													
20 North of Building 230	6	6	6	6	6	6	0	0	0	0	6	0	
21 West of Building 230	55	55	55	55	55	55	0	0	0	0	55	0	
22 West of Building 201	50	50	50	50	50	50	0	0	0	0	50	0	
SUBTOTAL	111	111	111	111	111	111	0	0	0	0	111	0	
Fort Scott - Rod Road Area													
23 Street parking and parking lot along Rod Road	15	15	15	15	5	15	15	15	15	15	15	15	
SUBTOTAL	15	15	15	15	5	15	15	15	15	15	15	15	
Palace of Fine Arts													
24 Triangular parking lot to the west of the Palace	258	258	258	258	258	0	0	0	0	221	258	221	
25 Angle parking along the Palace	110	110	110	110	110	110	110	110	110	110	110	110	
SUBTOTAL	368	368	368	368	368	110	110	110	110	331	368	331	
TOTAL	1734	1734	1734	1734	1724	1289	749	749	749	1336	1769	1336	

Source: Existing parking supply verified in the field by Parsons Brinckerhoff and confirmed by Presidio Trust, February 2009.

Construction contract schedule, temporary and permanent parking supply provided by Caltrans, February 2009.

No-Build Alternative - Under temporary and permanent conditions, parking supply is assumed identical to conditions at the time this addendum is prepared.

Preferred Alternative - Under temporary and permanent conditions, parking supply is assumed based on inputs from Caltrans.

Changes in parking supply due to a particular construction contract is assumed to last for the duration of that contract. The changes are also reflected on any other overlapping contracts.

The temporary traffic detour located at the east side of the project will be constructed in Contract 4 and demolished in Contract 5. The temporary changes in parking supply associated with Contract 4 are assumed to last until the end of Contract 5.

Due to the schedule overlap of Contracts 5, 6, and 7, the temporary changes in parking supply associated with Contract 5 are also assumed in Contracts 6 and 7.

Preferred Alternative - Under temporary conditions, this parking lot will be closed in Contract 5 to accommodate the demolition of the existing Marina Boulevard. The parking lot will be re-stripped to provide 14 spaces towards the end of construction. These spaces will become available beginning in Contract 8.

1 Preferred Alternative - Under temporary conditions, this parking lot will be closed in Contract 5 to accommodate the demolition of the existing Marina Boulevard. Under permanent conditions, a new surface parking lot will be constructed primarily to the south and west of the Mason Street Warehouses, which would provide a total of 218 spaces beginning in Contract 8.

2 No-Build Alternative - Under permanent conditions, the current 90-space lot will be re-paved and re-stripped to provide 125 parking spaces. Preferred Alternative - Under temporary conditions, this parking lot and the adjacent lot to the west (parking location #9) will be re-paved and re-stripped to provide approximately 142 spaces in total (or 71 spaces in each lot) in Contract 4 when both Richardson Ave and the temporary detour will be in place. In Contracts 5 through 7 when Richardson Ave is demolished, the two lots will provide approximately 228 spaces in total (or 114 spaces in each lot). The parking lot will finally be re-stripped to provide 102 spaces, which will become available beginning in Contract 8. It should be noted that this parking lot may be lost to accommodate the planned expansion of the Crissy Marsh, the parking impacts of which would be mitigated by the Tennessee Hollow Project.

4 Preferred Alternative - Under temporary conditions, 110 spaces are assumed lost to accommodate the traffic detour from Contract 4 through Contract 7. An additional 98 spaces are assumed lost to provide a construction laydown area for Contracts 5 and 6. Under permanent conditions, the west side of the existing lot (323 spaces - 37 spaces that would be permanently lost to accommodate the new northbound Doyle Drive = 286 spaces) will be maintained to meet the 2030 parking demand of Buildings 610 and 653 and potential overflow demand from nearby buildings, while the east side will be landscaped.

5 No-Build Alternative - The parking lot has been re-stripped to provide 9 parallel parking spaces since the November 2006 addendum was completed. Preferred Alternative - Under temporary conditions, this parking lot will be lost to accommodate the traffic detour from Contract 4 through Contract 7. The parking lot will be available beginning in Contract 8.

7 No-Build Alternative - The parking lot has been re-stripped to provide 12 parallel parking spaces since the November 2006 addendum was

completed. Preferred Alternative - Under temporary conditions, this parking lot will be lost to accommodate the traffic detour from Contract 4 through Contract 7. The parking lot will be available beginning in Contract 8.

8 No-Build Alternative - The parking lot is currently fenced off and will remain so under both temporary and permanent conditions, for use as a laydown area for other construction projects in the area.

Preferred Alternative - Under temporary conditions, this parking lot and the adjacent lot to the east (parking location #4) will be re-paved and re-stripped to provide approximately 142 spaces in total (or 71 spaces in each lot) in Contract 4 when both Richardson Ave and the temporary detour will be in place. In Contracts 5 through 7 when Richardson Ave is demolished, the two lots will provide approximately 228 spaces in total (or 114 spaces in each lot). Under permanent conditions, 16 spaces are assumed lost compared to its existing number of spaces due to the re-alignment of Halleck Street. It should be noted that this parking lot may be completely lost to accommodate the planned expansion of the Crissy Marsh, the parking impacts of which would be mitigated by the Tennessee Hollow Project.

9 Project.
10 No-Build and Preferred Alternatives - This parking lot is assumed unavailable.

Preferred Alternative - Under temporary conditions, this parking lot will be lost to accommodate construction of the new southbound Doyle Drive in Contract 5. The lot will be permanently lost due to the limited vertical and horizontal clearance at the turn around Building 1167.

11 No-Build Alternative - The number of street parking spaces along Gorgas Avenue has been increased from 20 to 35 spaces since the November 2006 addendum was completed. Preferred Alternative - Under temporary conditions, 15 spaces are assumed lost to accommodate the re-alignment of Gorgas Avenue in Contract 5. The street parking will be available beginning in Contract 8.

12 No-Build and Preferred Alternatives - This parking lot is assumed unavailable.

13 Preferred Alternative - This parking lot will be lost temporarily and permanently beginning in Contract 5 to accommodate the Girard Road extension.

14 Preferred Alternative - Under temporary conditions, this parking lot will be lost to accommodate construction of the new southbound Doyle Drive and connector to Girard Road in Contract 5. A smaller and re-stripped parking area of 63 spaces will be available beginning in Contract 8.

15 Preferred Alternative - Under temporary conditions, 18 spaces are assumed lost to accommodate the re-alignment of Gorgas Avenue in Contract 5. The parking lot will be available beginning in Contract 8.

16 Preferred Alternative - This parking lot will be lost temporarily and permanently beginning in Contract 5 to accommodate the new southbound Doyle Drive and Girard Road extension.

17 Preferred Alternative - This parking lot will be lost temporarily and permanently beginning in Contract 5 to accommodate the new southbound Doyle Drive and Girard Road extension.

18 Preferred Alternative - This parking lot will be lost temporarily and permanently beginning in Contract 5 to accommodate the new southbound Doyle Drive and Girard Road extension.

19 Preferred Alternative - Under temporary conditions, 10 spaces are assumed lost to accommodate construction of the new Veterans Boulevard in Contract 3. The parking lot will be available beginning in Contract 4.

20 Preferred Alternative - Under temporary conditions, 258 spaces are assumed lost to accommodate construction of the new Girard Road extension to Marina Boulevard from Contract 4 through Contract 7. A smaller and re-stripped parking area of 221 spaces will be available beginning in Contract 8.

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APPENDIX C

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	Existing Conditions (2009)			Temporary Conditions (2009-2013)						Permanent Conditions (2030)												
		No-Build Alternative			No-Build Alternative			Preferred Alternative			No-Build Alternative			Preferred Alternative									
		Use	Rate	Parking Demand	Use	Rate	Parking Demand	Use	Rate	Parking Demand	Use	Rate	Parking Demand	Use	Rate	Parking Demand							
			(spaces / 1000 ft ²)	(spaces)		(spaces / 1000 ft ²)	(spaces)		(spaces / 1000 ft ²)	(spaces)		(spaces / 1000 ft ²)	(spaces)		(spaces / 1000 ft ²)	(spaces)							
Mason Street Warehouses Area																							
1182	12,072	Industrial/Warehouse	1.14	14	Office	2.18	26	Office	2.18	26	Office	2.18	26	Office	2.18	26							
1183	12,862	Vacant	0	0	Cultural/Educational	1.36	17	Cultural/Educational	1.36	17	Cultural/Educational	1.36	17	Cultural/Educational	1.36	17							
1184	12,112	Vacant	0	0	Cultural/Educational	1.36	16	Cultural/Educational	1.36	16	Cultural/Educational	1.36	16	Cultural/Educational	1.36	16							
1185	13,600	Vacant	0	0	Cultural/Educational	1.36	18	Cultural/Educational	1.36	18	Cultural/Educational	1.36	18	Cultural/Educational	1.36	18							
1186	12,630	Office	2.18	28	Cultural/Educational	1.36	17	Cultural/Educational	1.36	17	Cultural/Educational	1.36	17	Cultural/Educational	1.36	17							
1187	13,440	Office	2.18	29	Office	2.18	29	Office	2.18	29	Office	2.18	29	Office	2.18	29							
1188	13,520	Office	2.18	29	Office	2.18	29	Office	2.18	29	Office	2.18	29	Office	2.18	29							
SUBTOTAL	90,236			100		155			155		155			155		155							
PX / Commissary Area																							
603	11,801	Cultural/Educational	1.36	16	Cultural/Educational	1.36	16	Cultural/Educational	1.36	16	Cultural/Educational	1.36	16	Cultural/Educational	1.36	16							
631	480	Vacant	0	0	Vacant	0	0	Vacant	0	0	Infrastructure	0.41	0	Infrastructure	0.41	0							
632	480	Vacant	0	0	Vacant	0	0	Vacant	0	0	Infrastructure	0.41	0	Infrastructure	0.41	0							
633	480	Vacant	0	0	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	Industrial/Warehouse	1.14	48	Industrial/Warehouse	1.14	48	Industrial/Warehouse	1.14	48							
606	7,416	Industrial/Warehouse	1.14	8	Industrial/Warehouse	1.14	8	Industrial/Warehouse	1.14	8	Industrial/Warehouse	1.14	8	Industrial/Warehouse	1.14	8							
610	92,722	Warehouse Retail	1.32	122	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	Warehouse Retail	1.32	7	Cultural/Educational	1.36	7	Cultural/Educational	1.36	7							
SUBTOTAL	161,111			202		202			146		207			150		150							
Gorgas Avenue Warehouses Area																							
1151	11,907	Fitness	5.2	62	Fitness	5.2	62	Fitness	5.2	62	Fitness	5.2	62	Fitness	5.2	62							
1152	13,847	Fitness	5.2	72	Fitness	5.2	72	Fitness	5.2	72	Fitness	5.2	72	Fitness	5.2	72							
1158	4,164	Cultural/Educational	1.36	6	Cultural/Educational	1.36	6	Cultural/Educational	1.36	6	Cultural/Educational	1.36	6	Cultural/Educational	1.36	6							
1160	5,453	Vacant	0	0	Vacant	0	0	Vacant	0	0	Office	2.18	12	Office	2.18	12							
1161	12,000	Retail	4.13	50	Retail	4.13	50	Retail	4.13	50	Retail	4.13	50	Retail	4.13	50							
1162	12,175	Cultural/Educational	1.36	17	Cultural/Educational	1.36	17	Cultural/Educational	1.36	17	Cultural/Educational	1.36	17	Cultural/Educational	1.36	17							
1163	13,156	Vacant	0	0	Vacant	0	0	Office	2.18	29	Retail	4.13	54	Retail	4.13	54							
1167	12,095	Vacant	0	0	Vacant	0	0	Vacant	0	0	Retail	4.13	50	Retail	4.13	50							
1169	13,117	Office	2.18	29	Office	2.18	29	Office	2.18	29	Office	2.18	29	Office	2.18	29							
1170	12,596	Vacant	0	0	Vacant	0	0	Vacant	0	0	Office	2.18	27	Office	2.18	27							
SUBTOTAL	110,510			234		234			257		378			372		372							
Thornburg Area																							
1029	100	Residential (dorm rooms)	1	25	Residential (dorm rooms)	1	25	Residential (dorm rooms)	1	25	Residential (dorm rooms)	1	25	Residential (dorm rooms)	1	25							
1030	--	Residential (dorm rooms)			Residential (dorm rooms)			Residential (dorm rooms)			Residential (dorm rooms)			Residential (dorm rooms)									
1040	7,520	Vacant	0	0	Vacant	0	0	Vacant	0	0	Restaurant	5.2	39	Restaurant	5.2	39							
1063	28,797	Industrial/Warehouse	1.14	33	Industrial/Warehouse	1.14	33	Industrial/Warehouse	1.14	33	Industrial/Warehouse	1.14	33	Industrial/Warehouse	1.14	33							
1047	17,590	Vacant	0	0	Vacant	0.00	0	Vacant	0.00	0	75% Office; 25% Retail	2.67	47	75% Office; 25% Retail	2.67	47							
1050	21,690	Office	2.18	47	Office	2.18	47	Office	2.18	47	Office	2.18	47	Office	2.18	47							
1051	17,580	Office	2.18	38	Office	2.18	38	Office	2.18	38	Office	2.18	38	Office	2.18	38							
1059	3,672	Vacant	0	0	Vacant	0	0	Vacant	0	0	50% Restaurant; 50% Storage	3.17	12	50% Restaurant; 50% Storage	3.17	12							
1060	14,030	Vacant	0	0	Vacant	0	0	Vacant	0	0	Office	2.18	31	Office	2.18	31							
1061	82	Vacant	0	0	Infrastructure	0.41	0	Infrastructure	0.41	0	Infrastructure	0.41	0	Infrastructure	0.41	0							
1056	620	Vacant	0	0	Vacant	0	0	Vacant	0	0	Restaurant	5.2	3	Restaurant	5.2	3							
1062	12,700	Industrial/Warehouse	1.14	14	Industrial/Warehouse	1.14	14	Industrial/Warehouse	1.14	14	50% Retail; 50% Storage	2.64	33	50% Retail; 50% Storage	2.64	33							
1076	390	Infrastructure	0.41	0	Infrastructure	0.41	0	Infrastructure	0.41	0	Infrastructure	0.41	0	Infrastructure	0.41	0							
New Construction	18,000	-	-	-	Vacant	0	0	Vacant	0	0	Office	2.18	39	Office	2.18	39							
SUBTOTAL	142,771			158		158			158		348			348		348							
North Halleck Area																							
205	121	Infrastructure	0.41	0	Infrastructure	0.41	0	Infrastructure	0.41	0	Infrastructure	0.41	0	Infrastructure	0.41	0							
230	10,060	Industrial/Warehouse	1.14	11	Industrial/Warehouse	1.14	11	Industrial/Warehouse	1.14	11	Industrial/Warehouse	1.14	11	Industrial/Warehouse	1.14	11							
234	3,842	Industrial/Warehouse	1.14	0	Industrial/Warehouse	1.14	0	Industrial/Warehouse	1.14	0	Industrial/Warehouse	1.14	0	Industrial/Warehouse	1.14	0							
201	11,458	Office	2.18	25	Office	2.18	25	Vacant	0	0	Office	2.18	25	50% Office; 50% Removed	2.18	16							
204	12,144	Office	2.18	26	Office	2.18	26	Office	2.18	26	Office	2.18	26	Office	2.18	26							
SUBTOTAL	37,625			63		63			0		63			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	Residential (1 bedroom du/s)	1.5	15							
1266	--	Residential (1 bedroom du/s)			Residential (1 bedroom du/s)			Residential (1 bedroom du/s)			Residential (1 bedroom du/s)			Residential (1 bedroom du/s)									
1270	--	Residential (1 bedroom du/s)			Residential (1 bedroom du/s)			Residential (1 bedroom du/s)			Residential (1 bedroom du/s)			Residential (1 bedroom du/s)									
SUBTOTAL	10			15		15			15		15			15		15							
Palace of Fine Arts																							
n/a	--	Special Use/Museum	368		Special Use/Museum	368		Special Use/Museum	368		Special Use/Museum	368		Special Use/Museum	368								
SUBTOTAL	0		368			368			368		368			368		368							
TOTAL			1141		TOTAL			1195		TOTAL			1099		TOTAL			1533		TOTAL			1423

Source: President Trust, February 2009.

The identification of buildings for removal is based on the layout plan provided by Caltrans in February 2009.

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 already removed under existing conditions.

Building 201 – Under the Preferred Alternative in 2010, the building will be assumed vacant, with the current building use relocated to Building 1163. The top portion of the building is assumed to be relocated, stored, preserved, and reconstructed in year 2030. The building area is assumed to be reduced to approximately 7,112 ft².

Building 1163 - Under the Preferred Alternative in 2010, the current building use of Building 201 will be temporarily relocated to this building.

The new construction in the Thornburg Area will be located west of Building 1040 and east of the new Girard Road extension.

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.

Buildings 204, 205, 230, 605, 606, 1158 - Under the Preferred Alternative, these buildings will be removed in 2010. Under the No-Build conditions, these buildings are assumed to have the same uses as existing in 2010 and 2030.