

## **ERRATA**

### **34<sup>TH</sup> AMERICA'S CUP ENVIRONMENTAL ASSESSMENT**

## **Introduction**

The National Park Service (NPS) and United States Coast Guard (USCG), in cooperation with the United States Army Corps of Engineers (Corps) and the Presidio Trust (Trust)—collectively referred to as the “federal team”—prepared an Environmental Assessment (EA) to analyze the potential effects of the 34th America's Cup (AC34) sailing races and associated events on lands and waters under the jurisdiction of these federal agencies. The America's Cup is a series of international sailing events to be held in the San Francisco Bay that the City and County of San Francisco (CCSF) proposes to host in summer-fall 2012 and summer-fall 2013.

On June 7, 2012, the 34<sup>th</sup> America's Cup Environmental Assessment was released for public review in a formal 30-day comment period that closed on July 7, 2012. The EA was circulated to local, state, and federal agencies and to interested organizations and individuals to allow them to review and comment on the report. Publication of the EA on the National Park Service Planning, Environment and Public Comment (PEPC) website (<http://parkplanning.nps.gov/>) marked the beginning of the public comment period during which written comments were accepted. The NPS held a public open house during the comment period on June 21, 2012 in the Presidio of San Francisco. A copy of the EA was available for public review at the open house along with electronic and display board presentations.

This Errata sheet addresses comments received on the Environmental Assessment (EA). The corrections in this Errata sheet are intended to clarify issues presented in the comment letters and to update the administrative record with project changes. These corrections and clarifications do not change the determination of any of the significant impacts as presented in the EA.

## Overview of the Proposed Action

On December 31, 2010, San Francisco was selected as the location for the AC34 sailing races. As originally proposed by the project sponsors (identified as the America's Cup Event Authority, LLC and the City and County of San Francisco), AC34 events would consist of fleet and match races on San Francisco Bay in 2012 and 2013. The 2012 events would occur in mid-summer to early fall and involve the America's Cup World Series (ACWS). The 2013 events would occur in late summer through early fall and involve the Louis Vuitton Cup, America's Cup Challenger Series, potential America's Cup Defender Series, and the final Match.

## Alternatives

NEPA regulations include guidance that an EA or EIS look only at "reasonable" alternatives, which are defined for all agencies (40CFR1500 et seq.) as those that are economically and technically feasible, and show common sense. The alternatives selected for analysis include: Alternative A–No Action; Alternative B–Sponsor Proposed Project as of January 2012; Alternative C–No Organized Events on NPS Lands; Alternative D–Modified Program Alternative; and Alternative E–Preferred Alternative. Alternative E was developed through the federal team's participation in a Choosing by Advantage (CBA) process, (used by the NPS and other federal agencies), and includes elements taken from other action alternatives. It also incorporates project sponsor-proposed revisions as of April 2012.

## Changes to Text

Changes to the project and to the EA text that have occurred since the publication are noted below. In some cases these changes also reflect modifications made in response to public comment. In other cases changes are made due current project adjustments or are simply staff induced clarifications. Existing text (no proposed changes) is in *italics*, additions to the text are underlined, and deleted text is shown in ~~strikeout~~.

The following updates have been made to the 2012 race days and times.

<u>August 2012 World Series</u>		
<u>21 August</u>	<u>1:00 p.m. – 4:00 p.m.</u>	<u>Practice</u>
<u>22 August</u>	<u>1:00 p.m. – 4:00 p.m.</u>	<u>Racing</u>
<u>23 August</u>	<u>2:10 p.m. – 3:40 p.m.</u>	<u>Racing</u>
<u>24 August</u>	<u>2:10 p.m. – 3:40 p.m.</u>	<u>Racing</u>
<u>25 August</u>	<u>2:10 p.m. – 4:35 p.m.</u>	<u>Racing</u>
<u>26 August</u>	<u>11:30 a.m. – 2:00 p.m.</u>	<u>Racing</u>

**October 2012 World Series**

<u>2 October</u>	<u>12:30 p.m. – 4:30 p.m.</u>	<u>Practice</u>
<u>3 October</u>	<u>12:30 p.m. – 4:30 p.m.</u>	<u>Racing</u>
<u>4 October</u>	<u>4:00 p.m. – 6:00 p.m.</u>	<u>Racing</u>
<u>5 October</u>	<u>4:00 p.m. – 6:00 p.m.</u>	<u>Racing</u>
<u>6 October</u>	<u>4:00 p.m. – 6:00 p.m.</u>	<u>Racing</u>
<u>7 October</u>	<u>1:05 p.m. – 2:40 p.m.</u>	<u>Racing</u>

The race authority has determined there will be no AC72 exhibition races in 2012, therefore all references to this event have been removed from the EA. This event was analyzed under Alternative E of the EA. The impact conclusions for 2012 under each impact topic assumed three events, including the AC72 exhibition races. In the absence of the AC72 races, impacts would generally be less severe.

Changes to Protection Measure HYD-4 are made in the following locations in the EA - Page S-40, Table SUM-3, Page 2-39, Table ALT-2, and page 4.2-6, Section 4.2.6.2 Events in NPS Managed Waters.

***Educational Materials for the Maritime Public.** The project sponsors would develop and distribute to the maritime community educational materials on the proper and legal waste handling procedures in the Bay and identify facilities for onshore waste disposal during the AC34 activities, as well as on invasive species and pollution control best management practices. The Final EIR of the 34th America's Cup and James R. Herman Cruise Ship Terminal and Northeast Wharf Plaza, the Water and Air Traffic Plan, and the Revised Aquatic Invasive Species Best Management Practices for Boaters provide information about methods for dissemination of educational materials including, but not limited to brochures, pamphlets, or educational signs; AC34 websites; boating, cruising, and newspaper periodicals; social media; area yacht clubs and marinas; and all AC34 mooring locations. These reports are available for review on the city's Office of Economic Workforce Development website ([http://www.oewd.org/Development\\_Projects-Americas\\_Cup.aspx](http://www.oewd.org/Development_Projects-Americas_Cup.aspx))*

The following change is made on Page 2-16, Section 2.3.8 Marin Headlands

*The Marin Headlands, shown in Figure ALT-7, span approximately 2,500 acres of the southern tip of the Marin Peninsula, from U.S. Highway 101 to the western Marin coastline. Incorporated into the GGNRA system in 1972, the Marin Headlands consist of collections of former military buildings (Forts Cronkhite and Barry); a Nike Missile site; several batteries, the most popular of which among visitors is Battery Spencer, closest to the Golden Gate Bridge; residences; and park and partner program facilities such as the Marine Mammal Center, the Marin Headlands Hostel, the YMCA, the Headlands Center for the Arts, and ~~the~~ Headlands Institute NatureBridge.*

**The following change is made on Page 2-29, Table ALT-2, Summary of Management Actions and Protection Measures**

*These measures are described more fully below as Protection Measures AIR-1a through AIR-1.*

**Changes to Table ALT-2, Summary of Management Actions and Protection Measures**

After release of the EA, NPS discussions with CCSF resulted in minor modifications to certain management and protection measures. This was necessary to provide field-based operational flexibility on some elements which may be affected by variations in visitation and/or how staff is deployed. The vast majority of these revisions centered on issues of how the measures would be implemented and by whom. These minor changes are not considered to be substantial as the intended purpose and outcome of the measure would not be expected to change. For these reasons, the revisions would not substantially affect determinations of significance. Specific management and protection measures that have been modified are included in Attachment A.

**The following change is made on Page 2-51, Section 2.6 Federal Team Preferred Alternative**

*Alternative E is summarized in Table ALT-1 and described more fully in Section 2.134.*

**The following change is made on Page 2-65, Table ALT-5: Schedule for America's Cup San Francisco Events in 2013**

<i>Event</i>	<i>Dates</i>	<i>Number of Race Days</i>	<i>Number of Reserve Race Days</i>	<i>Maximum Number of Races Per Day</i>
<i>Louis Vuitton Cup</i>	<i>July 4 – <del>September 6</del> <u>August 31, 2012</u></i>	<i><u>43</u> <del>36</del></i>	<i><u>14</u> <del>24</del></i>	<i>4</i>
<i>AC34 Youth Series</i>	<i>September 1-4, 2013</i>	<i><u>4</u></i>	<i><u>0</u></i>	<i><u>4</u></i>
<i>AC34 Match</i>	<i>September 7-23, 201<u>2</u></i>	<i>9</i>	<i><u>5</u> <del>9</del></i>	<i>2</i>

**The following change is made on Page 2-89, Section 2.12.5.1 Crissy Field**

*Due to its proximity to the Alternative C race areas, as indicated in Section 2.121.4, Visitation Estimates, Crissy Field would still be expected to attract a substantial number of spectators during the AC34 races in 2012 and 2013.*

**The following change is made on Page 2-90, Section 2.12.5.3 San Francisco Maritime National Historical Park (Aquatic Park, Hyde Street Pier, etc.)**

*Under Alternative C, Aquatic Park would still be expected to attract large numbers of AC34 event spectators in 2012 and 2013 (see Section 2.121.4, Visitation Estimates).*

**The following change is made on Page 4-1, Chapter 4, Introduction**

***Context.** Context describes the area or location (site-specific, local, parkwide, or regional) in which the impact would occur. Site-specific impacts would occur at the location of the action, local impacts would occur in the immediate area, parkwide impacts would affect a greater portion of the park, and regional impacts would extend beyond park boundaries.*

***Duration.** Duration describes the length of time an effect would occur, either short term or long-term. Short-term impacts are those caused by construction activities (from start to end of the construction period), and long-term impacts are those that ~~are irreversible~~ last longer than the end of the construction period.*

**The following change is made on Page 4-2, Impact Thresholds and Significant Impacts, add after last paragraph in this section**

In addition to significant impacts, the NPS determines whether any of the impacts have the potential to “impair” resources or values as defined by its Management Policies (NPS 2006). The results of this determination is recorded as a part of the EA decision document (in this case anticipated to be a FONSI or Finding of No Significant Impact).

**The following change is made on Page 4.1-6, Section 4.1.6.2, Natural Hazards**

*Given the high number of spectators expected on federal lands, the possibility of damage to or toppling of temporary spectator facilities (not applicable to Alternative C or E), and the general level of disorder or panic that may arise, it is reasonable to assume that a large earthquake occurring during the AC34 events could result in injuries or even casualties for event spectators, or damage to temporary spectator venues.*

**The following change is made on Page 4.2-12, Section 4.2.10.1, Activities on NPS Lands**

*Impacts from activities on NPS lands would be similar to those described for Alternative D at SAFR, while ~~those except that the impacts at GGNRA would be less intense~~ closer to Alternative C, due to the eastward shift of the race area and elimination of programming at Crissy Field, both of which would reduce spectator visitation. However, large numbers of spectators would still be expected to visit the waterfront parklands. For this reason, impacts to hydrologic resources would remain be short-term and minor.*

**The following change is made on Page 4.3-1, Section 4.3.2, Issues**

~~*Alternative B, Sponsor Proposed Project, and all*~~ All of the action alternatives including the Preferred Alternative of the other alternatives except for Alternative A—No Action, would generate ozone precursors, PM2.5, and CO through a number of sources.

**The following change is made on Page 4.3-1, Section 4.3.2, Issues**

*Operations of the America's Cup events during 2012 and 2013 would involve a wide variety of activities, both in water and on land, as well as helicopter activities. In-water activities would include boat and yacht trips (e.g., race-sponsored spectator vessels, race support vessels, small and large private spectator boats, and assist tugs). On-land activities would include generators and other equipment used at race-sponsored viewing sites*

*and on-road vehicle trips, primarily from spectators traveling to and from parklands. Helicopters would be used for broadcasting and media operations and would follow each race route.*

**The following change is made on Page 4.3-15, Section 4.3.10 Impacts of Alternative E—Preferred Alternative**

*The reduction in construction emissions under Alternative E would be marginal compared to Alternative B and very similar to those in Alternative C.*

**The following change is made on Page 4.4-1, Section 4.4.2, Issues**

*The preferred alternative ~~proposed action~~ and all of the alternatives, with the exception of the No Action Alternative, would generate GHGs through a number of sources. Some of these emissions would occur in the jurisdiction of federal agencies and potentially affect the GHG emission inventories of federal agencies required by Executive Order 13514. These emission sources associated with spectators would include transportation-related GHG emissions resulting from spectators travelling to federal lands and generators and other equipment used at race-sponsored viewing sites on federal lands.*

**The following change is made on Page 4.4- 14, Section 4.4.12.1 Emissions on Parklands Lands, Vehicle Emissions**

*~~Compared to Alternative B,~~ Alternative E would result in fewer GHG emissions than Alternative B ~~in~~ from spectators traveling to federal land to observe AC34 race events. Spectator estimates were calculated by AECOM for each project alternative. Using these estimates for Fort Baker/ Marin headlands, Cavallo Point, Crissy Field, the Presidio, Fort Mason and Aquatic Park over the course of the entire AC34 race period a total of 82,640 spectators would be expected to visit these lands in 2012 and 296,340 in 2013.*

**The following change is made on Page 4.4-15, Section 4.4.12.1, Emissions on Park Lands, Indirect Emissions**

*Solid waste generation for Alcatraz, Crissy Field, Fort Mason and Aquatic Park would increase but to a lesser degree than under Alternative B. Based on the percentage difference in spectator ~~visitor~~ estimates between Alternative E and Alternative B (58 percent less in 2012 and 64 percent less in 2013), GHG emissions from increased waste generation under Alternative E would be approximately 4.5 MT CO<sub>2</sub>e for 2012 and 8.4 MT CO<sub>2</sub>e for 2013. These emissions compare to an existing solid waste source emission inventory of 196 metric tons of CO<sub>2</sub>e.*

**The following change is made on Page 4.5-1, Section 4.5.1.2, Issues**

*Direct impacts of the AC34 events could include crushing or removal of sensitive vegetation, some of which ~~are~~ is rare or endangered and some the host plants of a listed species of butterfly. Indirect impacts on upland wildlife and waterbirds could include effects of noise generated by spectators (on land or by boat), and special event activities. While the influx of thousands of visitors to spectator sites and on-water traffic would have similar types of impacts as compared with other large special events, the effects of AC34 would be on a larger scale due to the prolonged schedule ~~be more prolonged because of its longer schedule.~~*

The following change is made on Page 4.5-34, Section 4.5.1.12, Impacts of Alternative E – Preferred Alternative

*All biological Protection Measures would still be implemented to ensure incidental impacts to wildlife and habitat under federal jurisdiction were avoided and/or minimized. In addition, Alternative E includes higher helicopter buffers over Alcatraz and changes in the types, locations, and dates of Alternative E 2012 race events that would benefit GGNRA wildlife. Events, locations and dates of the 2013 are also slightly different from those of the other alternatives, while those of the 2013 races remain unchanged.*

The following change is made on Page 4.5-35, Section 4.5.1.12, Impacts of Alternative E – Preferred Alternative

***Impacts on Wildlife other than Alcatraz Waterbirds***

*All impacts and mitigations would be similar to the Alternative B, although the 500-foot watercraft buffer around Alcatraz Island and the eastward shift of spectators toward facilities and amenities at the AC34 Village on Marina Green would ~~be moderate impacts,~~ reduce impacts generally on sensitive habitats and species, which are concentrated at Alcatraz Island, Crissy Marsh, and to the west. Relative to the impact thresholds the impacts would be minor, localized and short-term, but less than Alternative B due to the increased marine buffer and eastward race course shift.*

***Impacts on Special-status Species***

*As with the Alternative B, listed plant species would continue to have exposure to adverse impacts, as AC34 spectators could illegally trespass to use these areas or could watch the races in areas where single individual plants exist and are not fenced or monitored. Mission blue butterfly habitat is in a similar position along the Marin Headlands, and the western snowy plover may still be subject to human harassment at Crissy Beach.*

**Conclusion for Alternative E that includes both Impacts of Alternative E and Impacts of Cumulative Actions not related to AC34.**

*However, the displacement of foraging waterbirds from Central Bay feeding areas would be a moderate, but localized and short-term effect because of the availability of alternate foraging areas. ~~They~~ This impact would not affect park resources and values.*

The following change is made on Page 4.6-60, Section 4.6.10.2 Presidio Area A

*Similar to Alternative B, Alternative E would not include programmed events in the portion of the Presidio that includes the bluffs and shoreline overlooking the Golden Gate. Compared to Alternative B, Alternative E is expected to attract fewer daily visitors (2,890 in 2012 and 3,970 in 2013) to such areas.*

The following change is made on Page 4.6-60, Section 4.6.10.4 San Francisco Maritime NHP

*The San Francisco Maritime NHP would be considered a prime viewing location. Daily park visitation on peak race days in 2012 would total 13,720, while that of 2013 would be 16,120. On Fleet Week weekends, cumulative visitation combined with AC34 could top 20,000. Visual effects on the Aquatic Park National Register Historic District/NHL District and other resources of the San Francisco Maritime NHP would be negligible under both Alternative B and Alternative E. Anticipated effects without protection measures on Municipal Pier and the historic vessels of SAFR at the Hyde Street Pier would be the same as in Alternative B, that is, major adverse and moderate to major adverse, respectively.*



**The following change is made on Page 4.7-64, Section 4.7.10, Impacts of Alternative E—Preferred Alternative**

*Therefore, although the intensity of effects or number of days affected would generally be lessened, the types of effects would remain essentially unchanged from those identified under Alternative B, above. Alternative E is the only alternative that also includes updates made by the Project Sponsor since December 2011 when the NEPA analysis began. These updates include a scheduled series in 2012 over the same weekend as Fleet Week.*

**The following change is made on Page 4.7-65, Section 4.7.10.1 San Francisco Maritime National Historical ~~National~~ Park**

*However, management actions and protection measures described under Alternative B would be applied. Reduced program and the application of these measures, including funding and use of adequate staffing levels augmented with SFPD commissioned officers in both 2012 and 2013 would reduce, thereby ~~reducing the overall short-term visitor safety, use, satisfaction, and understanding impact to minor levels given the reduced programming and adequate staffing levels augmented with SFPD deputized, commissioned officers in both 2012 and 2013.~~*

**The following change is made on Page 4.7-71, Section 4.7.10.7 Golden Gate Bridge Overlook**

*As shown in Table VUE-47, LOS on 2013 race days could range between ~~AB~~ and D. Onsite crowding conditions could range between LOS ~~AB~~ and LOS C for ~~all most~~ race conditions. ~~at most locations, with the exception of the San Francisco Bay viewing areas.~~*

**The following change is made on Page 4.7-74, Section 4.7.10.10 ~~Marin Headlands~~ Ft. Barry/Cronkhite, Baker Beach, China Beach, Lands End, and Alcatraz Island**

*Alcatraz Island. Secondary viewing from Alcatraz Island would be limited by the availability and schedule of ferry services to the island and limited access to food and snacks on the island. And afternoon access may be ~~effected-affected~~ during short term race periods in 2013 for no more than 10 minutes from scheduled departure times; however, with Management actions, these delays will be very limited to actual race periods, and be supported otherwise with escorts thru the race box by ACRM escorts.*

**The following change is made on Page 4.7-75**

*Impacts on the Alcatraz visitor experience will be negligible to minor with access to the point of Embarkation addressed in the transportation section under the City's ~~Muni~~ People ~~Plan~~ for the Embarcadero.*

*Marin Headlands (proper) Ft. Barry-Ft. Cronkhite. Though not a viewing area, uses and programs in the Ft. Barry –Cronkhite area of the Marin headlands could experience increased visitation from displacement from other park areas during the 2012 and 2013 AC34 races. This would result mostly in access issues on peak weekends that are addressed in the Transportation section. When it is congested on auxiliary access roads into the Headlands, Fire/EMS responses could also be ~~effected-affected~~. Protective Measures have been established to address ~~that by insuring traffic~~ increased traffic congestion by ensuring controls on intersections and at the tunnel will be available on peak and high interest weekend days under the NPS Incident Command System implemented to maintain fire lanes; and, EMS personnel could also be pre-positioned, as needed, to address maintaining average response times consistent with SMFPD standards.*

**The following change is made on Page 4.7-77, Section 4.7.10.14 Conclusion**

*Implementation of Alternative E, including application of all protection measures, would result in an overall short-term minor to moderate effect. New park visitors, attracted to these sites as a result of AC34 races, would enjoy watching the races while also experiencing some of the natural, cultural, scenic, and recreational resources that make parklands unique, despite the lack of programming. Potential adverse effects from shorter periods of crowding due to ~~lower~~ higher visitation levels could temporarily reduce visitor safety, use, and experience that would be addressed through adoption of management and protective measures in project sponsor permits.*

**The following change is made on Page 4.8-1, first paragraph**

*This section assesses the potential soundscape and noise impacts of the AC34 project, including ~~from short-term construction noise impacts and noise impacts from vehicle traffic, marine vessels, helicopters and other operations during the AC34 events.~~ from short-term construction noise impacts and noise impacts from vehicle traffic, marine vessels, helicopters and other operations during the AC34 events.*

**The following change is made on Page 4.8-2, Section 4.8.2 Issues**

*Operation of the America's Cup events would result in the temporary introduction of both stationary and mobile noise sources, although the sources and intensity of impact would differ among alternatives. Stationary noise sources ~~would~~ could include the operation of power generators to provide lighting and other electrical services to spectator areas and team support areas as well as the operation of public address systems and amplification equipment at spectator areas with entertainment venues.*

**The following change is made on Page 4.8- 26, Section 4.8.10.1, Impacts of Alternative E – Preferred Alternative**

*Operational stationary source noise ~~from generators, forklifts and light towers at these venue locations would also not occur under this alternative.~~ at GGRNA could also be reduced under this alternative due to the lack of amenities.*

**The following change is made on Page 4.8-26, Section 4.8.10.1, Construction Noise**

*Minor adverse impacts from construction of tents at venues at SAFR could still occur in 2013 under Alternative E. Fort Mason would continue to experience a minor adverse noise impact associated with pile driving at Marina Green as well as negligible impacts from construction of spectator venues. Other than this, noise impacts to federal lands from construction would not occur.*

**The following change is made on Page 4.8-27, Section 4.8.10.5, Generator Noise**

*Under Alternative E, generator operations may only occur at SAFR. Because the generator at SAFR would be only marginally increase the ambient noise environment at the nearest receptor (0.1 dBA; see Table NOI-6), the generator noise impact of Alternative E would be reduced from moderate adverse to minor adverse with protective measures.*

**The following change is made on Page 4.9, first paragraph**

*This section addresses the potential visual impacts associated with implementation of the America's Cup (AC34) proposed project and alternatives. Visual resources are defined as the visible natural and built landscape features that surround a project site. In this section, the effects of the ~~proposed actions~~ alternatives on the visual resources under federal jurisdiction in the study area are evaluated.*

**The following change is made on Page 4.10-129, Section 4.10.11.1, Impacts of Alternative E, Traffic**

*Under Alternative E, there would be no programming on NPS lands except at SAFR. In 2012, similar to Alternative D, the first ACWS race area would be shifted east from its Alternative B and Alternative C counterpart by approximately  $\frac{1}{2}$   ~~$\frac{1}{4}$~~  mile to focus spectators away from Crissy Field.*

**The following change is made on Page 4.10-132, Marin Headlands and Fort Baker Locations**

*Under Alternative E, the number of spectators destined to the Marin Headlands and Fort Baker would be similar to Alternatives B, C and D, ~~and would be less than under Alternative B on both weekday and weekend event days.~~*

**The following change is made on Page 4.10-134, Transportation and Circulation, Section 4.10.11.2 Transit**

*Table TRA-19 (page ~~44~~.10-16) presents the total peak hour transit trips for Alternative E for AC34 2012 and AC34 2013 conditions for the various analysis scenarios.*

**The following change is made on Page 4.10-138, Transportation and Circulation**

*As described in Section 3.104, Transportation and Circulation, transit service to the Marin Headlands and Fort Baker is extremely limited, and includes the Muni 76-Marin Headlands on Sundays and holidays, and the Golden Gate Transit Route 10 on weekdays which does not directly serve Fort Baker or the Marin Headlands.*

**The following change is made on Page 4.10-139**

*Table TRA-34B, page 4.10-~~54~~3, presents the impact determinations for transit impacts based on the number of times per month that transit capacity utilization exceeds 100 percent.*

**The following change is made on Page 4.12-7, Section 4.12.6 Impacts Common to All Action Alternatives**

*As discussed in Table ALT-2, management and protection measures have been built into the project across all alternatives to ~~cumulatively~~ lessen the overall project impact for each alternative.*

**The following change is made on Page 4.12-8, Section 4.12.6 Impacts Common to All Action Alternatives**

*Efforts to protect or minimize impacts to resources would almost always have an impact on park operations.*

**The following change is made on Page 4.12-41, Section 4.12.10 Alternative E-Preferred Alternative**

*The races under this alternative would be similar in design to that under Alternative B in 2013 though shifted at least one-half mile eastward along the northern SF waterfront in 2012, easing some of the impacts on Crissy Field.*

**The following change is made on Page 4.12-42, Section 4.12.10.5, Aquatic Park (SAFR)**

*~~Due to~~ ~~Despite~~ the course shift in 2012, the intensity and duration of the AC34 events and associated increases in visitation could require deployment of additional NPS staff.*

**The following change is made on Page 4.12-47, Section 4.12.10.12 Overall Impact Conclusions under Alternative E**

*Implementation of the protection measures would reduce these impacts to minor in 2012, except that the cumulative effects of non AC34 projects, such as Doyle Drive Reconstruction, the Golden Gate Plaza and Overlook, Headlands Roads and waterline projects, and Fleet Week overlap, increase impacts to moderate for park operations and assets in 2012, and moderate in 2013.*

**The following change is made on Page 4.13-18, Section 4.13.10.1, Landside**

*These areas are still likely to attract visitation during 2013 as secondary viewing areas, but due to the 0.5-mile eastward shift of the race course in 2012, will probably not experience as much secondary-viewing from park lands in that year and socioeconomic impacts would be reduced proportionately compared to Alternative B.*

**Additions to Appendix G- AC34 NEPA Section 106 Correspondence**

1. Letter from Jane M. Hicks (U.S. Army Corps of Engineers) to Caroline D. Hall (Advisory Council on Historic Preservation), Re: File Number: 2011-00057: 34th America's Cup; Section 106 Consultation, dated June 4, 2012.
2. Letter from Reid J. Nelson (Advisory Council on Historic Preservation) to Milford Wayne Donaldson (State Historic Preservation Officer), Re: Section 106 Review Process for the 34th America's Cup San Francisco, San Francisco County, California, dated June 29, 2012.
3. Letter from Frank Dean (National Park Service) and Craig Kenkel (National Park Service) to Caroline D. Hall (Advisory Council on Historic Preservation), Re: Section 106 Review Process, dated May 14, 2012.
4. Letter from Craig Middleton (Presidio Trust) to Caroline D. Hall (Advisory Council on Historic Preservation), Re: April 27, 2012 letter concerning section 106 review process for the 34th America's Cup, Presidio of San Francisco National Historical Landmark, Area B, San Francisco, California, dated June 4, 2012.

**New Appendix J – Endangered Species Act Section 7 and Magnuson Stevens Fisheries Conservation and Management Act Consultation**

1. Memorandum from Eric Tattersall (U.S. Fish and Wildlife Service) to General Superintendent, National Park Service, Golden Gate National Recreation Area, Re: Informal Consultation on the

34<sup>th</sup> America's Cup and James R., Herman Cruise Terminal and Northeast Wharf Plaza, dated July 13, 2012.

2. Letter from Kevin Chu for Rodney R. McInnis (National Oceanic and Atmospheric Administration) to Captain Cynthia L. Stowe (U.S. Coast Guard), Lieutenant Colonel John K. Baker (U.S. Army Corps of Engineers), and Frank Dean (National Park Service), Re: Endangered Species Act Section 7 and Magnuson Stevens Fishery Conservation and Management Act Consultation for the 34th America's Cup, James R. Herman Cruise Terminal, and Northeast Wharf Plaza projects, dated July 26, 2012.
3. Letter from Helen M. Golde (National Oceanic & Atmospheric Administration) to Kim Von Blohn (Port of San Francisco) and Sam Hollis (America's Cup Event Authority), Re: Incidental Harassment Authorization, dated July 31, 2012.

## **Response to Public Comments**

A public comment period was provided for the EA from June 7 through July 7, 2012. A total of four comment letters were received: from the California Department of Boating and Waterways and California Coastal Commission; the Richardson Bay Audubon Center & Sanctuary; the Star Alliance (Foundation for All); and the Environmental Council. The comments and federal agency responses to those comments are included in the following pages.

## 34<sup>th</sup> America's Cup Event – Public PEPC Comments on EA

July 9, 2012

**PEPC Project ID: 38234, DocumentID: 47940**

**Correspondence: 1**

### Author Information

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### Correspondence Information

Status: New Park Correspondence Log:  
Date Sent: 07/05/2012 Date Received: 07/05/2012  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

### Correspondence Text

1. Alternatives Considered for the 34th America's Cup Events. Considering the analyses provided in the Environmental Assessment (EA), DBW recommends Alternative E. This alternative can provide actions and measurements that may result in better protection of the biological resources, minimize environmental impacts, and best balance and protect visitors' safety and experience, facilities and operations. DBW/CCC-1
2. Alternative E. 2012 Race Schedule. DBW recommends that the 2012 Race schedule follows the same race period as the 2013 Schedule (11 a.m. to 4:00 p.m.). This schedule will allow other recreational activities occurring in the San Francisco Bay Area (kite surfing and windsurfing) to start earlier. After 3 p.m. is when the winds are the strongest and these water enthusiasts are expected to recreate. DBW/CCC-2
3. Chapter 3: Environmental Impacts (Hydrology and Water Quality), Table SUM-3 Summary of Management Actions and Protection Measures (HYD-4 Educational Materials for the Maritime Public) and Section 4.2.6.2 AC34 Events in NPS Managed Waters. Information on how the implementation of the HYD-4 measure is not included in the EA. A reference to the Environmental Impact Report (EIR) and the Water and Air Traffic Plan and the Revised Aquatic Invasive Species Best Management Practices for Boaters would have provided significant information to the public about the educational materials and strategies (dissemination plan) that will be used to communicate and educate the boating community about environmentally sound boating practices before and during the event. DBW/CCC-3
4. Chapter 3: Environmental Impacts (Marine Biological Resources). The EA mentions: "Protection measures include education and inspection to minimize the potential for introduction of new exotic species, which would keep impacts on native aquatic vegetation from becoming more than minor." The EA did not include information about the inspection plan and its implementation. DBW/CCC-4

## Comment Letter DBW/CCC

5. Table SUM-3 Summary of Management Actions and Protection Measures (VUE-5 Educational Programming at AC34 Venues (Alternative E). In order to increase the impact of the Educational Programming at AC34 Venues, DBW recommends the NPS to coordinate and work with state and local agencies such as DBW, California Coastal Commission, the Marine Mammal Center, Gulf of the Farallones National Marine Sanctuary, City and County of San Francisco Department of the Environment, Save the Bay among others. These agencies and organizations have expertise, information and resources already developed which emphasize ocean stewardship actions.

DBW/CCC-5

6. Section 4.5 Biological Resources. Even though the EA concludes that "impact to eelgrass and submerged aquatic vegetation (SAV) in Central Bay from project related activities is expected to be local and short-term. Intensity would be negligible to minor, depending on the degree of impact to sensitive sites, specifically to regional eelgrass beds. Potential impact from temporary dock lighting is local and negligible." It is important to consider that the influx of boaters in the Bay Area and areas near the race may increase the risk to eelgrass (e.g., at Richardson Bay). Boaters should be informed about the location of the eelgrass to ensure protection. Measures that would be used to prevent impacts should be presented.

DBW/CCC-6



### Response to Comment Letter DBW/CCC 1

Comment noted.

### Response to Comment Letter DBW/CCC 2

As noted above (page 4) race times for 2012 races have been altered. These times will better accommodate recreational users of the bay would have access from Crissy Field in the late afternoon of race days. Displaced sailboarders may also be able to use other informal launch sites, such as those located at San Quentin and Fort Baker under the sponsor proposed Alternative B during the races in 2013.

### Response to Comment Letter DBW/CCC 3

As a result of this comment, Mitigation Measure HYD-4 in Table SUM-3 (page S-40) and Table ALT-2 (2-39), and page 4.2-6 has been edited as follows:

*Educational Materials for the Maritime Public.* The project sponsors would develop and distribute to the maritime community educational materials on the proper and legal waste handling procedures in the Bay and identify facilities for onshore waste disposal during the AC34 activities, as well as on invasive species and pollution control best management practices. The Final EIR of the 34<sup>th</sup> America's Cup and James R. Herman Cruise Ship Terminal and Northeast Wharf Plaza, the Water and Air Traffic Plan, and the Revised Aquatic Invasive Species Best Management Practices for Boaters provide information about methods for dissemination of educational materials including but not limited to brochures, pamphlets, or educational signs; AC34 websites; boating, cruising, and newspaper periodicals; social media; area yacht clubs and marinas; and all AC34 mooring locations. These reports are available for review on the city's Office of Economic Workforce Development website ([http://www.oewd.org/Development\\_Projects-Americas\\_Cup.aspx](http://www.oewd.org/Development_Projects-Americas_Cup.aspx))

### Response to Comment Letter DBW/CCC 4

In response to this comment, the following information will be added to page 4.11-2, Section 4.11.3.1 of the EA: The Ballast Water Management for Control of Non-Indigenous Species in Waters of the United States authority (Subpart D – 33CFR 151.2000) require all US and foreign vessels to maintain a ballast water management plan, be equipped with ballast tanks, and practice ballast water exchange in an area no less than 200 nautical miles from any shoreline. Vessels must keep written records and a ballast water reporting form must be submitted prior to departure of port for transit less than 24 hours or 24 hours prior to arrival for transit greater than 24 hours via email or fax. This applies to all vessels, U.S. and foreign, equipped with ballast tanks that operate in the waters of the United States. It also applies to all vessels, U.S. and foreign, equipped with ballast tanks, that enter the waters of the United States after operating beyond the Exclusive Economic Zone, except those vessels exempted in Sections 151.2010 and 151.2015.

### Response to Comment Letter DBW/CCC 5

In response to this comment, Protection Measure VUE-5 under Alternative E has been revised to state: *The NPS would emphasize ocean stewardship programs within existing park and partner interpretive programs at Crissy Field and Fort Baker, as and if provided for by project sponsors. In addition, the Maritime Museum at SAFR may produce maritime-themed interpretive displays in partnership with other maritime*

museums or sponsors. In order to increase the impact of the educational programming at AC34 venues, the project sponsor would also coordinate and work with the California Department of Boating and Waterways, California Coastal Commission, the Marine Mammal Center, Gulf of the Farallones National Marine Sanctuary, City and County of San Francisco Department of the Environment, and Save the Bay.

**Response to Comment Letter DBW/CCC 6**

Potential impacts to eelgrass would result primarily from limited overnight anchorage in Richardson Bay. The federal agencies, in their preparation of the EA, anticipated that the majority of spectators in vessels in need of mooring would be local and therefore would already have berths and would not overnight in eelgrass bed locations within Richardson Bay. Nonetheless, as a result of the consultation with NOAA Fisheries, the EA contains Protection Measure BIO-6. This measure would avoid or reduce impacts to eelgrass in Richardson Bay by upgrading the 10 mooring anchors presently located within the eelgrass areas with less invasive anchoring systems

**PEPC Project ID: 38234, DocumentID: 47940**

**Correspondence: 2**

## Author Information

Keep Private: No  
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## Correspondence Information

Status: New Park Correspondence Log:  
Date Sent: 07/06/2012 Date Received: 07/06/2012  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

## Correspondence Text

A species conspicuously missing from section 3.5.1.1, page 3.5-7, is the Elegant Tern *Thalasseus elegans*), a Near-Threatened species (and California Species of Special Concern) whose post-breeding range includes the Bay Area.

The Elegant Tern is also absent from the list of Special-Status Species/Species of Special Concern, section 3.5.1.3, on page 3.5-13.

Up to 700 adults and juveniles have been noted in Richardson Bay alone, and can be seen feeding in the waters of the central Bay during the summer from July through October. Race activities have the potential to affect feeding activity in that area.

### Response to Comment Letter Audubon 1

This comment notes that the post-breeding range and feeding areas of the Elegant Tern includes Richardson Bay. As described above, it is expected that race related activities and traffic will be very limited in this area. Therefore, it is unlikely that these birds will be impacted by race events. Furthermore, while this species is listed as an animal of special concern by the California Department of Fish and Game (CDFG) (2011), **Error! Hyperlink reference not valid.** according to the CDFG's website, it is the nesting colonies that are the resource of interest. Nesting colonies are restricted to Mexico and extreme southern California (CDFG 2005, Zeiner et al., 1990) and thus would not be affected by the proposed action.

Protection measures included in Alternative E, including BIO-3 and BIO-6, were developed for the protection of sensitive marine species, and also include bird species. These protection measures would also avoid negative effects to Elegant Tern. These measures include requiring a resource management and monitoring program to ensure protection of sensitive species in NPS areas of jurisdiction.

**PEPC Project ID: 38234, DocumentID: 47940**

**Correspondence: 3**

## Author Information

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## Correspondence Information

Status: New Park Correspondence Log:  
Date Sent: 07/07/2012 Date Received: 07/07/2012  
Number of Signatures: 1 Form Letter: No  
Contains Request(s): No Type: Web Form  
Notes:

## Correspondence Text

The STAR ALLIANCE - FOUNDATION FOR ALL (which has been dedicated to promoting good will and peace ethics worldwide since 1985) joins in celebration of the America's Cup Trophy and races at San Francisco Bay!

In respect to those planning and executing preparations and the future public interest, we thought it only right to share an update preview of our visionary concept for a "Floating Peace Theater" - a beautiful mobile facility for the Bay, dedicated to peace, the environment, cultural, and supporting performances and events.

We envision the inaugural "Ring of All Nations" would dock for several weeks at a time, on a rotating basis, at suitable landings around the Bay - e.g. San Francisco, Treasure Island, Marin, the East Bay, the Peninsula, and the South Bay.

The natural demand on local infrastructure during landings at any given port could be minimized by featuring a twin "Ring" floating parking structure.

Nevertheless, with a diameter of approximately a city block, and with potential audiences upwards of 15,000; the Ring would represent a significant presence at any bayside port of call.

If planning and facilities for the America's Cup could in any way be adapted so as better to accommodate the Ring of All Nations for the future, we would be most appreciative and interested to cooperate for the benefit of all parties and most especially the public interest.

Since our organization is still in a re-building phase, we would appreciate communications by classic mail and/or phone to supplement e-mail.

Gratefully,

Star Alliance-1

# Comment Letter Star Alliance

Peter Bruce DuMont  
President

The STAR ALLIANCE - FOUNDATION FOR ALL - joins in the celebration of

STAR ALLIANCE™  
FOUNDATION FOR ALL™

- Promoting "Quality-of-Life Peace Ethics for All" since 1985 -

Ring of All Nations™  
Floating Peace™ Project

A Concept for The 21st Century Linking Social & Environmental Sustainability

Global Peace Monuments,  
Theaters-in-the-Round, Educational Museums  
- Assembly, Arts, Retreat, & Office Spaces -

Supporting Ideals of Good Will, Integrity,  
Respect, Responsibility, & Joy:  
Quality of Life Peace Ethics for All

Summary Update of 2012 June 29

Peter Bruce DuMont  
Prime Founder & President  
STAR ALLIANCE FOUNDATION

Chief Consulting Architect: William Fisher, AIA, NCARB

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STAR ALLIANCE, STAR ALLIANCE FOUNDATION, STAR ALLIANCE FOUNDATION FOR ALL, STAR ALLIANCE FOR ALL, RING OF ALL NATIONS, FLOATING PEACE, FLOATING PEACE RINGS, THEATERS, ETC.; RING(S) OF PEACE, GLOBAL PEACE RING(S), AQUATHEATERS, ALL NATIONS THEATERS, & GOOD WILL PEACE ETHICS; ARE SERVICE & TRADE MARKS OF STAR ALLIANCE, A 501(C)3 CALIFORNIA NONPROFIT NGO, EST. 1985.

"A persistent and repeated error through the ages has been the failure to understand that the preservation of peace requires active effort, planning, the expenditure of resources, and sacrifice, just as war does."

- Donald Kagan, Sterling Professor of Classics and History, Yale University

Ring of All Nations  
Floating Peace™ Project

Project Overview

The STAR ALLIANCE FOR ALL Ring of All Nations Floating Peace project will establish cooperative, electronically-connected, newly-built or specially converted public assembly and performance spaces throughout the world, dedicated to sustaining peace, environmental integrity, and prosperity for all.

## Comment Letter Star Alliance

"Floating Peace Ring" monuments and facilities are envisioned for every nation. Whether water or land based, these dedicated structures will promote "Quality-of-Life Peace Ethics for All" while supporting the STAR ALLIANCE FOUNDATION FOR ALL and affiliated organizations and activities.

Floating Peace Rings will provide meaningful and memorable experiences for all who visit. They will act as a social catalyst for positive change by encouraging unity for common values - specifically a set of declared "Highest Common Ideals." These nonpartisan, nonsectarian values will facilitate humanity to pull itself together, as it were, in time to prevent or mitigate major breakdowns from unwise management of environmental, social, economic, legal, and political systems.

Most Floating Peace Rings will not actually float on water - but some of the first and most spectacular will - including the mobile prototype envisioned for San Francisco Bay. Each Ring facility, however, will help model and "float peace" socially, intellectually, and financially by design and practical, integrated functioning.

The Rings will be living museums as well as public assembly spaces - educational and performance facilities featuring inspiring sculpture, multi-media art and rotating displays. Integral to the Rings will be dining, classroom, conference, retreat, and office facilities closely affiliated with peace education programs and the STAR ALLIANCE.

The Rings will allow citizens of the world to gather locally, and interconnect globally, in the spirit of democratic, economic, legal, and cultural evolution and celebration. The Rings will accelerate and stabilize national and global society toward a permanent culture of peace.

Floating Rings and programs will encourage vibrant, healthy diversity, and help develop forward-looking and historical perspectives alike. They will encourage people-to-people, "communication, cooperation, & celebration" - involving "patience, passion, precision, compassion, and creativity for common goals."

In the spirit of good will (i.e., "willing for good outcomes"), Ring facilities and associated programs will support efficient conflict resolution and transformation from locality to globe. They will help prevent and reduce social and economic tensions, domestic violence, and wars while encouraging transformational attitudes via personal and collective commitments and cooperation.

STAR ALLIANCE FOR ALL intends to work with The United Nations, member countries, regional and local governments, business networks, individual businesses, and nonprofit organizations and network coalitions.

The social investments we make together will help support concrete, ongoing good works and act to prevent human suffering, preserve the environment, and provide practical peace dividends to local and international communities.

By sharing use of beautiful and attractive facilities, we will promote our declared civic peace principles and support their widespread adoption and application via government, science, education, sports, business, technology, entertainment, and the arts.

Media and press assets located at STAR ALLIANCE Floating Peace Rings will provide for continuous global broadcasts, interconnection and exchange.

Each Ring will have big screens and individual displays allowing audience members to commit to non-factional ethical ideals while participating publicly in topical discussions, performances, educational presentations, and peace-oriented games, exercises, and techniques.

Ring facilities will often include a master teaching center for the performing arts, recreational, and overnight visitor facilities.

## Comment Letter Star Alliance

Every Ring will feature an international friendship center.

STAR ALLIANCE FOR ALL Floating Peace Rings will offer prestigious businesses and civic institutions extraordinary opportunities to affiliate and share programs and facilities, and support participating non-governmental organizations. Some Rings will house personnel for the STAR ALLIANCE FOUNDATION and related groups as feasible.

### AquaTheaters

The San Francisco Bay prototype and some other Peace Rings will be AquaTheaters where the entire facility will float on water. Display areas, shops, and other facilities will surround the central theater-in-the-round.

STAR ALLIANCE AquaTheaters will be designed so they can be towed to beautiful anchoring spots in a variety of locations, and where appropriate, take beautifully-designed parking facilities with them to reduce strain on local infrastructure. In this way they will share the bounty of tourist and visitor opportunities with diverse local populations while "spreading the load" of space requirements. Visits from local school and adult populations and disadvantaged persons will be facilitated and overall ticket sales will be enhanced.

In addition to San Francisco Bay, another spectacular facility and docking location could be the Hudson River near the National 9/11 Memorial, with mobility allowing docking on the East Side of Manhattan near United Nations Headquarters, etc..

The prototype AquaTheater for San Francisco Bay is envisioned as a domed structure, up to a full city block in diameter, capable of boarding 18,000 people. It will host performances by major companies in symphony, chorus, ballet, drama, rock, pop, and folk; plus lectures and conventions, retreat activities and youth programs. Inter-cultural events will be encouraged.

In the fullness of time, STAR ALLIANCE Ring of All Nations \* Floating Peace facilities can host affiliated programs the world over. They will become instant tourist Meccas; sources of continual, renewing pleasures and memorable educational and entertainment experiences for communities and visitors alike.

In partnership with a broad array of cooperating organizations, a network of existing and future "Monuments for Peace"<sup>TM</sup> can be established - historical sites and attractions to be connected electronically around the world.

Individuals, organizations, and businesses wishing to participate are invited to consider gifts of volunteer time and skills as well as funds. Choice joint marketing options will be available for those lucky, courageous, and wise enough to participate early!

For more information, to discuss opportunities, or arrange for a private or public meeting or presentation to your business or group, please contact Peter DuMont at:

E-Mail: [PeterDuMont@STARALLIANCE.org](mailto:PeterDuMont@STARALLIANCE.org); (A phone call alert is currently REQUIRED to guarantee response. Please call: USA 510-540-8887. Cell: USA 510-220-7464. Best hours are Noon-5 PM Pacific Time, Monday-Friday; messages welcome anytime. Thank you in advance for your interest and cooperation!

Classic Mail:

STAR ALLIANCE \* FOUNDATION FOR ALL  
P.O. Box 11125  
Berkeley, California 94704

Consulting Architect:

William Fisher Architecture, Inc.



## Comment Letter Star Alliance

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\* \* \* \* \* The "Star" in STAR ALLIANCE refers first and foremost to the "Points of Ethical Value" [Good Will, Honesty, etc.] that remain constant and pure as ideals above the hurly-burly of the world. Equally important is that "Everyone Can Be a Star" by trying our best to apply these "stars," in proper balance and proportion, to the complex and demanding circumstances that life presents us all.

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### **Response to Comment Letter STAR ALLIANCE 1**

While the federal team appreciates the STAR ALLIANCE's letter, the proposal of a Ring of All Nations and a Floating Peace Theater was not part of the NEPA analysis and thus is not considered in the federal permits. Therefore no response is necessary.

Environmental Council

July 10, 2012

ESA

Attn: AC34

550 Kearny St., Suite 900

San Francisco, CA 94108

Re: The 34<sup>th</sup> America's Cup / Environmental Assessment Correction

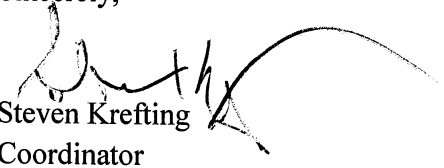
To Whom It May Concern:

Please find enclosed a corrected set of comments from the Environmental Council. There was an inadvertent error in the letterhead used previously that is correct in the enclosed version.

I would respectfully request that you replace the previous submission with the one enclosed.

Thank you,

Sincerely,



Steven Krefting  
Coordinator

Environmental Council

California Native Plant Society, Yerba Buena Chapter  
Nature in the City • Presidio Environmental Council  
San Francisco League of Conservation Voters  
Treasure Island Wetlands Project  
Turtle Island Restoration Network

July 7, 2012

ESA

Attn: AC34

550 Kearny St., Suite 900

San Francisco, CA 94108

Re: The 34<sup>th</sup> America's Cup / Environmental Assessment

To Whom It May Concern:

We are pleased to submit the comments of the Environmental Council on the draft Environmental Assessment issued June 7, 2012. In order to maintain an effective, balanced and unified voice for environmental- and community-based concerns, the Council is comprised of environmental, neighborhood and community organizations, many of which are listed in this letter. Our member organizations are committed to a successful and sustainable America's Cup event.

We appreciate the opportunity to provide these comments, which serve to inform the preparation of the Final Environmental Assessment to meet the aggressive review and approval schedule for the Proposed Project. We have been working with the City's team for over a year and appreciate the opportunity to have been involved extensively from an early date. We also appreciate the amount of work that has been conducted in a very compressed period and look forward to continuing our efforts to work on preparations for the event.

We will focus our comments on Alternative E, the preferred Alternative and the Management Actions and Protection Measures outlined in the draft. On the whole, given the measures described that must be in place prior to the granting of permits for the event, we support the Preferred Alternative.

One overarching concern that we have yet to see adequately addressed, and that applies to almost every one of the proposed Management and Protection Measures (MMPs), is the assurance of adequate funding to carry out these plans without negatively impacting other governmental services, operations and programs. We strongly oppose seeing any funds diverted from these essential functions to fund these absolutely necessary Measures. Another question that arises from and is related to this concern regards compliance and enforcement. How can the public be confident that the actions described in the MMPs are carried out and what is the consequence for failure to do so?

EC-1

EC-2

**Comments on Specific Management and Protection Measures**

**Air Quality**

We strongly support all the measures described, which are taken from the mitigation measures laid out in the final AC34 Environmental Impact Report (EIR). We are particularly pleased to see measure AIR – 1h, shoreside power to large private yachts berthed at Pier 27, and AIR – 1k, a permanent shoreside power installation at Pier 70. The latter measure will provide long-term benefits to Bay Area air quality and is a fitting legacy of this event.

EC-3

There is a small typo in AIR – 1, p. 2-29: there is a lower-case “L” missing from the very end of the last sentence.

**Biological Resources**

MPM BIO – 1 – We believe that the structure laid out, while ambitious, is critical to the avoidance or control of many of the potential detrimental effects of AC34 activities. Our main concern, previously mentioned, is that there may not be adequate financial and staff resources available to achieve these functions without negatively affecting other City and NPS operations and services.

EC-4

We generally support the fencing and monitoring plans of BIO- - 5, assuming that adaptive management can be employed if this measure is deemed inadequate to protect the sensitive resource(s) at a given location. We were unable to locate the Fencing Plan mentioned that is supposed to be available on the NPS PEPC site. We encourage the parks to consider augmenting the staff resource monitors with volunteers, many of whom with significant resource expertise are available.

EC-5

BIO – 6 - We are concerned that the Richardson Bay eelgrass beds may not be receiving sufficient protection. The maps and information on the boaters’ information handout are helpful; however, it still seems quite possible that visiting boaters will moor in the Sausalito beds, damaging the eelgrass with anchors and props.

EC-6

BIO – 10 and 11 – We strongly support the 500-foot boating buffer around Alcatraz, and the ¼ mile zone of no personal watercraft around all NPS land. We also strongly support the aircraft buffer of 1,000 feet horizontally and 2,000 feet vertically. Alcatraz is a critically important nesting site for many water birds, and both boat and air traffic have been demonstrated to be directly harmful to these species.

EC-7

BIO – 15, 16 and 17 – We generally believe that these measures to apply best management practices to the pile driving and other water-based construction are very good. However, we are concerned that one recent study (see Attachment A) suggests that the range of sound impact for harbor porpoises can be up to 21 kilometers. Therefore we propose that in the case of the final contingency listed in BIO – 15 that employing sound attenuation methods be considered before the NMFS noise thresholds are exceeded.

EC-8

We appreciate all the efforts proposed in BIO – 18 to prevent the introduction and spread of invasive species in the ecosystems of the Bay.

EC-9

BIO – 19 – We support all the restrictions described to fireworks displays. If fireworks must be used, we would also request that the agencies consider mechanisms to further control the plastic debris created by the displays. Many other efforts are being made to reduce the use of plastics by the public in the event venues and other observation areas, yet these displays generate unconscionable amounts of plastic pollution that are contrary to those efforts. If possible, we request that the fireworks themselves be limited to biodegradable casings. If this is not possible, we request that other methods, like the employment of debris booms over the most concentrated areas of debris fall, be utilized. A plan should be in place to immediately remove any debris that washes ashore. There may be organizations and individuals locally with expertise in on-water clean-ups that could be consulted for other options.

EC-10

In addition to the biological MPMs listed in the draft EA, we encourage the agencies to develop a new MPM that incorporates an element of the recent agreement reached on the appeal of the EIR, namely the bird study proposed and to be conducted by the United States Geological Survey (USGS). The study is to be done in conjunction with the Western Ecological Research Center and the City of San Francisco (See attachment B). We believe that this study will help provide vital baseline data for evaluating the responses and potential impacts to water birds of various kinds of watercraft. Proper preventive and protective measures for birds on the open water cannot be proposed without more knowledge of birds' behavior under various potential stressors, as we already have for nesting birds such as those on Alcatraz. Therefore this study, to our thinking, qualifies for incorporation as a required protection measure.

EC-11

Also, one species conspicuously missing from section 3.5.1.1, page 3.5-7, is the Elegant Tern (*Thalasseus elegans*), a Near-Threatened species (and California Species of Special Concern) whose post-breeding range includes the Bay Area. The Elegant Tern is also absent from the list of Special-Status Species/Species of Special Concern, section 3.5.1.3, on page 3.5-13. Up to 700 adults and juveniles have been noted in Richardson Bay alone, and can be seen feeding in the waters of the central Bay during the summer from July through October. Race activities have the potential to affect feeding activity in that area.

EC-12

### Cultural Resources

We believe the MPMs describe effective protections to cultural resources, as long as the funding issues discussed previously are successfully addressed.

## Geologic Resources

We believe the signage, fencing and monitoring as described are good protections, provided the fencing and staffing are adequately funded.

EC-13

## Hydrologic Resources

HYD – 4 – We strongly support the development of the educational material as described. This would be a lasting legacy from the AC34 events.

EC-14

## Maritime Navigation and Safety

As stated previously, we strongly support the enforcement of a 500-foot buffer around Alcatraz as described in NAV – 4. We support the controlled access to Aquatic Cove described in NAV – 5; furthermore, we recommend the agreed-to ban on the floating giant screen, or “Jumbotron”, be included in this measure.

EC-15

## Noise and Soundscape

As stated previously, we support the various sound controls for construction described in NOI – 1. We appreciate the approach taken in NOI – 2, and would encourage the agencies to ensure that there are ways for the public to be informed of how to express complaints or concerns over sound issues that will reach the “point of contact”. We note that another sound source; the Portable Public Announcement System mentioned on 4.10-168 is not discussed in this MPM.

EC-16

EC-17

## Transportation

This is one area where our previously mentioned concerns are most abundantly evident. We do not want to see service expanded for this event at the cost of losing regular service elsewhere in the system. In addition to the uncertainty of the funding, it is our understanding that there is currently a shortage of bus drivers in the MUNI system. If this is the case, where are the additional personnel going to come from given the short time frame?

EC-18

We look forward to the development of the People Plan for the Presidio and NPS lands that is proposed to be developed and is described in TRA – 1 and 2. It is difficult to comment on it before it is drafted; however, the outlined goals are good.

EC-19

TRA – 2, 2a and 2b – We support the various specific proposals outlined. There is some concern regarding the fare structure on the Golden Gate Transit buses. There is a fear that the rates charged for in-city drop-off and pick-up would be more expensive than other options such as MUNI, thereby discouraging their use.

EC-20

We support the additional new bus runs described in TRA – 6.

**Conclusion**

The 34<sup>th</sup> America's Cup is an event that will bring much attention to the San Francisco Bay Area, and potentially many visitors. The event organizers have already demonstrated their interest in using some of the attention paid to the AC34 races to educate members of the public on the importance of preserving the essential natural resources of the ocean and the bay. They have also expressed a strong desire, which has been demonstrated in many of the current World Series races they are producing, to conduct an environmentally positive event on every level. It is important to achieving that end that the public agencies ensure that Bay Area native habitats are preserved unimpaired by any impacts from the AC34 races, an end that will serve all parties well.

EC-21

Thank you for your consideration.

Sincerely,



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## Attachment A

### Environmental Council comments on AC34 Environmental Assessment

J Acoust Soc Am. 2009 Jul;126(1):11-4.

**Pile driving zone of responsiveness extends beyond 20 km for harbor porpoises (*Phocoena phocoena* (L.)).**

Tougaard J, Carstensen J, Teilmann J, Skov H, Rasmussen P.

#### Source

National Environmental Research Institute Aarhus University, Roskilde, Denmark. jat@dmu.dk

#### Abstract

Behavioral reactions of harbor porpoises (*Phocoena phocoena*) to underwater noise from pile driving were studied. Steel monopile foundations (4 m diameter) for offshore wind turbines were driven into hard sand in shallow water at Horns Reef, the North Sea. The impulsive sounds generated had high sound pressures [source level 235 dB re 1 microPa(pp) at 1 m, transmission loss 18 log(distance)] with a strong low frequency emphasis but with significant energy up to 100 kHz. Reactions of porpoises were studied by passive acoustic loggers (T-PODs). Intervals between echolocation events (encounters) were analyzed, and a significant increase was found from average 5.9 h between encounters in the construction period as a whole to on average 7.5 h between first and second encounters after pile driving. The size of the zone of responsiveness could not be inferred as no grading in response was observed with distance from the pile driving site but must have exceeded 21 km (distance to most distant T-POD station).

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Attachment B  
(see item 3)

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing recitals, of the promises, covenants, agreements, representations and warranties set forth below, and of other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties do hereby agree as follows:

1. **Effective Date.** The effective date of this Agreement shall be the first day on which all of the following events occur or have previously occurred: this Agreement has been executed by the Parties, approved by the Port Commission, adopted by the City's Board of Supervisors, and approved by the City's Mayor (the "Effective Date").

2. **Definition of Project.** For purposes of this Agreement, the term "Project" or "Projects" means, as stated at page 3-1 of the Draft EIR for the Project, "two related projects: (1) the proposed 34th America's Cup (AC34) - a series of international sailing events to be hosted by the City and County of San Francisco in summer-fall 2012 and summer-fall 2013, and (2) the proposed James R. Herman Cruise Terminal and Northeast Wharf Plaza (Cruise Terminal) project" described in Chapter 3 of said Draft EIR as the scope of these projects was subsequently revised by that certain Lease Disposition Agreement approved by the Board of Supervisors on March 27, 2012, and specifically does not include (1) the so-called "Long Term Development Rights" described in Section 3.4.8 of said Draft EIR, (2) the so-called "Successive Defense Potential" described in Section 3.4.9 of said Draft EIR or (3) any future America's Cup Race events held in the City and County of San Francisco or San Francisco Bay after the conclusion of the 34<sup>th</sup> America's Cup race events, which are expected to conclude in 2013.

3. **Bird Study.**

3.1 The City shall provide funding for a Bird Study to be designed and conducted by the United States Geological Survey ("USGS") in cooperation with the Western Ecological Research Center and the City, described in more detail in Exhibit 1 to this Agreement, in an amount up to One Hundred Fifty Thousand Dollars (\$150,000.00), as follows:

USGS and its consultants shall prepare and submit to the City periodic invoices for work done in furtherance of planning and implementing the Bird Study, which the City shall pay within 30 days of receipt, provided that in no event will the City make any payment before September 4, 2012, and that the expenditures for the Bird Study that may be incurred prior to September 4, 2012 shall not exceed Fifteen Thousand Dollars (\$15,000.00).

The Parties agree that, if for any reason, the City determines that the 2012 or 2013 Race Event shall not be held, then the City may provide notice to the Parties and USGS of that fact with a request that work on the Bird Study should stop. Upon receipt of such notice, USGS and its consultants shall have the right to compile and submit a final invoice to the City for any time spent and costs reasonably incurred implementing the terms of the Bird Study, up to the point of receiving notification from the City that has not yet been invoiced, which the City agrees it shall pay, after which the City shall not be obligated to make payments for any further work or costs incurred (if any) that may be done on the Bird Study, unless and until the 34<sup>th</sup> America's Cup is approved and undertaken. By way of example, but without limiting the foregoing, if the City determines the 2012 Race Event will not occur and the City's stop work notice sets forth reasons indicating the 2013 Race Event is also not likely to occur (e.g., another agency declines to issue a permit or authorization in 2012 that would apply equally to both Race Events), the City's stop work notice in 2012 shall continue and be effective for the 2013 Race Event, such that the City will not provide funding for the Bird Study until such time as the City reasonably determines that the 34<sup>th</sup> America's Cup Race Event in 2013 will be held.

**Attachment B**

(see item 3)

The Parties agree that the funds in question shall only be used to reimburse USGS and its consultants for actual time spent and costs incurred in designing and implementing the Bird Study. The complete time frame for the Bird Study is expected to take place from late June 2012 through November 2014. The City and Port will work cooperatively with the Parties and USGS to support any efforts by the Parties and USGS to secure additional, third-party funding that USGS may seek or request for the Bird Study.

3.2 The general parameters of the Bird Study are set forth in Exhibit 1 to this Agreement, and the specific terms and conduct of the Bird Study may evolve as discussions and research clarify the needs for, and method of implementing, the Bird Study. Any changes to the Bird Study must be reviewed and agreed to by the USGS, the City, and Administrative Appellant Golden Gate Audubon Society. If the USGS unilaterally withdraws from or otherwise declines to conduct the Bird Study, the City and Administrative Appellant Golden Gate Audubon Society will meet and confer to select a mutually agreed upon, appropriate researcher and/or organization to conduct a Bird Study that substantially resembles the study described in Exhibit 1.

3.3 The Bird Study is a study proposed by the USGS, Western Ecological Research Center, to collect data on water bird responses to open water motorized, non-motorized, and human-powered watercraft, and the potential impact on birds' distribution, behavior and physiology. The study will evaluate baseline conditions and will examine species-specific responses (i.e. avoidance, displacement, resettling times) to motorized and non-motorized watercraft through various methods (land-based and boat-based observer surveys, continuous time-lapse video monitoring).

## **Response to Comment Environmental Council 1**

Both the NPS and the USCG have either received or made substantial commitments to ensure that the Protective Measures as listed in the EA are implemented. Without these assurances, there would be no way to assume that a Finding of No Significant Impact (FONSI) could be made. NPS and the City and County of San Francisco (CCSF) have reached preliminary agreement on their commitment to reimburse core NPS operational costs that will be used during the AC34 events, such as law enforcement, litter collection, restroom maintenance, parking management, and resource monitoring. The Project Sponsors and the NPS will finalize this agreement in NPS permits to be signed by CCSF and the America's Cup LLC. This will also include the provision of San Francisco Police Department (SFPD) Commissioned Officers as field staff on assignment to NPS under the ICS as a local law enforcement multiplier.

NPS will be utilizing a combination of NPS staff normally assigned to primary and secondary viewing areas along with resource monitors and public information staff brought on through the Golden Gate National Parks Conservancy's stewardship and project office to ensure that staffing levels are adequate to implement the protective measures.

Finally, NPS will retain the ability to finalize authorization for the 2013 AC34 activities based on the Project Sponsors' performance in implementation of their commitments to the Management and Protection Measures in 2012.

Per CFR 33 100, the U.S. Coast Guard is authorized to provide effective control over regattas and marine parades conducted on the navigable waters of the United States so as to ensure safety of life in the regatta or marine parade area. Through planning and coordinating with the Coast Guard Auxiliary and other government agencies, the Coast Guard will provide effective control over the on-water America's Cup events while maintaining readiness and unaffected service of all Coast Guard statutory missions. Because of this mandate, the Coast Guard will ensure that adequate funding is available to implement all Management and Protection Measures that are within the Coast Guard's purview.

## **Response to Comment Environmental Council 2**

There are many checks and balances written into both the EA and Biological Opinions (BOs) issued by the US Fish and Wildlife Service (for terrestrial effects) and NOAA Fisheries (for aquatic effects). The MMPS on NPS lands have been funded by the City and County of San Francisco, so there is every reason to believe that they will be implemented. In addition, many of the actions as listed in the MMP are conditions of the specific permits that the project sponsor and/or the City and County of San Francisco has or will obtain. Actions within Coast Guard jurisdiction have been already been completed, such as the Boater Information Guide (BIG), MMPs codified in the Special Local Regulation or listed as stipulations in the Marine Event Permit. Failure to comply with these requirements could result in non-approval or revocation of the Marine Event Permit. The BIG will be distributed to all marinas and yacht clubs within the Bay Area and will also be distributed by the Coast Guard Auxiliary at boating trade shows and in the Auxiliary's Dockwalker Program.

As part of the NPS Section 7 permit issued by the U.S. Fish and Wildlife Service, and in compliance with Section 106 of the National Historic Preservation Act, approximately 9,000 feet of fencing on NPS lands to protect sensitive resources are being installed in areas of Marin and San Francisco within the affected environment of the project area. A copy of the AC34 Fencing Plan can be accessed on the National Park Service Planning, Environment and Public Comment (PEPC) website (<http://parkplanning.nps.gov/>).

Fencing construction will either replace existing deteriorating fence or install new alignments in areas identified as potentially vulnerable to increased visitation during the event. A contractor with demonstrated experience working in endangered species habitat was selected to install the NPS fencing plan by mid-August 2012.

NPS has also initiated a Resource Management and Monitoring Program with the Golden Gate National Parks Conservancy whereby added field staff will be specifically trained in monitoring protocols and supervised through the project and stewardship program to ensure sensitive natural and cultural resources are well-protected. Each monitor is being backed up by NPS law enforcement personnel stationed nearby; and, both signage and verbal communications will be used to educate visitors more about park resources and their need to be protected. Resource monitors will be stationed in areas with greatest sensitivity and rove secondary areas to ensure resource protection during event activities. They will also ensure that visitors do not cross into areas closed and fenced, document any impacts if they do occur (while contacting law enforcement as needed), provide educational materials to interested park visitors, collect contact information for visitors that have further questions or concerns, and promote volunteer programs and opportunities for involvement in stewardship of the parks.

**Response to Comment Environmental Council 3**

Comment noted and the small typo has been corrected.

**Response to Comment Environmental Council 4**

Please see Response to Comment Environmental Council 2, above.

**Response to Comment Environmental Council 5**

Please see Response to Comment Environmental Council 2, above.

**Response to Comment Environmental Council 6**

Please see Response to Comment DBW/CCC 6.

**Response to Comment Environmental Council 7**

Comment noted.

**Response to Comment Environmental Council 8**

The Corps would defer to the National Marine Fisheries Service (NMFS) with regard to noise thresholds.

**Response to Comment Environmental Council 9**

Comment noted.

**Response to Comment Environmental Council 10**

The Federal Team supports efforts to further control the plastic debris created by the AC34 firework displays and has addressed this issue in BIO-19 in the EA, Chapter 2 and the Marine Event Permit. Though preferred, the use of biodegradable firework shells has been considered but may remain infeasible due to the lack of project sponsor planning and funding. Biodegradable firework shells involve starch-based casings that break down into carbon dioxide, water, and other harmless components. This type of plastic shell contains enzymes and microbes to speed up its degradation (Science News, 1996) and

would be safer than the usual dispersion of cinders and shrapnel during explosions. Researchers have tested these products for military applications and the Walt Disney Company, however it remains unclear whether the biodegradable casing have been used in a formal display at a similar scale to the AC34 events.

Other potential environmentally friendly efforts involving fireworks could be the use of new pyrotechnic formulas which have been developed to replace perchlorate with nitrogen-rich materials or nitrocellulose which results in a cleaner burn upon ignition. This technique reduces the amount of heavy metals and lowers the toxic effects of the fireworks (Chemical & Engineering News, n.d.). Again, these products are more costly than conventional fireworks.

It is recommended that the project sponsor, who is responsible for planning and funding these efforts, perform the following practices with regard to the fireworks displays:

- (1) Request low (or no) perchlorate-containing fireworks with its supplier and/or manufacturer.
- (2) Dispose or manage 'duds' and 'misfires' appropriately; all 'duds' and 'misfires' should be removed from the launch sites and disposed of in accordance with applicable codes and manufacturer's instructions. Contain and/or promptly address runoff in cases where water is used to douse duds or misfired materials.
- (3) Coordinate on-water and shoreline clean by experienced groups such as NOAA Unified Area Command Observer Program, Surfrider Foundation following the 2013 firework display.
- (4) Deploy debris booms in the most concentrated areas of debris fall.

While there would be an overall beneficial result from implementing these measures, the associated increased costs may deter their implementation. In addition, there are no federal regulations concerning the debris control of fireworks.

#### **Response to Comment Environmental Council 11**

Comment noted. However, the referenced bird study that will be conducted by the United States Geological Survey (USGS) is not expected to be completed until the end of November 2014. The AC34 races will be completed in 2013; therefore, it is not possible to incorporate the findings of this USGS bird survey into the list of Protection Measures.

#### **Response to Comment Environmental Council 12**

See Response to Comment Audubon 1

#### **Response to Comment Environmental Council 13**

See Response to Comment Environmental Council 1.

#### **Response to Comment Environmental Council 14**

Comment noted.

#### **Response to Comment Environmental Council 15**

The floating video screen was removed from the project sponsor's proposal. As a result, it was not included in the NEPA analysis and therefore would not be authorized by selection of any of the alternatives evaluated in the EA.

#### **Response to Comment Environmental Council 16**

The EA allows for use of a temporary, focused broadcasting and public announcement of AC34 races in 2013 in a modest manner if desirable by both NPS and project sponsors. Such a use would be consistent with broadcasting water events historically there, as well as provide some educational public benefit while needing to adhere to any local noise ordinances such that it would be time-limited during afternoon races only, and be focused toward the water (rather than broadcast broadly over all of Aquatic Park).

#### **Response to Comment Environmental Council 17**

Public comments and concerns about noise levels will reach the 'point of contact' through the City protocol of contacting 311 Customer Service Center anytime by dialing 311 (within San Francisco) or (415) 701-2311 (outside San Francisco); also go to the 311 Customer Service Center website at <http://www.sf311.org> or email a service request to [envhealth.DPH@sfdph.org](mailto:envhealth.DPH@sfdph.org).

The Portable Public Announcement System is considered to be a speaker system sound source which has been addressed in Protection Measure NOI-2 in EA Chapter 2, Table ALT-2 and Summary Table SUM-3 Summary of Management Actions and Protection Measures. It is anticipated that this system would be used only in urgent critical public safety situations.

#### **Response to Comment Environmental Council 18**

The People Plan, provided and funded by the project sponsors, exhibits a proposed service plan developed by the contributing transit operators, each detailed with frequency, hours of operation and schedule, to reflect what these agencies propose is feasible for the limited number of lines identified for their role in accommodating extra transit demand where the locations most demand it. The People Plan does not assume that existing Muni service would be reduced during AC34 events (Albert, 2012). Instead, additional capacity would be provided during peak event days on multiple Muni bus, light rail, and historic streetcar lines. Because the supplemental service would primarily be needed on weekend days when Muni provides less frequent service and therefore utilizes fewer buses and bus drivers than on weekdays, it is anticipated that both buses and bus drivers would be available to provide the supplemental service on weekends.

The general principle to accommodate AC34 transit demand has been to augment transit service on existing lines built to supplement regular service, typically with shorter version of the key routes and "limited" (skip-stop) service on these routes. The transit operators selected the few lines carefully and proposed augmentation that features truncated routes using skip-stop service during midday race shifts to more quickly turn around buses and trains and reduced demand for labor and costs. While constrained along these lines, these service plans represent the highest-level demand estimated for peak race weekends, and proposers anticipate that weekdays and weekends drawing lesser crowds would be supported by moderated versions of these plans: reduced in frequency, service hours and labor costs accordingly.

### Response to Comment Environmental Council 19

The final 34th America's Cup People Plan was available for public viewing by September 30, 2011 on the City's Office of Economic and Workforce Development website,  
[http://www.oewd.org/Development\\_Projects-Americas\\_Cup.aspx](http://www.oewd.org/Development_Projects-Americas_Cup.aspx).

### Response to Comment Environmental Council 20

Golden Gate Transit proposes to offer peak-weekend service that is more rapid (less stops) than typical Muni service. For example, the currently proposed cost of an intra-San Francisco ride on Golden Gate's augmented service in 2012 is \$4, which is 1/3 the fare for the heavily-used, more utilitarian Muni shuttles to Candlestick Park for other large sporting events. The widely-promoted use of Clipper Cards, which would offer advance purchasing and "e-cash" pre-loading, would help remove some of the challenges of having exact change and system-to-system transfers that might otherwise discourage use of Golden Gate Transit as an alternative to Muni.

For 2013, Golden Gate Transit has discussed the goal of matching a standard local Muni fare for this in-San Francisco augmented service, utilizing both the extra time that would be required to re-program the Clipper Card fare structure and the customer and operator feedback from the 2012 experience.

### Response to Comment Environmental Council 21

Comment noted.

### References

Albert, Peter (San Francisco Municipal Transportation Agency)

2012 'America's Cup People Plan Status.' Email correspondence from Peter Albert to Elizabeth Hill, ESA. July 19, 2012.

California Department of Fish and Game (CDFG).

2011 *Special Animals*. January 2011. Available online:  
<http://www.dfg.ca.gov/wildlife/nongame/ssc/>.

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1996 'Materials in the Magic Kingdom', Vol. 150 No.25/26 p. 394, December 21/28.

Zeiner, D.C., W.F. Laudenslayer, Jr., K.E. Mayer, and M. White, (eds.)

1990 *California's Wildlife. Vol. III: Mammals*. California Department of Fish and Game, Sacramento, California.



## **ATTACHMENT A**

### **REVISIONS TO ALTERNATIVE E MANAGEMENT AND PROTECTION MEASURES AND IMPLEMENTATION RESPONSIBILITIES**

## REVISIONS TO ALTERNATIVE E MANAGEMENT AND PROTECTION MEASURES AND IMPLEMENTATION RESPONSIBILITIES

Measure	Measure Source/ Description Location	Implementation Responsibility	
Biological Resources Management and Protection Measures			
BIO-1	<p><b>Incident Command System.</b> An Incident Command System (ICS), required by NPS Management Policies for large scale events, would be employed by NPS and the Presidio Trust, in coordination with other agencies, for the AC34 race series programs to augment ongoing operations through provision of staff and infrastructure support. The NPS system would be organized into divisions to span eight distinct NPS areas, and include the Presidio Trust managed lands if authorized by the Trust, while integrating both GGNRA and SAFR command, planning, logistics, administration, transportation coordination, and field support functions, including resource management and monitoring, visitor use management and monitoring, law enforcement, safety, facilities and grounds maintenance, communications, parking management, and event and permit management.</p> <p>For the World Series AC34 2012 race program, these agencies would employ a Type 3 ICS Team with external augmentation of resources based on the shorter duration, scale and complexity level. For 2013, a Type 2 ICS Team would be deployed for those peak times needed by NPS with external augmentation to allow the park units to continue to meet their other obligations for the longer duration and higher visitation estimates with appropriate support. Any Event Authority and CCSF functions and responsibilities related to NPS or Presidio Trust lands or waters would be managed through this incident command (IC) structure. Command liaisons would also serve as representatives of the interests of both NPS park units and the Presidio Trust as part of other multi-agency area command structures set up for this event in order to ensure agency representation in multi-agency decision-making and communication links with the IC. The City and Event Authority, as co-project sponsors, would be responsible for coordinating with local agencies and jurisdictions (including BCDC, Marin County, and Sausalito, etc.) on managing access and impacts to their areas and on operational coordination.</p> <p>The City and County of San Francisco would ensure that an integrated and coordinated regional system of management would be implemented to address jurisdictional concerns and to protect recreational and area resources by providing sufficient staff support to carry out, at a minimum: (1) the identification, inventory, and protective measures for park resources of special concern to land management agencies; (2) visitor management and crowd control to protect these resources, and ensure public safety, throughout the duration of AC34 event program and series; and (3) ensure these primary and secondary areas are maintained well on daily bases with repairs as needed, and returned to their pre-event</p>	NPS Agreement/ Permit and Trust / Agreement / Permit	City and County of San Francisco (for funding, staffing and interagency co-ordination)/ NPS and Presidio Trust (for implementation with other agencies).

## REVISIONS TO ALTERNATIVE E MANAGEMENT AND PROTECTION MEASURES AND IMPLEMENTATION RESPONSIBILITIES

Measure	Measure Source/ Description Location	Implementation Responsibility	
	<p>condition, to the extent damaged or impacted by event activities (e.g., trash pick-up, irrigation system repair, historic ship or facility repairs, permanent restroom maintenance, trail repair, re-vegetation, turf replacement, and resodding, etc.).</p> <p>SFPD would provide additional commissioned officers to be integrated into or augment the NPS IC to support LE work in NPS areas during AC34 race days, especially on 2012 and 2013 weekends and Fridays (see specific obligations of (7)-(14) commissioned officers in 2012 and 20 in 2013 in permit). In addition, the City and County of San Francisco will form an integrated regional decision-making group with key representation from each of the primary jurisdictional agencies (e.g., including USCG, NPS, ACEA, ACRM, CCSF, etc.) to provide for communication and coordination on multi-jurisdictional issues and actions requiring such that cannot be satisfied at the field or agency level through bi-lateral, agency coordination.</p>		
BIO-2	<p><b>Visitor Use Management &amp; Monitoring Strategies.</b> Visitor Use Management and Monitoring strategies would be developed for all NPS AC34 primary venues and viewing areas affecting NPS lands and facilities, with identification of pre-determined points where management actions could be implemented to mitigate adverse impacts of crowding. Described more fully under Management and Protection Measure TRA-9, visitor use management and monitoring measures would include demand distribution strategies and on-site crowd management strategies for varying attendance levels. With regard to sensitive resource management, visitor use management and monitoring strategies would include crowd control personnel and infrastructure.</p>	NPS Agreement and/or Permit with CCSF	City and County of San Francisco (for funding, staffing and interagency co-ordination and implementation in coordination with the NPS and Presidio Trust)
BIO-3	<p><b>Resource Management &amp; Monitoring Program.</b> NPS would implement a Resource Management &amp; Monitoring Program to ensure protection of sensitive NPS natural and cultural park resources, including Crissy Field WPA and other sensitive habitats such as dunes, wetlands, and Alcatraz waterbirds within NPS areas. The purpose of the NPS monitoring program would be to stop any activity that has the potential to damage NPS sensitive resources before it happens, and to provide for short and adaptive management. The program would consist of trained resource monitors assigned to both roving and stationary positions. Resource monitors would facilitate resource protection by informing visitors of the reasons for restrictions and by observing and reporting violations of the established fencing and signage protection measures. All NPS monitors would be trained in assigned NPS resource area protocols and report daily to a supervisory resource specialist under the Incident Command division relevant to the sensitive NPS resources area requiring protection; and, if needed, they would request additional staffing, fencing, or signage resources to address</p>	NPS Permit	City and County of San Francisco (for funding and interagency co-ordination /ACRM (for implementation of the races) and NPS (for implementation for its lands and waters).

## REVISIONS TO ALTERNATIVE E MANAGEMENT AND PROTECTION MEASURES AND IMPLEMENTATION RESPONSIBILITIES

Measure	Measure Source/ Description Location	Implementation Responsibility	
	problem areas based on monitoring. These include: all sensitive natural resources identified by NPS, including those on Alcatraz Island and the Crissy Field Wildlife Protection Area (WPA). Monitors would be backed-up by law enforcement personnel as part of the division Incident Command to ensure compliance measures are observed. The exact number, location, and scheduling of the monitors would be determined by the appropriate land authority where the impacts are anticipated. At a minimum, monitors would be observing those areas that provide habitat for Mission blue butterflies, including the butterfly host plant ( <i>Lupinus albifrons</i> ), the Snowy Plover on Crissy Field's WPA, and nesting shorebirds on Alcatraz Island. ACRM will manage and operate the races within NPS regulations, statutes and laws to insure these sensitive natural resources are protected.		
BIO-4	<b>National Parks Event and Operations Plan.</b> NPS and the Presidio Trust would prepare and implement, in coordination with CCSF, a National Parks Event Operations Plan that incorporates relevant information from the final selected alternative, along with additional related planning information, into a park area specific reference document. For each primary park viewing area (e.g., SAFR, Fort Mason, Crissy Field, etc.), the document would identify common and unique event-related management and conservation measures of which implementation is necessary to reduce impacts for that park area (i.e., location of protective fencing, marine and air traffic restrictions, temporary visitor support facilities, visitor bike and transit measures provided for by CCSF).	NPS/CCSF Permit	City and County of San Francisco (for funding, and interagency co-ordination); NPS, Presidio Trust, and CCSF (for implementation for respective jurisdictions)
BIO-5	<b>Fencing and Signage of Sensitive Biological Resource Areas.</b> The CCSF would provide for the funding for installation of signage and fencing, as necessary, to protect land-based natural and cultural resources. Fencing location and type would be determined by the agency responsible for management of the lands on which potential impacts could occur. Fenced areas would have signs announcing the presence of sensitive wildlife/ botanical areas. The fencing would be light enough for removal, or left in, if warranted, between 2012 and 2013 race events, but substantial enough to deter visitors from entering the fenced off areas. Installation of fencing would be completed no later than one week prior to the commencement of the 2012 and 2013 events and programs.  Sensitive biological resources to be fenced include areas providing habitat for Mission blue butterflies, including the butterfly host plant ( <i>Lupinus albifrons</i> ), and other NPS sensitive species. This would include the western snowy plover, federally listed as a threatened species, found along the Crissy Field shoreline in the Crissy Beach WPA. Signage indicating a closed area due to sensitive resources would be	NPS Permit with CCSF	City and County of San Francisco (for funding, NPS for implementation)

## REVISIONS TO ALTERNATIVE E MANAGEMENT AND PROTECTION MEASURES AND IMPLEMENTATION RESPONSIBILITIES

Measure	Measure Source/ Description Location	Implementation Responsibility	
	<p>established for the Crissy Field WPA and in areas that meet the criteria for federally-protected wetlands (by Clean Water Act or National Park Service authority) in the vicinity of Crissy Field. Sensitive plants are also largely concentrated in the dunes and serpentine soils of the Presidio, and the serpentine areas at Crissy Marsh and Beach. Sensitive habitat in secondary viewing areas expected to be impacted on NPS lands in Marin County occurs along the coastal bluffs in the vicinity of Conzelman Road and the north tower of the Golden Gate Bridge, and at Fort Baker.</p> <p>Those sensitive resources in primary viewing areas would use a combination of fencing and signage, and/or assigned resource monitors depending on the level of threat.</p>		
BIO-6	<p><b>Protection of Marine Species from Vessel Traffic.</b> Project sponsor would ensure marine mammals in the race course would be avoided and potential harassment and/or collision prevented. Official Race Course Marshals on small boats would survey the course prior to and during races, and would be tasked with scanning for debris, obstructions, and the potential rare occurrence of a whale or other large marine mammal. In the event a large marine mammal is observed in the racecourse, the Marshals would postpone or abandon the race, as warranted by the presence and behavior of the animal.</p> <p>To minimize potential incidental impacts associated with visitor vessels anchoring within areas of the bay containing eelgrass beds (i.e., upper Richardson Bay and along the coast from the Sausalito Water Treatment Plant to Cavallo Point), the project sponsor would upgrade 10 mooring anchors presently located within sensitive eelgrass areas with less invasive anchoring systems. In addition, anchoring within Horseshoe Cove would be limited to permitted vessels only. NPS would monitor and manage access, as appropriate in 2012 and 2013, as part of its Incident Command System, to ensure protection of such eelgrass beds in NPS areas. USCG and the project sponsors would provide educational outreach materials to boaters that describe best boating practices and area restrictions.</p>	NPS(for NPS jurisdictional waters); and USCG(for other marine areas) through Agreement and/or Permits	ACRM and CCSF, with input from NPS and USCG
BIO-7	<p><b>Protection of Marine Species From Aircraft.</b> The CCSF and ACRM would instruct official AC34 and event-related aircraft pilots that they must maintain a minimum altitude of 1,000 feet above the water's surface when humpback whales are present within the race area. Upon takeoff all helicopters would be required to climb immediately to altitude and not fly low over the water if any seal or sea lions are present within 1,000 feet of the helipad. When landing, the helicopters would approach the landing pad from as high an altitude as possible; they would also limit their time at low altitudes while over the water if seals or sea lions are present within 1,000 feet of haul-out areas including Little Alcatraz</p>	IHA/NPS/ Agreement and/or Permit/ General Management Measure/ USCG Marine Event Permit	ACRM, in coordination with USCG and NPS

## REVISIONS TO ALTERNATIVE E MANAGEMENT AND PROTECTION MEASURES AND IMPLEMENTATION RESPONSIBILITIES

Measure	Measure Source/ Description Location	Implementation Responsibility	
	Island, and Pt. Blunt on Angel Island. During flight operations, helicopters will minimize impacts to pinnipeds by avoiding low flying over pinniped haul out areas and as safety permits.		
BIO-8	Temporary Area Restrictions on NPS lands for Sensitive Species Protection. To protect sensitive habitat areas on GGNRA lands, NPS may restrict temporarily various trail, area, or roads during race events. This could include closure of fire roads and trails, such as Drown Fire Road at Fort Baker, and Conzelman Road in the Marin Headlands, to protect the Mission Blue Butterfly and its habitat during peak or high visitation race events, and the shoreline and marine areas in the Crissy Field WPA to protect western snowy plovers.	NPS General Management Measure	ACRM for marine /shoreline restricted areas; NPS for its own land areas
BIO-9	<b>Special Local Regulation (SLR):</b> Marine Buffer Around Crissy Field Wildlife Protection Area (WPA). A no- marine access zone of 300 feet offshore of the Crissy field WPA to protect snowy plovers would continue to be enforced. In addition, in 2012 and 2013, the USCG would establish a designated marine zone along Crissy Field for recreational water users and small non-motorized watercraft, which would be closed during race periods to motorized vessels and all other vessels greater than 20 feet in length. The zone would extend from approximately 300 to 600 feet from the shore along Crissy Field. Restricting motorized and larger vessels from this area would help reduce environmental impact to the Crissy field shoreline, ensure access and safety for recreational water users, and reduce potential viewing obstruction for visitors ashore.	USCG/ Marine Event Permit/ Special Local Regulation/ NPS permit	ACRM restriction; USCG implements in cooperation with NPS
BIO-10	<b>Marine Buffer Around Alcatraz Island.</b> During the 2012 and 2013 AC34 race periods, NPS would establish a buffer around Alcatraz Island, within which marine vessel traffic would be restricted in order to protect nesting seabirds along the western cliffs of the island. The buffer would extend a total of 500 feet out from the island, be closed to all vessel traffic, monitored by ACRM and USCG, and demarcated by either buoys or other means to ensure clear designation. This would also be noted in the annual update to the park's compendium regulations. No personal watercraft would be permitted within ¼ mile of any NPS lands. Boat patrols by USCG or other regulatory agency and ACRM would enforce these closures in concert with NPS law enforcement staff and the NPS ICS. The project sponsors would provide educational outreach materials to boaters that describe best boating practices and area restrictions.	NPS Permit; USCG Marine Events Permit	ACRM restriction; USCG implements in cooperation with NPS
BIO-11	<b>Aircraft Buffers.</b> During the 2012 and 2013 race periods, official AC34 aircraft would be prohibited from entering the airspace within 1,000 feet vertical and 1,000 feet horizontal of the mean high tide line of all National Park Service lands, with the exception of Alcatraz Island, over which aircraft	NPS Permit; USCG Marine Event Permits	CCSF and ACRM implement in coordination with FAA

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	buffer would extend to 1,000 feet horizontal and 2000 feet vertical to protect nesting shorebirds (see maps in permit). The project sponsors would provide educational outreach materials to air traffic control and local and commercial news pilots regarding these advisories. A flight advisory notice (i.e., NOTAM) to avoid these areas would be issued by FAA to all aircraft in the vicinity.		
BIO-12	<b>After Hours Activities at Alcatraz Island.</b> Private events at Alcatraz Island would be limited to the hours of 7:00pm and 11:00pm, after normal public visiting hours, so as not to interfere with regular visitation to the island and to minimize potential impacts to the ferry embarkation point at Pier 31 ½. Such events could occur twice in 2012 and five times in 2013 on evenings when no other public uses are present, and in accordance with all NPS special event regulations. Private event activities would be limited to the cellhouse and include a programmatic component that increases understanding of the site significance through an interpretive tour. No outside lighting would be added for these events. Private events at Alcatraz Island would be authorized under a separate special events permit and NPS would limit the number of participants based on the type of event. However, it is assumed that such events would be limited to a maximum of 250 persons.	NPS Separate Event Permit, as needed.	ACEA; NPS
BIO-19	<b>Restrictions on Fireworks Displays.</b> In 2012, the CCSF and ACEA would not launch fireworks for AC34. In 2013, any AC34 event-related fireworks would be launched from a location distant from Alcatraz Island and Crissy Field (i.e., near Piers 27/29 roughly 1.65 miles from Alcatraz Island), in order to avoid potential impacts to sensitive bird species. As determined necessary by the NPS, fireworks or canon fire would be limited to protect snowy plovers at Crissy Field WPA and Alcatraz Island seabirds from harassment. Such restrictions would involve measures, such as limiting where such activities are staged, or stipulating maximum allowable noise (decibels) at the Crissy Field WPA and Alcatraz Island. Any fireworks displays would be coordinated with both the NPS and the USCG regarding limitations on location, frequency, and duration to minimize potential environmental impacts and protect mammals from portions of firework aerial shells and chemical residue falling back to the ground or water. Any proposed fireworks displays over water would be subject to approval by the USCG and addressed within the Marine Event Permit.	USFWS/ Biological Assessment NPS and USCG Agreement and/or Permit with both Project Sponsors	ACEA and CCSF
BIO-20	<b>Restrictions on Night Lighting.</b> Project sponsor would ensure that all lights that are to be left on during the evening hours would be fully shielded and downward cast, to contain and direct light away from habitat, the sky, and bay waters. No additional outside lights are allowed on Alcatraz Island, Crissy Field (Area A), or Fort Baker. Night lighting on NPS lands would be very limited to SAFR on weekends, and	NPS/ Agreement and/or Permit USFWS/ Biological Assessment/ Corps Section	CCSF and ACEA

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	potentially on Alcatraz in the cellhouse.	10 Permit	
<b>Cultural Resources Management and Protection Measures</b>			
CUL-1	<b>Incident Command System.</b> NPS and Presidio Trust would implement an Incident Command System (ICS), as described in Management and Protection Measure BIO-1, above. In addition, the ICS would specifically address cultural resources identified in the AC34 Section 106 Report.	NPS and Presidio Trust/ Agreement and/or Permit with CCSF	Project sponsors (for funding)/ NPS and Presidio Trust (for implementation in coordination with other agencies)
CUL-2	<b>Visitor Use Management &amp; Monitoring Strategies.</b> NPS would implement visitor use management and monitoring strategies, as described in Management and Protection Measure BIO-2, above. These strategies would be implemented at primary venues and viewing areas affecting NPS lands and facilities, with management actions that could be implemented to mitigate adverse impacts of crowding and to ensure the protection of park resources.	NPS Permit/ Agreement and/or Trust Permit	Project sponsors (for funding and implementation in coordination with NPS and Presidio Trust)
CUL-3	<b>Resource Management &amp; Monitoring Program.</b> NPS would implement a Resource Management & Monitoring Program, established through the completion of the Section 106 Report (Cultural Resource Condition Assessment Report). At a minimum, cultural resource monitors would be stationed to monitor at the following locations: Batteries Spencer, Yates, East, and Ridge; North of Battery Duncan; Hyde Street Pier Historic Fleet; and Upper Fort Mason. In addition, the resource management and monitoring program would specifically address cultural resources identified in the AC34 Section 106 Report.	NPS/ Agreement and/or Permit	CCSF (for funding)/NPS and Presidio Trust (for implementation)
CUL-4	<b>Park Event and Operations Plan.</b> NPS would prepare and implement, in coordination with CCSF and the Presidio Trust, a Park Event Operations Plan, as described in Management and Protection Measure BIO-4, above. In addition, this would specifically address cultural resources identified in the AC34 Section 106 Report.	NPS/CCSF Permit	CCSF (for funding)/ NPS, Presidio Trust, and CCSF (for implementation)
CUL-5	<b>Fencing and Signage of Sensitive Cultural Resources Areas.</b> The project sponsor would provide for the installation of signage and fencing, as necessary, to protect cultural resources. Signage would be determined through development of a signage plan for the protection of sensitive resources, in accordance with existing signage requirements for each site. The plan would be prepared no later than 30 days prior to the commencement of the 2012 events, and would be subject to review and approval of each agency with jurisdiction over the areas to be fenced and signed. Fencing location and type would be determined by the agency responsible for management of the lands on which potential impacts could occur. Fenced areas would have signs announcing the presence of sensitive resources.  Final fencing type would be determined by the NPS both to	NPS Agreement and/or Permit	CCSF (for funding)/NPS and Presidio Trust (for implementation)



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	<p>protect sensitive areas and be compatible with NPS standards for such. In any case, the fencing would be light enough for removal, or left in, if warranted, between 2012 and 2013 race events, but substantial enough to deter visitors from entering the fenced off areas. Installation of fencing would be completed no later than one week prior to the commencement of the 2012 and 2013 events and programs.</p> <p>All sensitive cultural resources in the primary and secondary viewing areas, except for historic ships would be fenced, signed, and protected by resource monitors backed up by law enforcement personnel as part of an IC. Areas requiring fencing for cultural resources include, but may not be limited to, the following: Batteries Spencer, Ridge, and East; Signal Cable Hut and the Black Point/Point San Jose Batteries at Fort Mason. Low fencing would be augmented by additional protective fencing that does not detract from the historic resource or cultural landscape. A total of approximately 1,050 feet of new fencing is recommended to protect cultural resources, including 650 feet of temporary removable fencing, and 400 feet of permanent fencing (wood post and wire type).</p>		
CUL-6	<p><b>Historic Pier Access Restrictions.</b> Municipal Pier would be closed on race days. Access to Hyde Street Pier would be managed during races to ensure that visitation did not exceed capacity so NPS is able to fully protect historic ships from impacts associated with overcrowding. Other exact locations and timing of closures would be determined in consultation with the appropriate land authority where potential impacts could otherwise occur. Such management would be implemented as part of the NPS Incident Command System (see Management and Protection Measure BIO - 1).</p>	NPS/ Agreement and/or Permit	CCSF (for funding)/ NPS Incident Command System (ICS) for implementation
CUL-7	<p><b>Capacity Limitations at Fort Baker Pier.</b> There would be no programmed private events at Fort Baker Pier under Alternative E. Any one time private use would be subject to a separate special event permit.</p>	NPS separate event permit if applicable	NPS
CUL-8	<p><b>Pre- and Post-event Conditions Assessment and Repair.</b> Prior to the 2012 AC34 events, NPS-approved qualified cultural resources personnel would assess the existing condition of the historic earthen fortifications and other fragile historic resources, as described in the Section 106 Report, that could be subject to damage or erosion from visitors seeking viewpoints. NPS standardized site assessment protocols would be completed for all such affected historic resources. The types of information that would be collected include: photographic documentation, description, and geographic location information. The exact number of resources to be recorded, and the exact methods of recordation, would be determined in consultation with the appropriate land authority where the impacts are</p>	NPS Agreement and/or Permit	Project Sponsors (for funding and damages if applicable), NPS (for identifying NPS sensitive resources to be assessed)

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Measure	Measure Source/ Description Location	Implementation Responsibility	
	anticipated. Following both the 2012 and 2013 AC34 events, the CCSF, in coordination with the land managing agency's representatives, would ensure that qualified cultural resources personnel reassess the condition of historic resources identified above. The CCSF and ACEA/ACRM would be responsible for restoring to the pre-event condition any resources that are damaged as a result of their or their agent's respective uses of NPS lands or waters for the AC34 event.		
CUL-9	<p><b>Continued Section 106 Review of Planned Activities.</b> The CCSF and ACEA would ensure any plans that call for the attachment, anchoring, or bracing of temporary structural elements to existing historic buildings, structures, or objects on park lands are reviewed no later than 60 days in advance of the AC34 event series for which it is intended by a qualified historical architect for compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. The Secretary's Standards set forth appropriate techniques to govern and guide such activities (the "Temporary Structure Approach").</p> <p>If such attachments, anchoring, or bracing by the project sponsors can be done without damage, and is agreed upon, then detailed site plans would be prepared by the project sponsor and provided for review to the GGNRA and SAFR preservation assessment teams for compliance with Section 106 of the National Historic Preservation Act. Plans would also be provided for review and approval to the land management agency responsible for the particular historic resource, as part of this environmental review and Section 106 compliance, in accordance with the terms of the programmatic agreements between the SHPO and the NPS.</p> <p>Removal of any such attachments, anchors, or bracing would be fully reversible and include post-removal stabilization of historic materials to prevent long-term degradation in condition. Any unintended damage to NPS historic resources as a result of the AC34 event would be restored or repaired by the project sponsors to its pre-event condition. The agency responsible for the historic resource would make the final determination of when such restoration or repair activities are complete, and full compliance with the NPS-SHPO programmatic agreements has been met.</p>	NPS/ Agreement and/or Permit	CCSF and ACEA for preparing plans and implementation, if applicable/NPS (for ensuring compliance and restoration)
CUL-10	<p><b>Temporary Weather Monitoring and Satellite Installations Restrictions.</b> Any AC34 event-related weather monitoring and satellite equipment installed on NPS lands would be temporary, not interfere with existing operations (i.e., rooftop photovoltaic systems), be located as far from the water's edge as possible, and be subject to terms and conditions of an NPS special events permit and Section 106 of the National Historic Preservation Act, as applicable. In order to minimize obstructions of bay views, project sponsor</p>	NPS/ Agreement and/or Permit	Project sponsor with oversight by an NPS resource monitor

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	would evaluate the potential for use of rooftop locations as an alternative to pier aprons for such installations. On Alcatraz Island, for example, such installations would be located in areas of limited visibility from visitor populated areas. Whenever possible, project sponsor would avoid the use of light or bright colored equipment for such installations, instead utilizing darker, earthen tones, to minimize contrast with the surrounding landscape. Project sponsor would also remove or cover equipment when not in use.		
<b>Geologic Resource Management and Protection Measures</b>			
GEO-1	<b>Fencing and Signage of Sensitive Geologic Resources.</b> The CCSF would provide funding for the installation of signage and fencing, if necessary, to protect sensitive resources. Incident command would review potential threats and make a determination of measures necessary to protect these areas, in consultation with the agency responsible for management of the lands on which potential impacts could occur. Fenced areas would have signs at frequent intervals announcing the presence of sensitive resources. The fencing would be light enough for removal, or left in place if warranted, between 2012 and 2013 race events, but substantial enough to deter visitors from entering the fenced off areas. Installation of fencing required by the land authority may be completed up to two weeks prior, but in no case later than one week prior to the commencement of the 2012 and 2013 events and programs. Fencing would be installed around the dunes and serpentine soils of the Presidio (Area A), as deemed necessary by NPS. Signage and access would be periodically monitored by law enforcement personnel as part of the ICS.	NPS and Presidio Trust/ Agreement and/or Permit	CCSF for funding)/NPS and Presidio Trust (for implementation)
<b>Hydrologic Resource Management and Protection Measures</b>			
HYD-4	<b>Educational Materials for the Maritime Public.</b> The project sponsor would develop and distribute to the maritime community educational materials on the proper and legal waste handling procedures in the bay and identify facilities for onshore waste disposal during the AC34 activities. These educational materials would include, but not be limited to, the following: <ul style="list-style-type: none"> <li>Information on invasive species and their impact on bay marine ecosystems and boaters as well as best management practices developed by the AC34 Invasive Species Task Force that boaters should implement to prevent the introduction or spread of invasive species into and out of the San Francisco Bay. These provisions shall include but not be limited to pending and proposed regulations by state and federal agencies responsible for the control of invasive organisms and shall incorporate established effective strategies such as “clean before you go”;</li> </ul>	AC34 Environmental Impact Report USCG Marine permit	CCSF in concert with ACRM

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Measure	Measure Source/ Description Location	Implementation Responsibility	
	<ul style="list-style-type: none"> <li>Information about onsite and nearby environmental services that support clean boating practices (such as the locations of sewage pump outs, oil change facilities, used oil recycling centers, bilge pump outs, absorbent pad distribution and spent pad collection, and boat-to-boat environmental services);</li> <li>Clearly describe, in multiple languages, common sources of pollution from boats and marinas, relevant regulations and clean boating policies, and provide a succinct description of best management practices to prevent pollution from these common sources, including oil and fuel, sanitary waste, detergents, hazardous waste, and marine debris (including the use and proper disposal of oil adsorbents in power boat bilges); Information regarding the importance of keeping plastic out of bay waters; and</li> <li>Signage posted at AC34 temporary floating docks and adjacent to areas used by moored spectator vessels (10 vessels or more) regarding locations of waste collection containers.</li> </ul>		
HYD-5	<b>Water Quality Sampling.</b> Water sampling would be done on a sample of race days in 2013 at beaches adjacent to the primary race course, including Aquatic Cove and Crissy Field.	NPS Permit/ Agreement	NPS/ CCSF
<b>Maritime Navigation and Safety Management and Protection Measures</b>			
NAV-1	<b>SLR- Non-Motorized Recreational Use Zone.</b> In 2012 and 2013, the USCG would establish a designated marine zone along Crissy Field for recreational water users and small non-motorized watercraft, which would be closed during race periods to motorized vessels and all other vessels greater than 20 feet in length. The zone would extend from approximately 300 to 600 feet from the shore along Crissy Field. Restricting motorized and larger vessels from this area would help reduce environmental impact to the Crissy field shoreline, ensure access and safety for water recreational users, and reduce potential viewing obstruction for visitors ashore. A no-marine access zone of 300 feet offshore of the Crissy field WPA to protect snowy plovers would continue to be enforced.	USCG/ Special Local Regulation; NPS Permit	USCG/NPS/ ACRM
NAV-3	<b>Maintenance of Maritime Commercial Activity.</b> USCG Captain of the Port (COTP) would coordinate with commercial entities and America's Cup Race Management (ACRM) to minimize scheduled races' impact on the smooth flow of maritime commerce (including commercial ferries in the bay). The USCG would work with NPS and the park's Alcatraz Island ferry concessioner, and ACRM, to ensure that delays do not exceed 10 minutes, on average, during afternoon race periods. Actions that could be taken to achieve these objectives may include delaying scheduled races, re-routing traffic around the race area, adjusting	USCG/ Special Local Regulation /NPS Permit	USCG/ACRM

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	shipping schedules, providing commercial vessels access through the race area, and providing ACRM escort boats for certain vessels, such as the Alcatraz ferry as needed, through spectator areas, and possibly the regulated race area. USCG would also increase patrols in the area to ensure boaters are informed of vessel traffic conditions and broadcast Notice to Mariners. USCG and ACRM would leverage other non-traditional communication means, including using social media, to inform recreational and commercial boaters about race conditions and closures. The USCG would use the Notice to Mariners system to communicate spectator vessel requirements including designating locations for vessels to move to when permitting the passage of shipping traffic.		
NAV-4	<b>Marine Buffer Around Alcatraz Island.</b> During the 2012 and 2013 AC34 race periods, NPS would establish a 500 foot buffer around Alcatraz Island, within which all marine vessel traffic would be excluded in order to protect nesting seabirds along the western cliffs of the island, as described in Protection Measure BIO-10.	NPS Permit/ USCG Special Local Regulation and Marine Event Permit	NPS in cooperation with USCG;ACRM
NAV-5	<b>Controlled Vessel Access to Aquatic Park &amp; Horseshoe Coves.</b> During race periods in 2012 and 2013, Aquatic Park Cove would be restricted to permitted and closed to all other unauthorized vessel traffic. During race periods in 2013, Horseshoe Cove would be restricted to permitted vessels. Only with a permit, visiting vessels would be allowed to anchor in these coves. On race days in 2012 and 2013, NPS would receive assistance from the USCG marine enforcement unit to manage this access restriction at Aquatic Cove. Unless explicitly authorized by NPS, motorized vessels would not be permitted within either Aquatic Park or Horseshoe Coves.	NPS/ Management Measure	NPS in cooperation with USCG;ACRM
<b>Noise and Soundscape Management and Protection Measures</b>			
NOI-2	<p><b>Noise Controls for Entertainment Venues.</b> As described in AC34 EIR Mitigation Measure M-NO-2b, the project sponsors would develop and implement noise control strategies for operations and activities proposed for the AC34 activity venues, to reduce the severity of potential noise impacts from public address and/or amplified sound. The noise control strategy would include, but may not be limited to, the following measures:</p> <ul style="list-style-type: none"> <li>• Compliance with noise controls and restrictions imposed by the land authority and their permit requirements for designated AC34 events, and the activities and entertainment associated therewith.</li> <li>• Where not otherwise addressed in federal permits, amplification levels generally would be established commensurate with the City's fixed residential interior noise limits of 50 dBA daytime (7:00 a.m. to 10:00 p.m.) and 45 dBA nighttime (10:00 p.m. to 7:00 a.m.).</li> </ul>	AC34 EIR/NPS and Presidio Trust/ Agreement and/or Permit	ACEA; CCSF

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Measure	Measure Source/ Description Location	Implementation Responsibility	
	<ul style="list-style-type: none"> <li>• Speaker systems would be directed away from the nearest sensitive receptors.</li> <li>• Volume settings at each entertainment venue would be identified during the first week of events using noise monitoring at the nearest sensitive receptors, as identified by the land management agency, such as Crissy Field WPA and residences of concern; and be performed by a qualified acoustical technician, in association with the project sponsors and the land managing agency's representative. Building attenuation would be assumed only for those residences that are expected to have mechanical ventilation systems.</li> <li>• A point of contact would be designated by the both CCSF and ACEA (project sponsors) to respond to noise complaints and to ensure compliance with the first two measures above. This person would work with the San Francisco Entertainment Commission to establish set-up and operational conditions appropriate for each of the venues with regard to compliance with requirements of Section 47.2 of the San Francisco Police Code, and federal requirements established in conjunction with any event program permitted.</li> <li>• Acoustical monitoring would be required on race afternoons at Crissy Field, SAFR, and Alcatraz to measure decibel levels and compliance, if any event activities are permitted there (e.g., live race broadcasting at SAFR).</li> </ul> <p>All noise control strategies would be subject to review and approval by NPS and the Presidio Trust, and included here also as conditions of their respective Special Events Permits.</p>		
NOI-3	<p><b>Stationary Sources of Noise.</b> The AC34 project sponsor would use utility electricity in lieu of generators, if available. If electricity requirements exceed available power, the project sponsor would use the quietest generators available. The project sponsor would provide shielding or acoustical enclosures for generators. Additionally, the project sponsor would ensure that their activities do not exceed 60 dBA at the Crissy Field Center when educational activities are in progress. This level of noise reduction may be achieved through other means, such as shielding or use of smaller/quieter generators or non-diesel generators. Acoustical monitoring would be required on race afternoons at Crissy Field, SAFR, and Alcatraz Island to measure decibel levels and compliance, if any event activities are permitted there.</p>	NPS/ Agreement and/or Permit	CCSF; ACEA
NOI-4	<p><b>Aircraft Buffers.</b> During the 2012 and 2013 race periods, official AC34 aircraft would be <i>prohibited</i> from entering the airspace within 1,000 feet vertical and 1,000 feet horizontal of the mean high tide line of all National Park Service lands, with the exception of Alcatraz Island, over which aircraft buffer prohibition would extend to 1,000 feet horizontal and</p>	NPS/ Agreement and/or Permit / Management Measure	CCSF and ACRM in coordination with FAA and USCG

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	2000 feet vertical to protect nesting shorebirds. The CCSF and ACRM (project sponsors) would provide educational outreach materials to air traffic control and local and commercial news pilots regarding these advisories. A flight advisory notice (i.e., NOTAM) to avoid these areas would be issued by FAA to all aircraft in the vicinity.		
NOI-5	<b>Restrictions on Fireworks Displays.</b> In 2012, neither the ACEA nor CCSF (project sponsors) would launch fireworks. In 2013, any AC34 event-related fireworks would be launched from a location distant from Alcatraz Island and Crissy Field (i.e., near Piers 27/29), in order to avoid potential impacts to sensitive bird species. As determined necessary by the NPS, fireworks or canon fire would be limited to protect snowy plovers at Crissy Field WPA and Alcatraz Island seabirds from harassment. Such restrictions would involve measures, such as limiting where such activities are staged, or stipulating maximum allowable noise (decibels) at the Crissy Field WPA and Alcatraz Island. Any fireworks displays would be coordinated with both the NPS and the USCG regarding limitations on location, frequency, and duration to minimize potential environmental impacts and protect mammals from portions of firework aerial shells and chemical residue falling back to the ground or water. Any proposed fireworks displays over water would be subject to approval by the USCG and addressed within the Marine Event Permit.	USFWS/ Biological Assessment  NPS and USCG/ Agreement and/or Permit	ACEA; and CCSF
<b>Transportation Management Measures</b>			
TRA-1	<b>People Plan for National Parks Area.</b> The City will develop and implement a People Plan for the Presidio and NPS lands that would identify transit service, and vehicle, pedestrian, and bicycle management strategies for access to and from the Presidio and NPS lands by visitors, employees, and AC34 spectators for review and approval by NPS at least 21 days in advance of finalization of this Environmental Assessment for public release, and then made available to the public as part of the public review of this document in draft, addressing all transit measures that would improve parklands access, including, at a minimum, the following: <ul style="list-style-type: none"> <li>• Origin and termini for all improved transit to within ¼-mile of parklands, where possible;</li> <li>• Commitment to provide direct Muni augmented service to Crissy Field on race peak and high medium weekends in 2012 and 2013 (See TRA-6); and</li> <li>• Improved accessibility measures(see VUE-20 below)</li> <li>• Implement transit center near Crissy field (e.g., Palace of Fine Arts)</li> </ul>	NPS and Presidio Trust/ Agreement and/or Permit	CCSF
TRA-2	<b>AC34 People Plan Specific Provisions.</b> The City would implement elements of the People Plan identified The 34th America's Cup and James R. Herman Cruise Terminal and	Environmental Impact Report	CCSF

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	Northeast Wharf Plaza EIR, as Mitigation Measures: M-TR-1a—Traffic Monitoring and Management Program, M-TR-1b—Transit Operating Plan, M-TR-1c—Satellite Parking Facility Program, and M-TR-1d—Public Information Program, identified below as TRA-1a through TRA-1d. Elements of the September 2011 People Plan, to facilitate access by all modes to and from the AC34 event venues, while maintaining acceptable conditions for residents, commuters, businesses and visitors, are currently being developed by the appropriate City agencies and the project sponsor, and are being finalized by CCSF as of August 2012.		
TRA-2a	<p><b>Traffic Monitoring and Management Program.</b> As a means to reduce congestion in the vicinity of the venue sites and on access roadways to and from the sites, the City would develop and implement a Traffic Monitoring and Management Program that would include the following measures:</p> <p>Preferred spectator routes;</p> <ul style="list-style-type: none"> <li>• Bus priority streets;</li> <li>• New bus lanes;</li> <li>• Extension of existing bus-only lanes;</li> <li>• Bicycle priority streets;</li> <li>• On-street parking restrictions;</li> <li>• Traffic control officer deployment;</li> <li>• Coordination with other events (e.g., ballgames; roadway construction projects);</li> <li>• Roadway closures;</li> <li>• Restricted access streets;</li> <li>• Diversion plans related to roadway closures;</li> <li>• Event signage including weekend detour signs; and</li> <li>• Media announcements of roadway closures and detour signs.</li> </ul>	Environmental Impact Report	CCSF
TRA-2b	<p><b>Transit Operating Plan.</b> As part of the People Plan, the City would develop and implement a transit operating plan to provide additional transit service to accommodate peak transit demands during the AC34 project events. Elements of the plan would include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Increased service hours and frequency on 30X-Marina Express, which would run every 8 minutes on all event days, including weekends.</li> <li>• Supplemental 30L-Marina, which would run every 6 minutes in the peak direction of travel (e.g., towards the waterfront through the mid-afternoon, and from the waterfront through the evening). The service would run between the Caltrain terminal and the intersection of Beach/Broderick (via Third/Fourth, Stockton, Broadway,</li> </ul>	Environmental Impact Report	CCSF



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	<p>Van Ness, and Lombard). See Figure TRA-7.</p> <ul style="list-style-type: none"> <li>• Supplemental 47L-Van Ness, which would run every 10 minutes in the peak direction of travel throughout the day. Service would be provided between the Civic Center BART/Muni station and North Point Street, via Van Ness Avenue (see Chapter 4 Transportation Figure TRA-7).</li> <li>• Increased frequencies on the F-Market &amp; Wharves historic streetcar between the Ferry Building and Fisherman's Wharf (i.e., at Pier 39), which would run every 5 minutes throughout the day.</li> <li>• New E-Embarcadero historic streetcar service between Caltrain and Pier 39. This service would need to use the double-ended historic streetcars, and would run every 20 minutes throughout the day.</li> <li>• Supplemental Muni Metro Shuttle. This light rail vehicle service would run within the Market Street tunnel between the Embarcadero station and the West Portal station. Shuttle service would be provided every 20 minutes on weekends only.</li> <li>• Golden Gate Transit would augment two bus routes for peak weekend race day service (the 93 and 4 bus routes). These routes would both be configured to serve local drop-off/pick-up service in San Francisco, using the bus stops currently shared with Muni and already used for inbound drop-off and outbound pick-up. In addition, Golden Gate Ferry would provide additional high-speed boats during the peak weekend race days from Larkspur and Sausalito.</li> <li>• AC Transit would augment the Berkeley (F) Route, the Oakland (NL) Route, and the Alameda (O) Route to provide extra service for peak weekend race days. In addition, the City is working with AC Transit on the feasibility of extending the existing route network beyond the Temporary Transbay Terminal on weekends, considering that the primary spectator areas would be along The Embarcadero west to Crissy Field.</li> <li>• SamTrans would augment the SamTrans 120 line to the Daly City BART station on peak weekend race days to provide additional transit service northbound during the morning period and southbound during the afternoon period.</li> <li>• BART would augment service to and from the East Bay and South Bay by providing additional cars to existing scheduled trains, and to run special "event" trains. Trip planning strategies for visitors destined to and from the San Francisco International Airport and the Oakland International Airport would be pursued by the City and BART, along with MTC.</li> <li>• Caltrain would provide for service with two extra weekend trains in each direction during peak weekend</li> </ul>		

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Measure	Measure Source/ Description Location	Implementation Responsibility	
	<p>race days.</p> <ul style="list-style-type: none"> <li>WETA would run additional ferry service during peak weekend race days on the Vallejo, Alameda/Oakland, and Harbor Bay routes. In addition, limited event service may be available at the new Oyster Point ferry terminal in South San Francisco that is projected to be open by 2012. WETA is also considering providing limited event service to Treasure Island on the augmented Alameda/Oakland service, provided that ADA complying modifications can be made at Pier 1 at Treasures Island.</li> <li>Blue &amp; Gold would augment regular service between San Francisco and Tiburon, as well as between San Francisco and Angel Island during the midday peak period on peak weekend race days.</li> </ul>		
TRA-2c	<p><b>Satellite Parking Facility Program.</b> As a means to reduce the number of vehicles traveling to and from the northern waterfront, the City would implement satellite parking facilities and frequent transit or shuttle service between the satellite parking facilities and the various venues. Parking facilities could include existing public and private garages and lots, as well as other undeveloped parcels such as Mission Bay Lot A and Candlestick Park. In the vicinity of the Presidio, UCSF Parnassus campus, and USF parking facilities have been identified as potential satellite parking facilities that would serve spectators destined to the Presidio.</p>	Environmental Impact Report	CCSF
TRA-2d	<p><b>Public Information Program.</b> As a means to facilitate access to and from venues and spectator viewing areas by all modes, while encouraging the use of transit and alternate modes, the City would develop and implement a Public Information Program. For event days that overlap with other special events, a coordinated public information program would be developed and provided to the public. The program would provide:</p> <ul style="list-style-type: none"> <li>Access information for all modes before, during and after the events;</li> <li>Maps and guidelines;</li> <li>Special signage;</li> <li>Marketing campaign to encourage transit use and bicycle use to event sites;</li> <li>Web-based event information;</li> <li>Media and press releases to update information on a regular basis; and</li> <li>Public information for commuters, businesses and deliveries.</li> </ul>	Environmental Impact Report; NPS Permit	CCSF
TRA-3	<p><b>NPS and Presidio Trust Sites- Public Information Program.</b> As a means to facilitate access to and from venues and spectator viewing areas by all modes, while encouraging the use of transit and alternate modes, the City would</p>	Environmental Impact Report; NPS Permit	CCSF

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Measure	Measure Source/ Description Location	Implementation Responsibility	
	<p>develop and implement a Public Information Program for parklands. For event days that overlap with other special events, a coordinated public information program would be developed and provided to the public. This would be available for NPS and Presidio Trust review and coordination on parklands access at least 30 days in advance of each annual race series and available to the public online at least 10 days in advance of each race series event. The program would include, but not be limited to:</p> <ul style="list-style-type: none"> <li>• CCSF staffed Information Kiosks located at the Jefferson Street entrance to SAFR, at a visitor hub location such as the Palace of Fine Art, and near the Mason/Marina entrance to Crissy Field;</li> <li>• Digital and physical special signage prepared by CCSF for orientation to NPS sites;</li> <li>• Web-based event special-event information, possibly through a free cell phone application, and printed material, on race schedule, safe bike routes, visitor orientation information, transit schedules, etc.</li> </ul>		
TRA-4	<p><b>Presidio and Other NPS Sites Roadway Management Strategies.</b> Chapter 4, Transportation Table TRA-25 and Table TRA-26 present the roadway management strategies determined as part of this transportation analysis by alternative and profile day. These roadway management strategies would be operationalized by the City for adjacent roadways to parklands in San Francisco, in coordination with NPS and the Trust. The NPS and Trust will operationalize those measures related to parklands and Trust roadways identified therein for coordination with the City. These would both use a set of trigger points to initiate roadway restrictions for the various profile days for 2012 and 2013; the ICS Operations Section Chief and respective Division Supervisor would make a decision for either NPS or Trust based on observable conditions, past experience, professional judgment and take action. The Roadway Management Strategies outline the actions and responsible agencies for such.</p> <p>The roadway management strategies identify San Francisco waterfront access roads to be restricted and/or temporarily re-designated for bike, transit, and pedestrian use during peak and medium high weekend race days in 2012 and 2013. It also identifies where there is a need for re-routing traffic and traffic management, such that principal intersections (adjacent to or providing access to parklands) that fail would be managed by CCSF traffic and parking control officers to facilitate improved movements and reduce adverse impacts. On days with restricted access, for example, to Mason Street and McDowell Avenue, public access would be supported with a short loop shuttle from the Presidio Transit hub to Mason Street and Crissy field; registered program</p>	NPS and Presidio Trust/ Agreement and/or Permit	CCSF in concert with NPS and Presidio Trust and other agencies

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	<p>participants, otherwise, may be required to sign up in advance for special permit access for the peak AC34 weekend days when such roadways are restricted. Restricted NPS, Trust or CCSF roadways/areas, designated in these tables, would include, but not be limited to:</p> <ul style="list-style-type: none"> <li>• In San Francisco, the area north of Bay Street east of Van Ness Avenue and Fillmore Street, the area north of Chestnut Street between Fillmore Street and Lyon Street. In addition, access to Upper Fort Mason would be restricted on high attendance event days.</li> <li>• Within the Presidio, Mason Street between Lyon Street and the Warming Hut, Long Avenue, McDowell Avenue between Lincoln Boulevard and Crissy Field Avenue, and Crissy Field Avenue.</li> <li>• Within the Marin Headlands, Conzelman Road between Alexander Avenue and McCullough Road, and the Barry-Baker tunnel.</li> </ul> <p>Chapter 4, Transportation Table TRA-25 and Table TRA-26 present the roadway management strategies for the action alternatives for 2012 and 2013 conditions for the peak weekday and two weekend profile days. Roadway management strategies for other profile days are noted in footnotes to these tables.</p>		
TRA-5	<p><b>Traffic Control Officers at Intersections.</b> Traffic control officers at intersections would facilitate bicycle and pedestrian flows, to reduce overall delays at intersections. Within San Francisco, at intersections identified operating at LOS E or LOS F on weekend event days, and at other key intersection, traffic control officers, SFPD, or NPS Park Police, as appropriate, would be deployed during peak and other congested race periods in 2012 and 2013 to assist with traffic control. CCSF parking and traffic management, and SFPD would manage non-federal intersections and USPP and NPS would manage internal NPS and Presidio Trust intersections. A combined CCSF and USPP would manage the interface intersections between federal lands and CCSF jurisdictions.</p> <p>North of Golden Gate bridge, CHP and NPS would manage traffic intersections under their jurisdiction, such as northbound and southbound Highway 101 ramps to Alexander Avenue, Alexander Avenue and Danes Drive, and other adjacent intersections to Fort Baker and the Marin Headlands, including the Fort Baker-Barry tunnel.</p>	NPS and Presidio Trust/ Agreement and/or Permit	CCSF in concert with NPS and Presidio Trust and other agencies as applicable
TRA-6	<p><b>Enhanced Muni 22-Fillmore, 28-19th Avenue, and 43-Masonic Bus Service.</b> SFMTA would provide additional bus service on the enhanced 22-Fillmore, 28-19th Avenue, and the 43-Masonic routes. The three enhanced routes are presented in Chapter 4, Transportation Figure TRA-8, and would include:</p>	NPS and Presidio Trust/ Agreement and/or Permit	CCSF

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Measure	Measure Source/ Description Location	Implementation Responsibility	
	<p><b>22-Fillmore Short</b> - The 22-Fillmore Short would run local between Marina Boulevard and McAllister Street, where there is a trolley coach turnaround loop. It would connect with the 30-Chestnut, the augmented 30X-Marina Express and 30L-Marina Limited, the 45-Union/Stockton and 41-Union Street lines, and the 24-Divisadero, 1-California, 2-Clement, 3-Jackson, 38/38L-Geary, 31-Balboa and 5-Fulton lines. Fillmore Street has one travel lane in each direction, and therefore is too narrow to effectively run limited stop service (the limited stop buses would not be able to bypass the local buses). The stop closest to NPS sites would be at Fillmore Street and Jefferson Street (Note: to be confirmed by SFMTA).</p> <p><b>28-19th Avenue Short</b> - The 28-9th Avenue Short would run between 19th Avenue and Judah Street (N line) and the Golden Gate Bridge Toll Plaza. This enhanced route service would run as a local, and referred to as a short line to differentiate this short line from the 28L-19th Avenue Limited that currently runs on a different route, and because there are only two local-only stops between Judah and the Toll Plaza (at Irving and at Balboa). The stop closest to NPS sites would be at the Golden Gate Bridge Toll Plaza.</p> <p>The temporary Doyle Drive creates over a mile-long barrier separating the Presidio from Crissy Field, between McDowell Avenue in the west and the Richardson Drive Francisco intersection in the east. Terminating the route at the Toll Plaza would keep the bus from the additional congestion along the temporary Doyle Drive, and it would serve the Fort Point and west end of the Crissy Field viewing places. All the other SFMTA buses serve the east side of the Presidio. From the Toll Plaza, spectators would be able to walk down the hill or connect with the Golden Gate Transit Route 4 bus, other GG buses, and the Presidio shuttles.</p> <p><b>43-Masonic Limited</b> - The 43-Masonic Limited would run between Forest Hill Station (connecting with the K, L, M &amp; T lines) and the current terminal at Chestnut and Fillmore. The limited stops would be at transfer locations: FHS; 9th &amp; Judah; Carl &amp; Cole; Masonic at Haight, Hayes, Fulton and Turk; Presidio &amp; Geary, Presidio &amp; California, Chestnut &amp; Fillmore. The 43-Masonic Limited would also stop at the intersection of Presidio Boulevard/Letterman Drive to serve the inner part of the Presidio, and at the intersection of Lombard/Lyon for access to the east end of Crissy Field (via the intersection of Richardson Drive/Francisco Street).</p> <p>Service would be provided at 10-minute headways between buses on peak weekend event days in 2012 and 2013.</p>		
TRA-7	<p><b>Expanded Shuttle Service.</b> Existing services between Downtown and the Presidio transit hub, and from there to Crissy Field will be increased with routes adjusted in response to the nature of the event day and observed</p>	Presidio Trust Agreement and/or NPS Permit	CCSF in coordination with Presidio Trust & NPS

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	<p>demand on the shuttle routes, such that average headways of 10-15 minutes for the Crissy Loop from Presidio Main Post, and average headways of 15-30 minutes for the Downtown to Presidio shuttle, could be expected during peak weekend event days.</p> <p>Chapter 4, Transportation Table TRA-25 and Table TRA-26 present the service enhancements for the action alternatives for 2012 and 2013 conditions for the various profile days.</p>		
TRA-8	<p><b>Transportation Enhancement Measure: Golden Gate Transit Augmented 4 Short Route.</b> On peak weekend event days during AC34 2012 and 2013, an augmented Golden Gate Transit 4 short route would run between the Manzanita park-and-ride lot (at the U.S. 101/Hwy 1 interchange) and San Francisco, with potential to stop at Fort Baker, and at Vista Point in the northbound direction, in order to serve the Fort Baker and Marin Headlands areas. The augmented 4 route plus the augmented 10 would operate at approximately 7.5-minute average headways between toll plaza and Van Ness Avenue, depending on traffic congestion.</p>	NPS Permit	CCSF funding of Golden Gate Transit Authority
TRA-9	<p><b>Visitor Use Management &amp; Monitoring Strategies.</b> Visitor Use Management and Monitoring strategies would be developed for NPS AC34 primary venues and viewing areas affecting NPS lands and facilities with management actions which could be implemented to mitigate adverse impacts of crowding on access as well as provide for orientation and information to insure smoother visitor flows on arrival and departure from the shoreline areas.</p> <p>Demand distribution strategies implemented by the Project Sponsors would proactively manage the distribution of spectators, and would include on-approach strategies that would provide guidance to spectators as they approach the event areas. On-site crowd management strategies would include management actions, such as bicycle separations from pedestrian flows at affected areas, and a Presidio shuttle that serves Mason St. and Crissy Field, to ensure visitor safety, minimize congestion at key locations, and optimize distribution of visitors.</p> <p>Management actions would be location-specific to reflect the different peaking characteristics and spectator volumes for the various locations. Crowd levels would be monitored during the events by the NPS through the Incident Command System in concert with CCSF staff. Visitor use management and monitoring would include the following:</p> <p><b>Personnel</b> - Staffing plans would be developed for the various spectator attendance levels for each viewing location. Both the headcount requirements and the labor mix would be driven by combined visitor flow and destination estimates, and NPS Event Management experience. For the lowest attendance levels, crowds would be managed</p>	NPS Agreement and/or Permit	CCSF for funding and implementation, in coordination with NPS and Presidio Trust

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	<p>primarily by law enforcement and ICS personnel, except that resource monitors would be in place for all event days per Section 7 permit Conservation Measures. To accommodate higher attendance levels and pathway flow rates, additional law enforcement personnel would be scheduled, as incident rates would increase in proportion to visitor flow volumes and crowding levels. Personnel staffing would be planned as a mix of static and “floating” positions; floating positions would be responsible for area coverage, whereas stationary positions would manage critical visitor flow points to location (including at intersections to facilitate pedestrian crossings) as situations warrant. Some shift occurrences would be planned in advance, such as for the beginning and ending of major events. SFPD would provide additional commissioned officers who would work with NPS in NPS areas during AC34 race days, especially on 2012 and 2013 weekends and Fridays.</p> <p><b>Barriers, Barricades, Fencing and Other Flow Management Equipment</b> – A mix of soft barriers (e.g., removable aesthetic flow management guides) and hard barriers (sawhorse signs and portable parade barriers) provided by the City, as needed by NPS, would be stationed at key entry points. This equipment would either be set in place or removed, as necessary according to site conditions. Soft barriers would be used primarily to frame entry and exit points, and to steer arriving and departing visitors through the defined entry points when very crowded or congested. Hard barriers would be used when it is necessary to temporarily restrict or suspend access into a given area – usually when conflicts in flow of different modes may occur or the maximum safe crowding condition has been reached in a given area, or in response to urgent safety considerations. When this equipment is in place, crowd control personnel would be assigned to support visitor management, re-direct the visitor flow to nearby areas, and to be in position to quickly remove this equipment once adequate public space has become available.</p> <p><b>Signage</b> – Signage would be installed to call attention to key services and entry points on City property adjacent to NPS sites, and to provide visitors with way-finding options at key decision-making points. The signage, developed by the City, would integrate directional and informational components to educate and alert visitors on how to navigate to/through the impacted areas. Signs would be designed to be seen from a distance and during peak crowding conditions. CCSF signage would be sized and elevated with simple text and universal icons representing specific services (restrooms, information, first aid, etc.). Any signage on NPS lands would conform to its sign regulations.</p> <p><b>Safety Measures (dynamic)</b> – Although all policies in effect within the NPS lands would remain in effect, some</p>		

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Measure	Measure Source/ Description Location	Implementation Responsibility	
	<p>additional protective measures would need to be implemented that are event-specific, such as public path zones in which bikes must either be walked, or not be permitted at all. For example, the high volumes of pedestrians and bicyclists expected along the SAFR Promenade during peak AC34 conditions may necessitate a walking-only policy during many of the AC34 events, as would the pinch-point at Ft. Mason. City staff or “ambassadors” would be stationed by CCSF near these congested bicycle/pedestrian areas (i.e., Ft. Mason pinch-point, Mason/Marina intersection, Ft. Mason/Gashouse Cove entry, Laguna and Bay St, etc.). Other joint measures would be planned by NPS, Presidio Trust and CCSF to facilitate efficient loading and unloading of highly-attended viewing locations.</p> <p><b>Changeable Message Signs</b> – Changeable message signs would be used by CCSF on city lands near parklands entry road points, including the southbound approaches of the Presidio Parkway, to guide arriving and departing vehicles and pedestrians, and to call attention to a major condition or service as necessary (such as by providing directions to the central bus pickup location immediately adjacent to parklands).</p> <p><b>Two-way Radios</b> – Two-way interoperability and radio communication would be facilitated by the City to insure that key NPS and City IC staff involved in crowd control could have immediate communications for reasons of coordinated crowd flow, safety and emergency situations. Portable Public Announcement Systems – if necessary, portable public announcement systems (similar to those devices used by park tour guides) would be provided such that they could be used to maintain visitor safety at peak congested periods, and for emergencies. Equipment requirements would be determined based upon planned activity within each zone.</p> <p><b>Information Stations</b> – Information stations or hubs, as provided for by Project Sponsors, would be placed in the vicinity of key primary park entry points (e.g., Mason and Marina Blvd, Jefferson St entry near SAFR). These stations would offer general information, viewing times and locations with expected low crowding levels, and transit information, and would also serve to shift demand away from crowded venues and times. Event viewing tips would be featured by the City at key arrival points, such as Aquatic Park and Marina Green (similar to the tip board program featured at the Disney theme parks).</p> <p><b>Special Activity Programming</b> – Additional programmed activities supplementing the AC34 races may be scheduled at permitted venues near the event viewing locations. Although these activities would function primarily to enhance the</p>		



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Measure	Measure Source/ Description Location	Implementation Responsibility	
	<p>overall spectator experience (due to gaps between races), these would also be used to strategically manage inbound and outbound pedestrian flow at the viewing locations. For example, scheduling a popular activity or performance at Marina Green immediately after a major race event would serve to spread the departure rate of spectators across a larger period of time, thus reducing the intensity of roadway congestion and peak demand on public transportation services in that vicinity.</p> <p><b>Communication Channels</b> – Communication channels and real-time information would be managed and disseminated by CCSF and ACEA (Project sponsors) in coordination with jurisdictional IC teams. This may include traditional media, web, email, twitter, and SMS, to aid in the distribution of demand across all event activities. Some of these, such as SMS blasts and tweets, would also help to inform pedestrian spectators while on site, such as board sailors, and other water recreationalists, as to when races are over, or to advise visitors to avoid certain exit routes due to congestion.</p>		
TRA-10	<p><b>Temporary Bicycle Lanes/Routes</b></p> <p>During AC34 2013, SFMTA will implement temporary bicycle lanes within the curb parking or curb travel lane on peak weekend event days (up to 4 days in 2012, and between 11 and 24 days in 2013). Streets where temporary bicycles could be implemented on all or a portion of the street include:</p> <ul style="list-style-type: none"> <li>• Van Ness Avenue between North Point Street and Bay Street (within curb bus lane)</li> <li>• Bay Street between Van Ness Avenue and Laguna Street (within curb parking lane and right-turn-only lane)</li> </ul> <p>City traffic control officer(s) will be stationed at the Laguna/Beach Street pinch point. NPS and CCSF will investigate potential improvements at this location, to determine if short-term improvements to provide additional bicycle and pedestrian right-of-way could be implemented for AC34 2012 or 2013 events.</p> <p>A temporary alternative bicycle route on Cervantes Street between Bay Street and Marina Boulevard will be signed. On peak event days, temporary parking restrictions would be implemented on the east curb of Cervantes Street north of Bay Street (a bicycle lane is currently provided on Bay Street between Laguna Street and Cervantes Street).</p>	NPS Permit;	CCSF/SFMTA
TRA-11	<p><b>Temporary Bicycle Parking.</b> Project Sponsors would provide temporary secure and managed bicycle parking at key locations serving the NPS sites for 2012 and 2013 peak and medium high weekend race days (four days for 2012, and 11 days in 2013), consistent with the bicycle parking demand identified in Chapter 4, Transportation Table TRA-27 for NPS sites. The location of the bicycle parking stations and</p>	NPS and Trust/ Agreement and/or Permit	CCSF and ACEA

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Measure	Measure Source/ Description Location	Implementation Responsibility	
	number of bicycles to be accommodated at each station would be finally determined by the NPS, in consultation and coordination with, and as provided for by CCSF. These would include, at a minimum, addressing Crissy Field and SAFR needs in 2013.		
TRA-12	<b>NPS Parking Management Strategy.</b> NPS would actively manage parking lots/area at Crissy East, in San Francisco, on all peak weekend event days (4 days for Alternatives E, and 11 days in 2013), and Battery East for (2) days in 2012, and 5 days in 2013. In addition, Crissy East would be actively managed on (13) other average race weekend days, and (8-10) peak race weekdays in 2013 when the races are offshore. Fort Baker and Conzelman Road in the Marin Headlands would be actively managed on (2) peak race weekend days in 2012, and (5) peak weekend race days in 2013, as needed.	NPS and Trust/Agreement and/or Permit	CCSF (for funding);NPS and Trust for implementation and coordination
TRA-13	<b>NPS Staff, Park Partners, Residents, Deliveries and Registered Program Participants Access to Presidio and other NPS Sites.</b> NPS and the Trust in coordination with the City would develop access strategies for NPS staff, Park Partners, residents, deliveries and registered program participants. This would be developed to provide access to SAFR, Fort Mason, Fort Baker/Marin Headlands, and Crissy Field during peak and medium-high weekend race days when some roadways would be closed to the general public. The strategy would include an identification of vehicular access points and control methods into the restricted areas, alternative means of access (e.g., shuttle bus service) and parking locations, and preferred days and times for access (e.g., before 10 a.m.) and deliveries (weekdays only). Most permits/identifications issued to those other than staff, employees and residents would require prearrangements, most likely performed via internet. On-site customer parking, when available, would be strictly limited to the duration of the visit.	NPS Permit	CCSF in coordination with NPS and Presidio Trust
<b>Visitor Use-Experience Management and Protection Measures</b>			
VUE-1	<b>Incident Command System.</b> NPS would implement an Incident Command System (ICS), commensurate with need and level of funding provided by project sponsors, as described in Management and Protection Measure BIO-1, above.	NPS and Trust/Agreement and/or Permit	CCSF (for funding)/NPS and Presidio Trust (for implementation in coordination with other agencies)
VUE-2	<b>Visitor Use Management &amp; Monitoring Strategies.</b> NPS would implement visitor use management and monitoring strategies, as described in Management and Protection Measure TRA-9, above. These strategies would be implemented at primary venues and viewing areas affecting NPS lands and facilities, with management actions which could be implemented to mitigate adverse impacts of crowding and to ensure the protection of park resources.	NPS Agreement and/or Permit	CCSF (for funding and implementation in coordination with the NPS and Presidio Trust

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Measure	Measure Source/ Description Location	Implementation Responsibility	
VUE-3	<b>Resource Management &amp; Monitoring Program.</b> NPS would implement a Resource Management & Monitoring Program, as described in Management and Protection Measure BIO-3, above. At a minimum, cultural resource monitors would observe the following locations: Batteries Spencer, Yates, East, and Ridge; North of Battery Duncan; Hyde Street Pier Historic Fleet; and Upper Fort Mason.	NPS/Agreement and/or Permit	CCSF for funding)/NPS (for implementation)
VUE-4	<b>National Parks Event and Operations Plan.</b> NPS would prepare and implement a National Parks Event Operations Plan, as described in Management and Protection Measure BIO-4, above which would detail NPS locations of fencing, restrooms, emergency medical services, and other major site provisions.	NPS/CCSF Permit	CCSF(for funding)/NPS, Presidio Trust, and CCSF (for implementation)
VUE-5	<b>Educational Programming at AC34 Venues.</b> NPS would emphasize ocean stewardship programs within existing park and partner interpretive programs at Crissy Field and Fort Baker as provided for by ACEA as project sponsor. In addition, the Maritime Museum at SAFR may produce maritime-themed interpretive displays in partnership with other maritime museums or sponsors.	NPS/General Management Measure	ACEA in coordination with NPS
VUE-6	<b>Controlled Vessel Access to Aquatic Park &amp; Horseshoe Coves.</b> During race periods in 2012 and 2013, Aquatic Park Cove would be restricted to permitted and closed to all other unauthorized vessel traffic. During 2013, Horseshoe Cove would be restricted to permitted vessels. With a permit, visiting vessels would be allowed to anchor in the cove. On race days in 2012 and 2013, NPS would receive assistance from the USCG marine enforcement unit to manage Aquatic cove access restriction. Unless explicitly authorized by NPS, motorized vessels would not be permitted within Aquatic Park or Horseshoe Coves.	NPS/Management Measure	NPS in cooperation with USCG;ACRM
VUE-7	<b>Temporary Visitor Support Facilities.</b> The CCSF would provide for the placement and maintenance of portable restrooms at NPS/Trust sites requiring them (e.g., Crissy Field, SAFR, Fort Mason, and Fort Baker), and with a portion of the restrooms meeting ADA standards, during the race periods in 2012 and 2013, such that waiting times are no greater than under existing busy days. CCSF would also provide additional restrooms and hand washing stations, as needed, during peak visitation periods. Portable restrooms, and any other temporary facilities within NPS parklands, would be provided by the CCSF, subject to approval by NPS or the Trust (depending on jurisdictional authority), and be of a nature and type that does not impact the NPS/Trust parklands scenic values and aesthetic. The cleaning regimen of portable restrooms would be maintained to ensure hygienic and clean visitor conditions. Large debris waste and recycling containers would be provided by the CCSF, subject to approval by NPS/Trust for their respective lands, be of a nature and type that does not impact the NPS parklands	NPS and Presidio Trust/Agreement and/or Permit	CCSF funding in coordination with NPS implementation

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	scenic values and aesthetic, meet NPS sustainability requirements, and meet demand requirements for weekday and weekend visitors. The waste collection regimen would be managed by the CCSF to ensure no overflows through regular collections and haul-outs during the day and before the next day begins, depending on visitation levels, increasing in frequency during peak afternoons and early evenings, to ensure that park sites are kept garbage-free and clean.		
VUE-8	<b>After Hours Activities at Alcatraz Island.</b> Private events at Alcatraz Island would be limited to the hours of 7:00pm and 11:00pm, after normal public visiting hours, so as not to interfere with regular visitation to the island and to minimize potential impacts to the ferry embarkation point at Pier 31 ½. Such events could occur twice in 2012 and five times in 2013 on evenings when no other public uses are present, and in accordance with all NPS special event regulations. Private event activities would be limited to the cellhouse and include a programmatic component that increases understanding of the site significance through an interpretive tour. No outside lighting would be added for these events. Private events at Alcatraz Island would be authorized under a separate special events permit and NPS would limit the number of participants based on the type of event. However, it is assumed that such events would be limited to a maximum of 250 persons.	Separate NPS special use event permit, if applicable	NPS;ACEA
VUE-9	<b>After Hours Activities at Fort Baker Pier.</b> There would be no programmed private AC34 events at Fort Baker Pier. Any one-time AC34-related use would be subject to the terms and conditions of a separate special use permit.	Separate NPS special use event permit, if applicable	N/A
VUE-10	<b>After Hours Activities at Crissy Field Area A.</b> There would be no programmed AC34 events at Crissy Field in NPS's parkland areas (Area A).	N/A	N/A
VUE-11	<b>Timing of Programmed Activities at AC34 Spectator Venues.</b> Unless otherwise authorized by NPS, publicly programmed AC34 activities at SAFR would be restricted to race weekends between the hours of 10am to 8pm.	NPS/ Agreement and/or Permit	Project sponsors
VUE-12	<b>Placement of Venue Amenities.</b> All AC34 venue-related amenities, including concessions tents, information stations, temporary structures, portable restrooms and hand washing stations would be placed in locations that do not contribute to crowded conditions. All temporary event structures would be set back at least 25 feet from the Crissy Field Promenade and trails, including the Bay Trail, and be configured so as to minimize impacts to bay views. Other setback distances, at locations such as SAFR, would be dependent on siting and space availability so as to not contribute to further congestion or impede flow along promenades.	NPS and Presidio Trust/ Agreement and/or Permit	CCSF; ACEA-SAFR, as applicable.

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Measure	Measure Source/ Description Location	Implementation Responsibility	
VUE-13	<b>Fencing and Signage for Sensitive Resources and Visitor Protection.</b> The CCSF would provide for the installation of fencing and signage, as necessary, to protect natural and cultural resources, and to manage visitor flow impacts, adjacent to NPS lands. Temporary fencing would also be installed to ensure visitor safety. Fencing location/length and signage type would be determined in consultation with the appropriate land authority where impacts are anticipated. In any case, these fences would be light enough for removal, or left in place, if warranted, between 2012 and 2013 race events, but substantial enough to deter visitors from entering the fenced off areas. Informational and regulatory signage would mark sensitive areas and state that entry into these areas is prohibited. Installation of temporary fencing required by the land authority would be completed no later than one week prior to the commencement of the 2012 and 2013 events and programs.	NPS and Presidio Trust/ Agreement and/or Permit	CCSF(for funding); NPS (for implementation on NPS lands)
VUE-14	<b>Public Safety and Emergency Response.</b> To ensure continued public safety and access to emergency services, CCSF-funded emergency medical support would be stationed at various locations in San Francisco near and within GGNRA and SAFR (including augmented San Francisco Fire Department (SFFD) paramedic patrols at Crissy Field, Fort Mason and SAFR) on all 2012 and 2013 race weekends and peak race weekdays; and a dedicated paramedic unit through NPS that would be available for Conzleman Road and Marin Headlands during peak weekend periods when access is impeded by Alexander Avenue and tunnel traffic (i.e., up to approximately 4 days in 2012, and 11 days in 2013). Advanced Life Support (ALS) emergency responses would be maintained, such that response times would average 5 minutes or less from time of notification, 90 percent of the time, in accordance with existing standards throughout the City of San Francisco for emergencies warranting ALS. Crowd control measures would be employed to ensure that all emergency access lanes for SFFD can be put into effect in response to emergencies as needed at a minimum of 14 feet wide at all times and that a minimum of 3 feet of clear space is maintained around fire hydrants.	NPS and Presidio Trust/ Agreement and/or Permit	CCSF (for funding /NPS and Presidio Trust (for implementation)
VUE-15	<b>Unique Visitor Uses of Marine Area.</b> To facilitate continued unique uses of marine areas in parklands, the following will be instituted: non-motorized small craft zone off of Crissy Field would be established for 2012 and 2013; a communications system would be established to alert recreationalists and mariners when races are over, and marine areas re-opened; permitting of controlled access for non-motorized boats would be established for Aquatic Cove to ensure safety of swimmers; and rental storage lockers for sailboarders would be made available by CCSF on City property east of East Crissy field for the peak and high	NPS/ Agreement and/or Permit; USCG SLR	ACRM in cooperation with USCG, NPS; and CCSF for board lockers

## REVISIONS TO ALTERNATIVE E MANAGEMENT AND PROTECTION MEASURES AND IMPLEMENTATION RESPONSIBILITIES

Measure	Measure Source/ Description Location	Implementation Responsibility	
	medium-peak weekends, at a minimum, when access may be difficult in the afternoons.		
VUE-16	<b>Visitor Satisfaction Related to Parklands Facilities.</b> (1) Portable restrooms and hand washing stations, and any other temporary facilities at NPS sites (e.g., Crissy Field, SAFR, Fort Mason, and Fort Baker), would be provided by the project sponsors, subject to approval by NPS/Trust, and be of a nature and type that does not impact the NPS/Trust parklands scenic values and aesthetic. The cleaning regimen of portable restrooms, a responsibility of the project sponsors, would be maintained to ensure hygienic and clean visitor conditions. (2) Large debris waste and recycling containers would be provided by the CCSF, subject to approval by NPS/Trust, be of a nature and type that does not impact the NPS/Trust parklands scenic values and aesthetic, meet NPS sustainability requirements, and meet demand requirements for weekday and weekend visitors. The waste collection regimen would be managed by the CCSF to ensure no overflows through regular collections and haul-outs during the day and before the next day begins, depending on visitation levels, increasing in frequency during peak afternoons and early evenings, to ensure that park sites are kept garbage-free and clean. (3) The restoration/repair of damages to NPS/Trust park facilities, furnishings, and/or turf, would be completed by NPS/Trust maintenance staff, or their agents, whose expense would be reimbursed by the City pursuant to its Memorandums of Understanding and/or Permits with the NPS and the Trust respectively for their respective separate costs.	NPS/ Agreement and/or Permit; Trust Permit/ Agreement	CCSF
VUE-17	<b>Visitor Satisfaction Related to Parklands Facilities and Information.</b> Orientation and information kiosks, along with social media updates, would be provided by CCSF at the main entrance to SAFR and adjacent to Crissy Field entrance at a minimum in 2013. Printed material about the weekly race schedule and a map of NPS temporary visitor support facilities and transit would be made available at that location and NPS and park partner primary visitor areas.	NPS Permit	CCSF
VUE-18	<b>Visitor Satisfaction, Safety, and Screening.</b> Real-time information regarding ferry service delays to and from Alcatraz Island would be provided by ACRM to the point of sales locations or designated concessionaire operations contact. Alcatraz Island Ferry passengers and their carry-on items may be subject to additional security screening at points of embarkation during race days.	NPS/Special Events Permit	ACRM for real-time communication; NPS for security screening, if applicable, in concert with CCSF
VUE-19	<b>Temporary Bicycle Parking.</b> SFMTA would provide temporary secure and managed bicycle parking at key locations, as described under Management and Protection Measure TRA-11.	NPS and Trust/ Agreement and/or Permit	CCSF

## REVISIONS TO ALTERNATIVE E MANAGEMENT AND PROTECTION MEASURES AND IMPLEMENTATION RESPONSIBILITIES

Measure	Measure Source/ Description Location	Implementation Responsibility	
VUE-20	<b>Accessibility.</b> The CCSF would develop and fund strategies for deployment/implementation by all land management agencies to enhance access for all persons with disabilities and seniors in full compliance with applicable accessibility standards. Such strategies would include: accessible regional-local transit, shuttles, way-finding, off-site accessible parking or shuttle connections to the San Francisco waterfront viewing sites with access paths or paratransit vans from key sites (e.g., Presidio Main Post to Crissy Field).	EIR; People Plan-Transportation Measures; NPS Permit	CCSF
<b>Visual Resource Management and Protection Measures</b>			
VIS-1	<b>Temporary Weather Monitoring and Satellite Installations Restrictions.</b> Any AC34 event-related weather monitoring and satellite equipment installed on NPS lands would be temporary, not interfere with existing operations (i.e., rooftop photovoltaic systems), be located as far from the water's edge as possible, and be subject to terms and conditions of an NPS special events permit and Section 106 of the National Historic Preservation Act, as applicable. In order to minimize obstructions of bay views, project sponsor would evaluate the potential for use of rooftop locations as an alternative to pier aprons for such installations. On Alcatraz Island, for example, such installations would be located in areas of limited visibility from visitor populated areas. Whenever possible, project sponsor would avoid the use of light or bright colored equipment for such installations, instead utilizing darker, earthen tones, to minimize contrast with the surrounding landscape. Project sponsor would also remove or cover equipment when not in use.	NPS/ Agreement and/or Permit	ACRM with oversight by an NPS resource monitor