

**THE PRESIDIO TRUST
BOARD OF DIRECTORS**

**RESOLUTION 08-5
PUBLIC USE LIMITS OF BATTERY CAULFIELD ROAD**

WHEREAS, the regulation at 36 C.F.R. 1001.5 (Regulation) authorizes the Presidio Trust Board of Directors to impose public use limits and to close all or a portion of the area of the Presidio of San Francisco administered by the Presidio Trust (Area B) to all public use or to a specific use or activity upon a determination that such action is necessary for the maintenance of public health and safety, the protection of environmental or scenic values, the protection of natural or cultural resources, the implementation of management responsibilities, or the avoidance of conflict among visitor use activities; and

WHEREAS, the Regulation requires that the Board of Directors prepare a written determination setting forth the reasons the public use limits or closure is necessary and an explanation of why less restrictive measures will not suffice; and

WHEREAS, in Resolution 04-15 the Board of Directors authorized the Executive Director to prepare the requisite determination or finding justifying a public use limit or closure; and

WHEREAS, the Executive Director has prepared such written determination (Determination) to impose public use limits of Battery Caulfield Road for the reasons set forth in the Determination attached hereto; and

WHEREAS, the Regulation requires that, except in emergency situations, a use restriction or closure which is of a nature, magnitude and duration that will result in a significant alteration in the public use pattern of Area B, require a long-term or significant modification in the resource management objectives of Area B, or is of a highly controversial nature, must be published as a rulemaking in the Federal Register; and

WHEREAS, the Board of Directors desires to limit public use of Battery Caulfield Road;

NOW, THEREFORE, BE IT RESOLVED, that the Presidio Trust Board of Directors adopts the Determination; and

BE IT FURTHER RESOLVED, that the Board of Directors hereby authorizes the Executive Director to make such final decisions and to publish notice of the action in the Federal Register and to take all other action necessary to effect public use limits of Battery Caulfield Road.

Adopted: November 13, 2007



Staff Report

POLICY ISSUE: Restriction of Access to Battery Caulfield Road

ACTION REQUESTED AND STAFF RECOMMENDATION:

Staff requests that the Board adopt the determination that limiting access of motor vehicles to Battery Caulfield Road is necessary for public safety, avoidance of conflict among visitor uses and protection of natural resources and environmental values and that the Board delegate to the Executive Director the authority:

- To decide the extent to which access to Battery Caulfield Road by motor vehicles will be permitted and the timing of such closure; and
- To publish notice of the action in the Federal Register and to take such further steps as may be necessary to effect such use limitations.

BACKGROUND:

Battery Caulfield Road is a narrow roadway connecting the upper and lower plateaus of the Public Health Service Hospital (PHSH) District at the southern end of the Presidio (see map). Along the way, it passes through sensitive wildlife areas and protected native plant communities (including endangered lessingia). At its narrowest point, Battery Caulfield Road has no sidewalks or adjacent trails. Opportunities for further widening are constrained by the adjacent lessingia recovery zone.

Public comments on the Draft Environmental Impact Statement for the PHSR redevelopment project raised issues about traffic and traffic volumes through the PHSR District. Residents of the 14th and 15th Avenue neighborhoods adjacent to the PHSR District expressed concern about public safety from traffic through the PHSR District. The National Park Service (NPS) and the Audubon Society expressed concern about preserving the local quail population. The NPS further commented on the preservation of wetland habitat, rare dune annual habitat (including the federally endangered San Francisco lessingia) and oak woodland habitat. The United States Fish and Wildlife Service voiced concern over the “rare and ecologically significant native plant communities and important wildlife habitat.”

PROPOSAL:

Restrict motor vehicle traffic on Battery Caulfield Road by erecting two gates. The lower gate would be erected on Battery Caulfield Road approximately at the northern edge of the parking lot at the PHSR District lower plateau. The upper gate would be positioned at a point further

north on Battery Caulfield Road at a point that the Executive Director determines most efficacious. While restricting pass through traffic, the gates would be secured in such a way as to allow limited passage by only those motor vehicles designated by the Executive Director (e.g. emergency vehicles; PresidiGo shuttle buses and residents of the PSHH District).

Visitors would be able to access the overlook, trailheads and buildings in the lower portion of the PSHH District by automobile, but would not be permitted to drive north of the lower gate. Pedestrians and bicyclists would not be restricted and would continue to be able to use Battery Caulfield Road to access other parts of the park.

JUSTIFICATION:

Limiting motor vehicular use of the roadway will allow the Trust to provide a safe trail connection from the lower plateau of the PSHH District and the City of San Francisco to the rest of the park.

The limitation would reduce automobile traffic through important wildlife areas and rare native plant communities. In addition to reducing traffic through wildlife areas and native plant communities, the restrictions would reduce by more than one-half, the total daily vehicle trips through the 14th and 15th Avenue gates to Battery Caulfield Road that are projected to occur after the PSHH site is occupied. Implementation of the proposal will provide for the protection of public safety, environmental values and natural resources and will provide for the avoidance of conflict among visitor uses.

INADEQUACY OF LESS RESTRICTIVE MEASURES:

Less restrictive measures include the use of speed bumps or tables, chicanes, and pinch points. The use of these less restrictive measures could reasonably be expected to control vehicular speed successfully, but would not likely reduce the volume of pass-through traffic.