

APPENDIX B: DESCRIPTION OF MANAGEMENT PLANS RELATED TO THIS PLAN

Appendix B provides an overall description of management plans from federal, state, regional and local government agencies along with their relationship to this management plan.

In addition to the overall vision and management plans described in the text of the general management plan, the National Park Service develops detailed project and program implementation plans in order to implement the goals and objectives of those broader plans. These implementation plans cover topics such as natural and cultural resource restoration and preservation, visitor use, transportation, and park operations.

FEDERAL PLANS

NATIONAL PARK SERVICE PLANS CURRENTLY BEING PREPARED

Dog Management Plan for Golden Gate National Recreation Area (draft)

Golden Gate National Recreation Area is involved in a planning and public involvement process to decide how best to manage dog walking in the park. This process will result in a *Dog Management Plan / Environmental Impact Statement*. This planning process will develop a range of alternatives with clear, enforceable guidelines for the manner and extent of dog walking in appropriate areas of the park. The alternatives will specify which of the lands managed by Golden Gate National Recreation Area would be open to on-leash dog walking and off-leash dog walking, and which are closed to dog walking. The goal of the process is to allow dog walking while

- protecting park resources;
- providing a variety of visitor experiences;
- reducing visitor use conflicts;
- ensuring that park resources and values are available for future generations; and
- increasing the safety of staff and visitors.

The park will evaluate the impacts of the range of alternatives and identify a preferred alternative for the draft *Dog Management Plan/Environmental Impact Statement*. The actions of the general management plan alternatives have been continuously reviewed as the *Dog Management Plan* evolves in order to ensure consistency between the two planning efforts.

Golden Gate National Recreation Area – Long-Range Transportation Plan

The *Long-range Transportation Plan* is being developed to guide the park's transportation program. The plan ties to the general management plan's vision for transportation and outlines the strategies for implementing the park's transportation goals for the next 20 years. This plan will reflect the vision as described in the general management plan.

Southern Marin Equestrian Plan (draft)

Golden Gate National Recreation Area is in the process of developing the *Southern Marin Equestrian Plan*. The plan is focused on options for the future use of three Marin County stables located within the park and will address site and facility needs, improvements, and protection of important resources at and surrounding these facilities. The plan will also identify and enhance the public outreach and equestrian

program, identify best management practices and sustainable programs, increase protection of natural resources, and preserve the cultural resources that surround the stables. The actions of the general management plan alternatives have been continuously reviewed as the *Southern Marin Equestrian Plan* evolves in order to ensure consistency between the two planning efforts.

NATIONAL PARK SERVICE TRAILS AND TRANSPORTATION PLANS AND PROGRAMS

South Access to the Golden Gate Bridge - Doyle Drive Final Environmental Impact Statement/Report

Doyle Drive is a portion of Highway 101 that winds 1.5 miles along the northern edge of San Francisco and connects the San Francisco peninsula to the Golden Gate Bridge and the North Bay. It is located within the Presidio of San Francisco and provides access to historic and cultural landmarks including Golden Gate National Recreation Area, the Presidio, the Golden Gate Bridge and the Palace of Fine Arts. Originally constructed in 1936 with narrow lanes, no median, and no shoulders, Doyle Drive is approaching the end of its useful life.

The purpose of the proposed project is to improve the seismic, structural, and traffic safety of Doyle Drive within the setting and context of the Presidio of San Francisco and its purpose as a National Park. Specific objectives of the Doyle Drive Project are to

- improve the seismic, structural, and traffic safety on Doyle Drive;
- maintain the functions that the Doyle Drive corridor serves as part of the regional and city transportation network;
- improve the functionality of Doyle Drive as an approach to the Golden Gate Bridge;
- preserve the natural, cultural, scenic and recreational values of affected portions of the Presidio, a national historic landmark district;
- be consistent with the *San Francisco General Plan* and the *General Management Plan Amendment Final Environmental Impact Statement*, Presidio of San Francisco, Golden Gate National Recreation Area (NPS 1994a and 1994b) for Area A of the Presidio and the *Presidio Trust Management Plan: Land Use Policies for Area B of the Presidio of San Francisco* (Presidio Trust 2002);
- minimize the effects of noise and other pollution from the Doyle Drive corridor on natural areas and recreational qualities at Crissy Field and other areas adjacent to the project area;
- minimize the traffic impacts of Doyle Drive on the Presidio and local roadways;
- improve intermodal and vehicular access to the Presidio; and
- redesign the Doyle Drive corridor using the parkway concept described within the *Doyle Drive Intermodal Study* (1996).

The alternatives of the general management plan are consistent with this plan.

Marin Headlands and Fort Baker Transportation Infrastructure and Management Plan Final Environmental Impact Statement (2009)

The purpose of the plan is to provide improved access to and within the Marin Headlands and Fort Baker for a variety of users, and to initiate these improvements in a way that minimizes impacts to the rich natural and cultural resources of the Marin Headlands and Fort Baker study area. The Marin Headlands and Fort Baker are in the San Francisco Bay area at the north end of the Golden Gate Bridge, across the bay from San Francisco. The Marin Headlands span the southern tip of the Marin Peninsula, from U.S.

Highway 101 to the western coastline, a 2,500-acre area. Fort Baker is a 335-acre site directly adjacent to the Headlands on the east side of Highway 101.

Implementation of this plan would provide infrastructure and access improvements in the park to meet the following plan goals:

- promote public transit, pedestrian, and bicycle travel to and within the park to improve visitor experience and enhance environmental quality;
- rehabilitate the Marin Headlands and Fort Baker road and trail infrastructure in a manner that protects resources and improves safety and circulation; and
- reduce traffic congestion and improve safety at key park locations and connecting roads.

To accomplish these goals the roadways would be rehabilitated or reconstructed/widened without altering their character defining features, and parking facilities would be improved. A greater number of transit options would be provided to and within the study area. Parking fees would be collected to fund improved transit services. Extensive pedestrian facility enhancements would be implemented, including closing and rerouting existing trails and constructing new trails. Bicycle facilities would be improved with a few new paths and bike lanes. Car-free days would be implemented on a trial basis for a maximum of seven days per year.

The goals and actions of the *Marin Headlands and Fort Baker Transportation Infrastructure and Management Plan Final Environmental Impact Statement* are appropriate for all general management plan alternatives.

Trails Forever

The mission of Trails Forever is to improve the quality of trails in Golden Gate National Recreation Area, enhance the experiences of park users, support resources preservation, and engage the community in sustaining the parks trail system in perpetuity. Trails Forever is an initiative of the Golden Gate National Parks Conservancy in partnership with the National Park Service and Presidio Trust. The signature project is to complete the California Coastal Trail corridor within Golden Gate National Recreation with trail connections to communities in Marin, San Francisco, and San Mateo. The actions of the general management plan alternatives are consistent with the goals and projects of Trails Forever.

NATIONAL PARK SERVICE RESTORATION PLANS

Alcatraz Island Historic Preservation and Safety Construction Program Environmental Impact Statement (2001)

The implementation of this plan works to protect human health and safety, stabilize deteriorating historic structures to protect the National Historic Landmark, and implement needed repairs in a manner that minimizes adverse biological effects. The repairs include replacement of badly deteriorated poles underneath the dock, seismic retrofit of the Cellhouse, and repair and stabilization of other historic structures to provide for public safety and historic preservation. The project is a construction program addressing critically needed repairs on Alcatraz Island. The actions in the general management plan alternatives are consistent with the direction of this environmental impact statement.

Easkoot Creek Restoration at Stinson Beach Environmental Assessment (2003)

The Easkoot Creek restoration addressed two important limiting factors for salmonid fish production: 1) the absence of pool habitats with associated large woody debris; and 2) the lack of natural riparian habitat. This project contributes to the other restoration effort upstream and downstream of Golden Gate National Recreation Area lands, will yield long-term beneficial effects on the steelhead trout and coho salmon habitat of Easkoot Creek. The actions in the general management plan alternatives are consistent with the goals and projects associated with Easkoot Creek restoration.

Lower Redwood Creek Floodplain and Salmonid Habitat Restoration, Banducci Site Environmental Assessment (2007)

The purpose of this project is to substantially restore natural floodplain and creek processes on lower Redwood Creek for the benefit of aquatic and terrestrial fauna and long-term natural resources conditions in the Redwood Creek watershed. The EA guided the implementation of restoration projects such as levee removal, floodplain enhancements, and protection areas for threatened and endangered species. The plan contributes to the implementation of the Redwood Creek Watershed Vision. The actions in the general management plan alternatives are consistent with the goals and projects associated with the lower Redwood Creek floodplain and salmonid habitat restoration.

Lower Redwood Creek Interim Flood Reduction Measures and Floodplain / Channel Restoration Environmental Assessment (2003)

This project takes place at two locations in lower Redwood Creek near Muir Beach. The purpose of the project is to improve hydrologic and geomorphic functions at the Pacific Way site and thus reduce the magnitude, frequency, and duration of flooding on Pacific Way and to reduce the risk of channel avulsion at the Pacific Way site. The project also reconnects lower Redwood Creek to its floodplain and expands riparian vegetation at the Banducci site. In addition, the project increases in-channel habitat complexity and reestablishes geomorphic processes at the Banducci site. These actions work to improve habitat for coho salmon and steelhead. The actions in the general management plan alternatives are consistent with the goals and projects associated with the lower Redwood Creek flood reduction measures and floodplain/channel restoration.

Mori Point Restoration and Trail Plan – Environmental Assessment (2006)

The staff of Golden Gate National Recreation Area and the Golden Gate Parks Conservancy are working to restore habitat and to develop a safe and sustainable trail system at Mori Point. The goals of this project are to

- protect and enhance habitat for the federally endangered San Francisco garter snake and the federally threatened California red-legged frog at Mori Point;
- preserve and restore the ecological integrity of Mori Point habitats by reducing threats to native plant communities and natural processes; and
- develop a safe and sustainable trail system, incorporating the California Coastal Trail that improves recreational experiences and reduces impacts to park resources.

Restoration activities include actions such as

- improving hydrologic and habitat connectivity between upland and wetland areas;
- creation of San Francisco garter snake foraging habitat;
- reduction and repair of coastal erosion;
- restoration of native plant communities; and
- removal of trash, and debris.

The project develops a variety of trail experiences for different user groups and meets management objectives to protect and enhance natural resource values and provide public access. Hiker-only designations will be in effect on all segments through, or leading to, steep and erosion-prone areas. Multiuse opportunities (hiking, bicycling, and equestrian uses) were identified on the California Coastal Trail and its main connector routes. The actions of the general management plan alternatives are consistent with the goals and project work associated with this plan.

Ocean Park Stewardship Action Plan, National Park Service (2007–2008)

The National Park Service developed a strategy to increase its emphasis on ocean resource management and conservation. The *Ocean Park Stewardship Action Plan* identifies critical issues and ways to address them cooperatively with federal, state, tribal, and private partners. The National Park Service will work with partners under existing funding levels to implement this plan. In doing so, the Park Service has developed specific actions relating to the following major topics:

- create a seamless network of ocean national parks, national marine sanctuaries, national wildlife refuges, and national estuarine research reserves;
- discover, map, and protect ocean parks;
- engage visitors in ocean park stewardship; and
- increase NPS technical capacity for ocean exploration and stewardship.

The general management plan provides specific management guidance and objectives for addressing these topics.

Pacific Ocean Park Strategic Plan, National Park Service

The concerns regarding the dramatic declines in the health of the marine ecosystems has the National Park Service focusing more attention on stewardship and protection of ocean resources in the National Park System. The *Pacific Ocean Park Strategic Plan* serves to lead the NPS Pacific West and Alaska

Region's coastal national parks toward implementation and achievement of the overall goal of the *Ocean Park Stewardship Action Plan* (previously described). The plan provides action items specific to the following goals:

Strategy 1: Establish a seamless network of ocean parks, sanctuaries, refuges, and reserves

- Facilitate partnership opportunities among federal, state, and local agencies and non-government organizations toward enhanced marine resource conservation and education.
- Facilitate partnership opportunities with neighboring countries (specifically Canada, Mexico, and neighboring Pacific Islands), and build sister park relationships throughout the Pacific and Arctic Oceans to enhance marine resource conservation and education.
- Explore means to facilitate international travel to other countries in order to communicate and cooperate on an informal and routine basis.

Strategy 2: Inventory, Map, and Protect Ocean Parks

- Inventory and map natural and cultural resources within the submerged (includes the intertidal zone) boundaries of ocean parks.
- Expand the natural resource vital signs monitoring program to more fully address ocean and estuarine resources.
- Understand and quantify threats to natural, cultural, and subsistence resources, including those associated with climate change and land- and water-based activities and develop mitigation or restoration strategies.
- Expand understanding of ocean park boundaries, jurisdictions, and authorities.
- Increase the National Park Service's and other agencies' ocean and marine presence.
- Proactively inform park management and the public of emerging issues that could impact the status and function of marine resources. Identify strategies to address these issues.
- Ensure that park-specific ocean stewardship issues and knowledge (both natural and cultural resources) are available and synthesized for planning teams.

Strategy 3: Engage Visitors and the Public in Ocean Park Stewardship

- Create a communication strategy for the Pacific West and Alaska Region ocean parks to better inform the public on topics of ocean stewardship.
- Enhance awareness and understanding of ocean stewardship issues through the development of interpretive materials and recreational opportunities.
- Explore approaches to engage visitors, teachers, and students in the practice of ocean stewardship through experiential learning.
- Demonstrate a commitment to ocean stewardship through adoption of sustainable operations and practices at ocean parks.
- Demonstrate a commitment to ocean stewardship through adoption of sustainable tourism and recreational opportunities, operations, and practices at ocean parks.
- Maximize the existing capacity of the Pacific West and Alaska Region and ocean park units to engage in stewardship activities.

Strategy 4: Increase Technical Capacity for Ocean Exploration and Stewardship

- Increase the technical capacity for ocean exploration and stewardship.
- Evaluate the effectiveness of the Pacific West and Alaska Region Ocean Park Stewardship Strategy in conserving coastal and marine resources.
- Generate awareness among park managers of the significance of marine resources and protection responsibilities.
- Understand and anticipate the role of ocean park stewardship within the urban corridor, given changing demography, development patterns, economies, and societal preferences.
- Pursue funding opportunities to increase the technical capacity for ocean exploration and stewardship.

The general management plan provides specific management guidance and objectives for addressing the four major strategies identified in the *Ocean Park Stewardship Action Plan*.

Redwood Creek Watershed: Vision for the Future (2003)

The *Redwood Creek Watershed: Vision for the Future*, while not a binding document, was jointly prepared and agreed to in 2003 by public agencies and stakeholders in the Redwood Creek watershed. The *Vision* provides guiding principles and desired future conditions to serve as guidelines for planning and projects in the watershed. The *Vision* identifies desired future conditions for natural resources, cultural resources, visitor experience, resident community, and infrastructure and facilities. The goals of this project help achieve numerous desired future conditions for intact watershed health, protection of natural processes such as flooding, native plant communities, a full range of hydraulic and geomorphic functions, habitat for special-status species, reduction of human-caused erosion that could impact fish or aquatic habitat, and reduction of invasion by non-native plant species. The *Vision* does not alter or override existing policies of the participating agencies. Rather, it provides guidelines to support future planning and projects in the watershed, ensuring that planning and projects within the scope of this vision strive to meet the common shared goals. The vision and goals for Redwood Creek watershed were incorporated into the alternatives for the general management plan.

Wetland and Creek Restoration at Big Lagoon, Muir Beach Final Environmental Impact Statement (2008)

The focus of this project is the restoration of the lower Redwood Creek watershed at Muir Beach in Marin County. The Big Lagoon site includes the wetlands, floodplain, and lagoon at the mouth of Redwood Creek at Muir Beach. The project works to restore/enhance ecological conditions and processes, reducing flooding of local infrastructure, and providing public access to the beach and restored wetland and creek. Key issues that were addressed include habitat for fish and wildlife, ecosystem conditions and processes, effects on special status plant and animal species, hydrology, flood hazards, traffic, visitor access, and visitor experience. The actions of the general management plan alternatives are consistent with the goals and project work associated with this plan.

NATIONAL PARK SERVICE PROGRAM IMPLEMENTATION PLANS

Alcatraz Development Concept Plan and Environmental Assessment (1993)

The development concept plan provides direction in management of the entire island, works to balance expansion of visitor access with habitat enhancement, wildlife protection and cultural resource protection, and hazard remediation. The development concept plan will need to be revised or amended to incorporate the changes proposed by the selected alternative in the general management plan.

Fire Management Plan / Final Environmental Impact Statement for Golden Gate National Recreation Area (2006)

An update to the 1993 *Fire Management Plan*, this plan reflects the importance of a more concerted effort to effectively reduce wildfire risk to park resources and to private property along the wildland urban interface. The plan examines the feasibility of facilitating the role of fire where it is safe to do so and more fully addresses cultural resource concerns. The plan includes all lands within Golden Gate National Recreation Area, Muir Woods National Monument, and Fort Point National Historic Site. The plan is a strategic, operational plan intended to guide the fire management program and was prepared to meet the requirements of NPS Director's Order 18. The plan includes procedures for managing the full range of fire management activities, including wildland fire suppression and fuel reduction projects. The plan identifies areas of the park where fuel reduction actions will occur during the first five years of implementation; the five-year program will be reviewed and updated annually to reflect areas that have been treated and add other areas where treatment is needed. As park managers implement the actions of the general management plan selected alternative, the fire management plan will require a review and possible refinement as resource and public issues change.

Golden Gate National Recreation Area – Park Asset Management Plan

The major goal of the *Park Asset Management Plan* is to articulate how the park currently maintains its assets and intends to in the future. This is accomplished through a review of how the park prioritizes its assets, bundles work orders into logical projects, estimates operating and maintenance requirements, demonstrates funding gaps, and identifies techniques to manage these funding gaps. The plan was used to help guide the development of the alternatives in the general management plan. Once the general management plan is approved, the *Park Asset Management Plan* will be updated to reflect the new management direction.

NATIONAL PARK SERVICE PARK PARTNER PLANS

Headlands Center for the Arts Master Plan (1990)

The plan provides guidance for the rehabilitation and use of the historic Fort Barry for an art center. The alternatives in the general management plan are consistent with this plan.

Marine Mammal Center Site and Facilities Improvements Project Environmental Assessment and Finding of No Significant Impact (2004)

The environmental assessment presents and analyzes alternatives for the upgrade and expansion of the Marine Mammal Center's facilities. These improvements will better serve the center's existing programs for the treatment and rehabilitation of injured, ill, or orphaned marine mammals.

Based on the analysis provided in the environmental assessment, the implementation of mitigation measures, and with due consideration of the nature of public and agency comments, the National Park Service has determined that the selected alternative would not have the potential to significantly adversely affect the quality of the environment. A Finding of No Significant Impact was issued in October 2004. The actions of the general management plan alternatives are consistent with the decisions and actions of the Marine Mammal Center Site and Facilities Improvements Project.

OTHER FEDERAL PLANS

San Francisco Maritime National Historical Park General Management Plan (1997)

The *General Management Plan for San Francisco Maritime National Historical Park* guides the management of resources, visitor use, and general development at the park over the next 15 to 20 years. The national historical park shares a boundary with Golden Gate National Recreation Area and the actions of one park will influence the visitor and management activities of the other. In preparing the alternatives for this general management plan, the planning team coordinated with the staff of the national historical park to ensure consistencies with current management direction.

National Oceanic and Atmospheric Administration — Joint Management Plan for Cordell Bank, Gulf of the Farallones, and Monterey Bay National Marine Sanctuaries (2004)

After nearly three years of public input, issue prioritization, and recommendations from each site's Sanctuary Advisory Council, the National Marine Sanctuary Program is preparing draft management plans and an environmental impact statement for the Cordell Bank, Gulf of the Farallones, and Monterey Bay national marine sanctuaries. The plans include a review of resource protection, education and research programs, the program's resource and staffing needs, regulatory goals, and sanctuary boundaries.

The three sanctuaries include Pacific Ocean waters that extend from Bodega Bay in the north to Cambria in the south and thus could impact or be affected by the *Golden Gate National Recreation Area General Management Plan*. The three management plans have been prepared jointly because the sanctuaries are adjacent to one another, managed by the same program, and share many of the same resources and issues as well as many overlapping interest and user groups. The alternatives in the general management plan are consistent with these plans and articulate additional NPS actions that strengthen ocean stewardship within the area of influence.

STATE AND REGIONAL PLANS

Association of Bay Area Governments: *Bay Trail Plan*

The Association of Bay Area Governments developed the *Bay Trail Plan* pursuant to California Senate Bill 100. The Bay Trail is to be a regional hiking and bicycling trail around the perimeter of the San Francisco and San Pablo bays. Senate Bill 100 mandates that the Bay Trail provide connections to existing park and recreation facilities, create links to existing and proposed transportation facilities, and avoid adverse effects on environmentally sensitive areas. All the alternatives in this general management plan are consistent with the purposes and objectives of the Bay Trail.

California Department of Parks and Recreation — *Angel Island State Park Resource Management Plan / General Development Plan / Environmental Impact Report (1979)*

This plan guides the responsible use and management of resources at Angel Island State Park. It outlines recommended actions to improve opportunities for passive recreation, boating experiences, and other appropriate forms of recreation. The alternatives in the general management plan are consistent with this plan.

California Department of Parks and Recreation — *California Outdoor Recreation Plan (2002)*

The California Outdoor Recreation Plan is the statewide master plan for parks, outdoor recreation, and open space for all recreation providers. The California Outdoor Recreation Plan provides policy guidance to all public agencies – federal, state, local, and special districts – engaged in providing outdoor recreational lands, facilities and services throughout the state. The plan includes five major goals: to provide a source of information; serve as an action guide; provide leadership; maintain funding eligibility for the Land & Water Conservation Fund; and provide project selection criteria for administering the Land & Water Conservation Fund grant program. A separate report, entitled *Public Opinions and Attitudes on Outdoor Recreation in California 2002*, which is considered part of the California Outdoor Recreation Plan, establishes baseline information on outdoor recreation supply and demand. The alternatives in the general management plan are consistent with this plan.

California Department of Parks and Recreation — *Gray Whale Cove State Beach General Plan Amendment (1984)*

This amendment to the *San Mateo Coast Area General Plan* was approved to change the location of the proposed 200-car parking area for public beach access to Gray Whale Cove. The alternatives in the general management plan are consistent with this plan.

California Department of Parks and Recreation — *Pacifica State Beach General Plan (1990)*

This plan provides long-range development, management, and operational guidelines for Pacifica State Beach. The plan is comprised of seven elements: resource, land use, facilities, interpretive, operations, concessions, and environmental impact. The alternatives in the general management plan are consistent with this plan.

California Department of Parks and Recreation — *Mount Tamalpais State Park General Plan (1980)*

The purpose of this general plan is to provide general guidelines for the park's management and development in accordance with the unit's classification as a state park. Because the natural resources of Mount Tamalpais State Park make it unique, development and management should focus on the preservation, interpretation, and public use of its natural and scenic values. The specific goals of the plan are as follows:

- Identify the park's natural, cultural, and recreational resources.
- Establish policies for the management, protection, use, and interpretation of these resources.
- Identify existing and future problems and provide solutions.
- Determine visitor activities and land uses that are compatible with the purpose of the park, the preservation of resources, and the surrounding land uses.
- Determine the potential environmental impact of visitor activities, land use, and related development.
- Establish guidelines for the sequence of park development.
- Provide an informational document for the public, the legislature, park personnel, and other government agencies.

Caltrans District 4 Devil's Slide Project

Carved out of the steep cliff sides, Route 1 hugs the coastline for much of the distance between Pacifica and Montara. In one part, the road crosses the aptly named Devil's Slide region, a steep, unstable geological formation. This section of road has a long history of closure due to rockslides and land slippage. Following many years of public input and careful evaluation of alternatives, Devil's Slide will be bypassed by two inland tunnels, providing a safe, dependable highway between Pacifica and Montara. This is Caltrans' Devil's Slide Tunnel project. The bypassed section of Route 1, together with 70 acres of State right-of-way, will be closed to motor vehicles and made available as a multiuse Coastal Trail segment for public access and recreational use following the planned tunnel opening in 2011, with small trailhead parking lots at the north and south ends. This land was included in the 2005 boundary expansion. Acquisition and management of this site has not been determined but has been integrated into the planning process for the general management plan.

Coastal Conservancy — Completing the California Coastal Trail (2003)

Senate Bill 908, passed in 2001 by the California State Legislature, directed the Coastal Conservancy to report on a proposed trail that would stretch 1,300 miles along the entire California coast. The report, completed in January 2003, analyzes the costs/benefits and opportunities and constraints of completing the trail, discusses signage and graphics standards, and outlines recommendations for statewide policy initiatives and local implementation projects.

The California Coastal Trail is a network of public trails for walkers, bikers, equestrians, wheelchair riders, and others along the entire California coastline. It is currently more than half complete. Coastwalk is a volunteer organization that advocates for completion of the trail. The California Coastal Trail is intended to provide "a continuous public right-of-way along the California coastline designed to foster appreciation and stewardship of the scenic and natural resources of the coast through hiking and other complementary modes of non-motorized transportation." The Coastal Trail runs through parts of Golden

Gate National Recreation Area and provides opportunities for connections to other trails within the study area. It is focused on enhancing public access to the coastal region and providing education to visitors. These goals are completely compatible with those of Golden Gate National Recreation Area, so there may be opportunities for efficiencies in providing access to national park lands along the coastline. The alternatives in the general management plan are consistent with this plan.

Golden Lands, Golden Opportunity: Preserving Vital Bay Area Lands for all Californians — Greenbelt Alliance, Bay Area Open Space Council, Association of Bay Area Governments (2008)

This initiative provides a statement of regional principles to ensure a healthy future for vital Bay Area lands and residents. The initiative identifies unprotected landscapes with significant value to the Bay Area and the state. It works to coordinate priorities among a variety of organizations working together. The park staff at Golden Gate National Recreation Area participated in the identification of unprotected landscapes. The alternatives in the general management plan incorporate potential actions that contribute to this regional effort and are consistent with this initiative.

San Francisco Bay Conservation and Development Commission

The San Francisco Bay Conservation and Development Commission is the regional planning authority in the San Francisco Bay area. The commission is authorized to control Bay filling and dredging and Bay-related shoreline development. Areas within the commission's jurisdiction include the San Francisco Bay, a shoreline band 100 feet inland of the Bay, and several other distinct features in the Bay area such as salt ponds and managed wetlands. Several commission plans affect development efforts along the Golden Gate National Recreation Area shoreline. The commission is the agency responsible for reviewing and approving Coastal Consistency Determinations under the Coastal Zone Management Act in the San Francisco Bay area.

San Francisco Bay Plan (2003)

This plan quantifies how the Bay Conservation and Development Commission proposes to reach its primary goal of developing the Bay and associated shoreline to its highest potential. The plan identifies priority use areas in the Bay, including ports, water-related industry, water-oriented recreation, airports, and wildlife refuges. The plan outlines the permitting policies and procedures for activities within priority and non-priority use areas and how they will be granted.

San Francisco Bay Area Seaport Plan (2003)

The *Seaport Plan* is a second-tier document to Bay Conservation Development Commission's *San Francisco Bay Plan*. It provides specific details about facilities identified as port priority use areas in the *Bay Plan*. The data includes exact boundaries of port priority use area, cargo forecasts, policies, and planned improvements, and the plan recommends changes/upgrades at specific ports and their terminals.

The alternatives are consistent with the above plans.

San Francisco Bay Area Water Transit Authority Final Program Environmental Impact Report: Expansion of Ferry Transit Service in the San Francisco Bay Area (2003)

This document outlines a comprehensive strategy for expanding water transportation services in San Francisco Bay. The San Francisco Bay Area Water Transit Authority (Water Transit Authority) is a regional agency authorized by the state of California to operate a comprehensive San Francisco Bay Area public water transit system. The Water Transit Authority's goal over the next 20 years is to develop a

reliable, convenient, flexible, and cost-effective water-transit system that will help reduce vehicle congestion and pollution in the Bay Area. In 2003 the Water Transit Authority plan was approved, and when fully implemented the Water Transit Authority estimates that by 2025 commuter-based ferry ridership will triple existing ridership and grow to approximately 12 million riders annually. The primary objectives of the Water Transit Authority plan include the following:

- establish eight new ferry routes plus improved service on the existing ferry systems
- add an additional 31 new passenger ferries over the next 10 years
- acquire clean emission vessels
- provide convenient landside connections to terminals
- expand facilities at the San Francisco Ferry Building
- construct two spare vessels
- partner with Redwood City, Treasure Island, Antioch, Martinez, Hercules, and Moffett Field to continue planning their respective waterfronts
- pursue funding from federal and local sources

COUNTY AND LOCAL PLANS

Central Marin Ferry Connection Project (2004)

The Central Marin Ferry Connection project calls for a new bicycle and pedestrian connection between East Sir Francis Drake Boulevard to the north and to the Redwood Highway and access roads in Corte Madera at Wornum Street and Redwood Highway to the south, thus connecting a gap in bicycle and pedestrian access in Central Marin County. Such a bike and pedestrian crossing would strengthen the interconnected bike network in Marin County, much of which leads to Golden Gate National Recreation Area sites. With such a connection, other weak points could be strengthened. With more bicycle access opportunities to Golden Gate National Recreation Area sites, more bicyclists will have an opportunity to visit. Increased bike access could also reduce vehicle traffic trying to access national recreation area sites.

Extension of San Francisco Municipal Railway's Historic Streetcar Environmental Impact Statement (Draft)

The Municipal Railway (MUNI) currently operates historic streetcar service on Market Street and along the San Francisco waterfront (F-Line) to the line's existing terminus at Jones Street and Beach (in the Fisherman's Wharf area). The proposed extension (E-Line) would begin at the terminus of the F-line and extend west to San Francisco Maritime National Historical Park and on to Fort Mason. The exact route has yet to be determined but would utilize either existing rail right-of-way routes confined to city streets or pass through San Francisco Maritime National Historical Park's Aquatic Park (at the core of the National Historic Landmark District) in order to reach the Fort Mason tunnel. It is anticipated that under all alternatives the railway line would extend through the tunnel and end in the area of lower Fort Mason.

Fitzgerald Marine Reserve Master Plan (2002)

The James V. Fitzgerald Marine Reserve is a 402-acre natural resource area on the north coast of San Mateo County. The Reserve is under joint custodianship of the County of San Mateo Parks and Recreation Division and the California Department of Fish and Game. The Reserve extends 3 miles south from Point Montara to the south end of Pillar Point and 1,000 feet west into the ocean from the mean high tide line. Part of the Monterey Bay National Marine Sanctuary, the Reserve includes 370 acres of intertidal and subtidal marine habitat below the high tide line and 32 acres of upland coastal bluffs with elevations up to 100 feet. The intertidal zone, which contains rocky reefs at sea level and pocket beaches, is one of the most biodiverse intertidal regions in the state, renowned for its richness and diversity. Accessible at low tide, the reefs receive high levels of use because of their close proximity to the San Francisco Bay Area's dense population centers. The reefs within the Reserve form ten distinct areas, but are generally referred to as Moss Beach Reef to the north and Frenchman's Reef to the south.

The Reserve is designated a "Marine Life Refuge" and an "Area of Special Biological Significance" by the State of California. The concept of "special biological significance" recognizes that certain biological communities, because of their value or fragility, deserve very special protection, consisting of preservation and maintenance of natural water quality conditions to the extent practicable.

The master plan has three main components: 1) Natural Resource Management Program, 2) Visitor Management Program; 3) Uses and Facilities Program. The following goals provide the foundation for the master plan concept:

- Preserve and enhance natural resources.
- Provide educational and interpretive opportunities.
- Ensure adequate and well-trained staff.
- Improve baseline information.
- Improve visitor management.
- Improve visitor facilities.
- Minimize impacts to neighbors.
- Protect cultural resources.
- Provide recreation opportunities.
- Seek funding opportunities.

The alternatives in the general management plan are consistent with the Fitzgerald Marine Reserve Master Plan.

Huddart and Wunderlich Parks Master Plan (2006)

This master plan presents a 20-year vision for the development, operation, and maintenance of Huddart and Wunderlich Parks. More specifically, the master plan is intended to achieve the following goals:

- Continue to provide multiple recreational opportunities that are consistent with the regional nature of the parks and with protection of the environmental, cultural, and historic resources of the land.
- Concentrate development of new facilities in the previously developed portions of the parks. Protect the wild character of the undeveloped portions of the parks.
- Increase the revenue generation capability of each park.
- Identify physical improvements that will decrease ongoing operation and maintenance costs.
- Make public safety a top priority in ongoing park operations and maintenance, and in new improvement projects.
- Ensure the continued equestrian use of the parks.

Improve vehicular and pedestrian circulation within each park.

The alternatives in the general management plan are consistent with the Huddart and Wunderlich Parks Master Plan.

Marin County Bicycle and Pedestrian Master Plan (2003)

The Marin County Congestion Management Agency commissioned a bicycle and pedestrian master plan to embrace both incorporated and unincorporated jurisdictions within the county. Key recommendations of this plan include a north-south bikeway, an east-west bikeway, potential use of abandoned railroad tunnels and rights-of-way, and locating vital infrastructure improvements to promote and encourage increased bicycle and pedestrian activity.

Marin County Local Coastal Program Unit 1 (1979)

This document was prepared pursuant to the Coastal Act of 1976, which required all coastal jurisdictions to prepare a Local Coastal Program. A Local Coastal Program is “a local government’s land use plans, zoning ordinances, zoning district maps, and implementing actions which, when taken together, meet the requirement of, and implement the provisions and policies” of the Coastal Act at the local level.

Marin Countywide Plan (2007) and amended (2009)

The *Marin Countywide Plan* guides the conservation and development of Marin County. The countywide goals reflect core community values and identify what fundamental outcomes are desired.

- **A Preserved and Restored Natural Environment.** Marin watersheds, natural habitats, wildlife corridors, and open space will be protected, restored, and enhanced.
- **A Sustainable Agricultural Community.** Marin’s working agricultural landscapes will be protected, and the agricultural community will remain viable and successfully produce and market a variety of healthy foods and products.
- **A High-Quality Built Environment.** Marin’s community character, the architectural heritage of its downtowns and residential neighborhoods, and the vibrancy of its business and commercial centers will be preserved and enhanced.
- **More Affordable Housing.** Marin’s members of the workforce, the elderly, and special needs groups will have increased opportunities to live in well-designed, socially and economically

diverse affordable housing strategically located in mixed-use sites near employment or public transportation.

- **Less Traffic Congestion.** Marin community members will have access to flexible work schedules, carpools, and additional transportation choices for pedestrians, bicyclists, and transit users that reduce traffic congestion.
- **A Vibrant Economy.** Marin's targeted businesses will be clean, be prosperous, meet local residents' and regional needs, and provide equal access to meaningful employment, fair compensation, and a safe, decent workplace.
- **A Reduced Ecological Footprint.** Marin residents and businesses will increasingly use renewable energy, fuel efficient transportation choices, and green building and business practices similar to the level of Western Europe.
- **Collaboration and Partnerships.** Marin public agencies, private organizations, and regional partners will reach across jurisdictional boundaries to collaboratively plan for and meet community needs.
- **A Healthy and Safe Lifestyle.** Marin residents will have access to a proper diet, health care, and opportunities to exercise, and the community will maintain very low tobacco, alcohol, drug abuse, and crime rates.

The alternatives in this general management plan work to address many of the goals listed above including preserved natural environments, less traffic congestion, vibrant economy, reduced ecological footprint, collaboration, and healthy and safe lifestyles.

Midcoast Action Plan for Parks and Recreation: Planning Team Report (2007)

This plan, prepared by the Midcoast Recreation Planning Team, is an action plan for providing neighborhood and community recreation services and facilities on the Midcoast. The action plan outlines near and long-term objectives and a strategy for implementation. This plan focuses on actions that finally implement recommendations from three assessments conducted over the past 30 years beginning with the adopted *Midcoast Community Plan* from 1978. Preparation of this plan for a Midcoast park and recreation system also meets the *Shared Vision 2010 The Promise of the Peninsula* prepared by the County Board of Supervisors. Six commitments and eleven goals outlined in the County's shared vision are directly applicable to implementing a Midcoast park system. The alternatives in the general management plan are consistent with the planning team report.

City of Pacifica Pedro Point Headlands Coastal Trail Connection

The City of Pacifica proposes to construct a multiuse Coastal Trail connection west of State Route 1 through this site prior to its transfer to Golden Gate National Recreation Area. This trail segment would connect with the future north trailhead and Coastal Trail on the abandoned State Route 1 segment that will become a multiuse trail when the Devil's Slide Tunnel Project is complete. The City of Pacifica has constructed paved multiuse paths along Highway 1, connecting or with potential to expand and connect to national recreation area sites.

Peninsula Watershed Management Plan — San Francisco Public Utilities Commission (SFPUC) (2002)

The plan provides a comprehensive set of goals, policies, and management actions which integrate all watershed resources and reflect the unique qualities of the watersheds. In addition to serving as a long-term regulatory framework for decision making by the San Francisco Public Utilities Commission, the

plan is also intended to be used as an implementation guide by the commission's Land and Resource Management Section staff. The plan provides the Land and Resource Management Section manager and staff with management actions designed to implement the established goals and policies for water quality, water supply, ecological and cultural resource protection, fire and safety management, watershed activities, public awareness, and revenue enhancement.

PG&E Jefferson-Martin 230kV Transmission Line Proposed Settlement and Environmental Assessment (2004)

The project includes an assessment of construction of 24 miles of new 230 kV transmission line in San Mateo County (Jefferson-Martin 230kV Line). The project includes both overhead (3.3 miles) and underground segments (20 miles) within the Golden Gate National Recreation Area boundary and within easements managed by NPS to protect the natural and scenic values. The approximately 24-mile route selected by the California Public Utilities Commission includes replacement of the existing double circuit 60kV line with a double circuit 60kV/230kV line along the same right-of-way, with minor modifications to reduce visibility of the rebuilt line. A final route for the line was approved by the California Public Utilities Commission in August 2004, which the National Park Service appealed. Pacific Gas & Electric has proposed a settlement to the National Park Service, which is the subject of the environmental assessment. The alternatives in the general management plan are consistent with this plan.

Regional Bicycle Plan for the San Francisco Bay Area (2001)

The Metropolitan Transportation Commission's *2001 Regional Bicycle Plan* is a component of the *2001 Regional Transportation Plan for the San Francisco Bay Area*, which establishes the region's 25-year transportation investment plan. The commission sought to develop a regional bicycle plan with the following five main objectives:

- Define a network of regionally significant bicycle routes, facilities, and necessary support programs and facilities.
- Identify gaps in the network and recommend specific improvements needed to fill these gaps in the system.
- Develop cost estimates for build-out of the entire regional network.
- Develop a funding strategy to implement the regional bike network.
- Identify programs to help local jurisdictions become more bicycle-friendly.

The goal of the plan is to "ensure that bicycling is a convenient, safe, and practical means of transportation throughout the Bay Area for all Bay Area residents." The alternatives in the general management plan are consistent with this plan.

San Francisco General Plan (2004)

The city's general plan guides change and growth within the city to ensure that the qualities that make San Francisco unique are preserved and enhanced. The plan is the embodiment of the community's vision for the future of San Francisco.

The general plan is designed as a guide to the attainment of the following general goals:

- Protection, preservation, and enhancement of the economic, social, cultural, and aesthetic values that establish the desirable quality and unique character of the city.

- Help make the city more healthful, safe, pleasant, and satisfying, with housing representing good standards for all residents and adequate open spaces and appropriate community facilities.
- Improvement of the city as a place for commerce and industry by making it more efficient, orderly, and satisfactory for the production, exchange, and distribution of goods and services, with adequate space for each type of economic activity and improved facilities for the loading and movement of goods.
- Coordination of the varied pattern of land use with public and semipublic service facilities required for efficient functioning of the city, and for the convenience and well-being of its residents, workers, and visitors.
- Coordination of the varied pattern of land use with circulation routes and facilities required for the efficient movement of people and goods within the city and to and from the city.
- Coordination of the growth and development of the city with the growth and development of adjoining cities and counties and of the San Francisco Bay Region.

In addition, the *SUBAREA 3: Bay Street To The Municipal Pier* identifies Objective 3 to transform the area into an attractive gateway to the residential boulevard and a transition from Fisherman's Wharf and Golden Gate National Recreation Area. The following are the policies associated with this objective:

POLICY 3.1: Create a tree-lined and landscaped median strip within the Van Ness street space and plant rows of trees in the sidewalk space. This greenspace element, which would realign some existing parking spaces, should be designed to "announce" the area's attractive shoreline open space resources and visually direct the visitor to them.

POLICY 3.2: Support National Park Service plans for improvements of the area within the boundaries of the Golden Gate National Recreation Area boundaries. The *Golden Gate National Recreation Area General Management Plan* calls for the following improvements:

"All of the Van Ness Avenue (asphalt paving) inside the park boundary will be removed and replaced with landscaping. The Sea Scout clubhouse and maintenance docks will also be removed. The Sea Scouts' boats will be moved to the east side of the lagoon, and their programs and meetings will be held in the aquatic center. The food concession at the foot of Van Ness will receive a good sprucing-up. The Municipal Pier will also get a substantial cleanup and minor improvements such as fish-cleaning stations and restrooms. (It may also require structural renovation). Night lighting throughout the area will be upgraded."

San Mateo County Comprehensive Bicycle Route Plan (2000)

The plan addresses issues of safety, access, quality of life, and the effective implementation of bikeways. Outlined in the plan are a detailed set of policies, goals, and objectives designed to be in concert with the county's and cities' general plans, the cities' bicycle plans, as well as other relevant regional plans. These policies address important issues related to San Mateo County's bikeways, such as planning, community involvement, use of existing resources, facility design, multimodal integration, safety and education, support facilities and programs, funding, implementation, and maintenance.

The short- to mid-term priority projects in the plan include the North-South Bikeway, the Colma-Millbrae Bikeway, the Ralston Bikeway, the North-South Bikeway (southern segment), the San Mateo County Bay Trail, the Recreational Route improvements, the North Coast Bikeway, the North-South Bikeway (Old County Road section), the Coastsides Bicycle Projects, the Highway 101 / Willow Road Interchange, the North-South Bikeway (Bayshore section), the Highway 101 / Broadway Interchange, the North-South Bikeway (Delaware / California section), the Crystal Springs / 3rd / 4th Avenue Bikeway, and the SFIA

Bay Trail/Commuter Bikeway. The alternatives in the general management plan are consistent with this plan.

San Mateo County Trails Plan (2001)

This document is the 2001 update of the *San Mateo County Trails Plan*. Trails planning on a countywide level dates back nearly 25 years. The 2001 update is the third iteration of the *Trails Plan*. The *Trails Plan* is intended to fulfill the following objectives:

- Provide an updated *Trails Plan* with the latest desired alignments.
- Link trails among existing and proposed trails in San Mateo County cities and parks, and to adjacent counties.
- Develop a set of policies and guidelines that can be used during detailed trail planning to ensure that adequate trails are constructed within constraints presented by the environment.
- Provide a plan for access for recreational and educational purposes to portions of the county where no access currently is available.
- Improve access to and along the coast.
- Provide recreational opportunities to area residents.
- Provide commuter routes for alternative types of transportation (e.g., bicycles).

Some of the projected trails, such as the Bay Area Ridge Trail, could pass through or connect with trails in Golden Gate National Recreation Area. The alternatives in the general management plan are consistent with this plan.

San Mateo Countywide Transportation 2010 Plan (2001)

This transportation plan serves as a plan

- for all modes (roads, Caltrain, SamTrans, BART, bicycles) and that looks at all modes as systems
- that advocates policy, not projects; it is not a capital improvement program
- whose policy is derived from understanding the relational interaction between the modes
- that strives for synergy among the parts of the transportation system—the whole is greater than the sum of the parts
- that seeks to develop the parts of the system to the optimal size, rather than the maximum
- that provides critical information to help make informed decisions
- that recognizes the decentralized, fragmented, and complex decision-making structures of transportation planning in the county
- that seeks to coordinate decision making, relying on cooperation and not enforcement

The goals of this plan are to reduce traffic congestion in San Mateo County, improve mobility, reduce congestion, increase access, improve air quality, increase economic vitality, improve the coordination of land use and transportation planning, increase reliability, and increase safety. The objectives are to increase capacity and performance (safety, reliability, convenience) of all transportation systems, increase demand for transit travel, and decrease demand for automobile travel, especially single-occupant.

The strategy is to alleviate congestion via the following:

- Roads – increase the efficiency of the existing highway system.
- Transit – increase capacity, service levels, and safety of transit systems.
- Land Use – increase supply and density of housing and employment in transit corridors.
- Transportation Systems Management – increase programs to reduce the demand for single-occupant automobile travel.
- Pricing – initiate modest pricing programs that cause a shift from automobile to transit travel.

The alternatives in the general management plan are mindful of the goals and objectives of this plan. As more specific implementation plans are developed for park sites in San Mateo, the park staff will coordinate with the county to help achieve the transportation plan's goals and objectives.

Sausalito General Plan (1995)

The following ten broad goals serve as the basis for more specific policies and implementation strategies. The overriding theme of the *Sausalito General Plan* is to protect the existing character, unique features, and quality of life in Sausalito.

Goals of the plan are as follows:

- Protect and enhance Sausalito as a residential community.
- Protect the present character of Sausalito's residential neighborhoods.
- Encourage commercial services that serve city residents.

- Recognize the importance of the downtown commercial district to the economic viability of the community and provide amenities for Sausalito's visitors.
- Preserve the open waterfront as a natural resource and promote maritime uses in the Marinship.
- Preserve the historical character of Sausalito and its architectural and cultural diversity.
- Protect the scenic qualities and the natural environment of the city.
- Protect residents from natural and manmade hazards and avoid exposure to unnecessary risks to community safety.
- Preserve and provide a variety of housing opportunities in keeping with Sausalito's tradition of diversity.
- Maintain an appropriate level of public services

The alternatives in the general management plan are consistent with this plan.