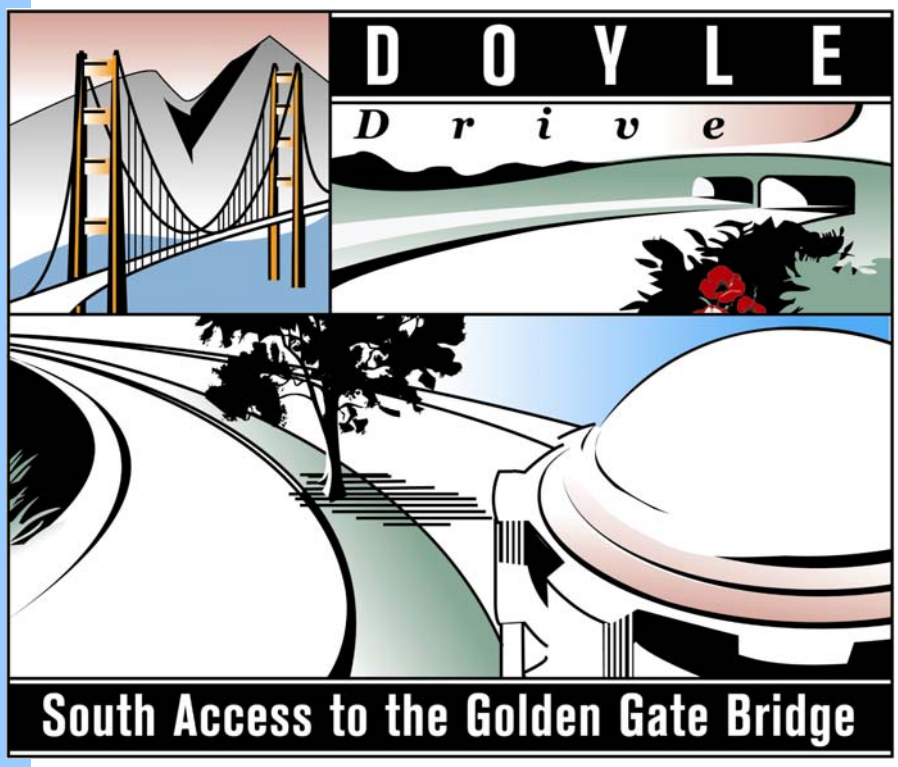
SFCTA Contract Number 99/00-7



FINDING OF EFFECT

San Francisco County, US101 KP 12.8-15.7 (PM 8.0-9.8) / SR1 KP10.9-11.4 (PM 6.8-7.1), EA 04-163700

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SECTION 1: INTRODUCTION

1.1 PROJECT OVERVIEW AND PURPOSE OF REPORT

The Federal Highway Administration (FHWA), California Department of Transportation (Caltrans), and San Francisco County Transportation Authority (SFCTA) have proposed the replacement of Doyle Drive in order to improve the seismic, structural, and traffic safety of the roadway within the setting and context of the Presidio of San Francisco (Presidio) and its purpose as a national park. FHWA serves as the lead federal agency for the project, and SFCTA serves as the project's lead agency for the purposes of the California Environmental Quality Act (CEQA). The cooperating agencies for this project include the National Park Service (NPS), the Presidio Trust (Trust), and the Department of Veterans' Affairs (VA). Caltrans and the Golden Gate Bridge Highway and Transportation District (GGHTD) are responsible agencies under CEQA. The purpose of this Finding of Effect (FOE) is to assist FHWA in its compliance with Section 106 of the National Historic Preservation Act (NHPA) by applying the Criteria of Adverse Effect, set forth in 36 Code of Federal Regulations (CFR) 800.5, to historic properties within the area of potential effects (APE) for the three alternatives of the South Access to the Golden Gate Bridge – Doyle Drive Project (Doyle Drive Project). This document also serves to assist FHWA in complying with 36 CFR 800.10, "Special Requirements for Protecting National Historic Landmarks."

FHWA has determined that the Doyle Drive Project will have an adverse effect on historic properties in the project's APE pursuant to 36 CFR 800.5(a) and (d)(2), and with the cooperation and assistance of Caltrans, FHWA is consulting with the California State Historic Preservation Officer (SHPO) regarding the resolution of adverse effects pursuant to 36 CFR 800.6. FHWA will notify the Advisory Council on Historic Preservation (ACHP) and the U.S. Secretary of the Interior of the finding of adverse effect upon a National Historic Landmark (NHL) pursuant to 36 CFR 800.6(a)(1)(i)(B), thereby affording ACHP the opportunity to participate in consultation.

Doyle Drive is located within the Presidio of San Francisco National Historic Landmark District (Presidio NHLD) (Figure 1). Among other uses, Doyle Drive is a structure that serves as the south access to the Golden Gate Bridge. Doyle Drive itself consists of an at-grade roadway; low elevated concrete viaduct, and high steel truss viaduct (as it nears the Golden Gate Bridge Toll Plaza). There are three San Francisco approach ramps to Doyle Drive: Marina Boulevard and Richardson Avenue at the eastern end and one ramp at the merge between the Coast Highway (State Route [SR] 1) and Doyle Drive approximately 1 mile west of the Marina Boulevard approach. The Doyle Drive Project consists of three alternatives—1) No Build Alternative (Figure 2); 2) Replace and Widen Alternative (Figures 3, 3a, 3b, 4, 4a, and 4b); and 3) Presidio Parkway Alternative (Figures 5, 5a, 5b, 6, 7, 8, 9, and 10)—as well as several design options for the two build alternatives. The three alternatives and the various design options are described in Section 2. Two additional alternatives, with two access options, were considered and withdrawn from consideration because they either did not meet the purpose and need of the project or posed greater adverse effects, including greater adverse effects on a number of historic contributors. Additional discussion of the alternatives screening process can be found in Section 2 of this report.

Section 3 presents the public participation efforts taken to include local, state, and federal agencies; interested parties; and members of the public. Section 4 provides a description of the historic properties located within the Focused APE. Section 5 describes the application of the criteria of adverse effect on historic properties. Both the description of historic properties and effects analysis are presented in a wide-to-detailed view of these resources, presenting the Presidio NHLD and its components; the cultural landscape; the contributing buildings, structures, and objects; and the individually eligible historic properties in or near the NHLD. Section 6 presents the conclusions of this document. Figures depicting the project vicinity, location, plan, and visual simulations are located in Appendix A. Examples of outreach to cooperating agencies, the public, local agencies, and other interested parties are provided in Appendix B. A table that presents the historic properties in the Focused APE, along with the effects on those historic properties under each alternative proposed for this project, appears in Appendix C. To facilitate development of measures to

mitigate the project's adverse effects on historic properties and to provide a foundation for the development of a memorandum of agreement (MOA), a conceptual mitigation plan is included as Appendix D.

Appendix E is a report prepared in 2004 that provides a history and description of the development of portions of the cultural landscape of the Presidio NHLD. The 1993 updated Presidio NHLD documentation identified the Presidio as a designed landscape, provided a description of the development of the designed landscape, and listed several landscape characteristics as contributing features. However, the 1993 update was only "an initial effort to identify and explain contributing landscape features."[1] The Cultural Landscape Report in Appendix E supplements the 1993 information; its findings have been incorporated into this FOE. A glossary of terms and list of definitions of abbreviations and acronyms used in this report are provided in Appendix F.

This FOE has been prepared to address the comments received during public and agency outreach throughout the project. Comments on the December 2002 draft FOE are also addressed in this FOE, but issues raised by lead and cooperating agencies during review of the former document are not reiterated here. Extensive public outreach for historic properties was conducted prior to developing this FOE, much of which was included in previous documents prepared for the project. These previous documents include the *Historic Property Survey Report* (HPSR) and *Native American Consultation Report.*

The analysis presented in this FOE is based on an assessment of the direct, indirect, and cumulative effects of the project alternatives on historic properties. To identify the full range of effects of the project alternatives on historic properties, information from several other technical studies conducted for the project were utilized. These include a community impact assessment, a visual impact assessment, and noise and vibration studies. Because these technical studies were undertaken for the purpose of assessing a larger range of impacts and their scope and extent was not designed to only assess impacts to historic properties, the data contained in them required a certain amount of interpretation to determine whether impacts to historic properties might occur. Once the preferred alternative is selected, it may be necessary to conduct supplementary analysis to develop appropriate mitigation for certain types of impacts. Specifically, some concerns have been raised regarding the potential for vibration impacts to the Palace of Fine Arts property and to historic properties that contribute to the Presidio NHLD. This work, if needed, is outlined in the Conceptual Mitigation Plan provided in Appendix D and would be included as stipulations in the MOA.

1.2 SUMMARY OF SECTION 106 COMPLIANCE ACTIVITIES TO DATE

FHWA has established that the Doyle Drive Project is an undertaking for the purposes of Section 106 and that it has the potential to cause effects on historic properties. FHWA, with assistance from Caltrans and other agencies, identified appropriate participants and points for seeking public input and began the process to notify the public regarding the undertaking. Section 106 activities to date include the establishment of the project APE, the identification of historic properties in the APE, consultation with SHPO and ACHP, and an extensive public participation process. Because the Presidio is an NHL, FHWA must also consult with the U.S. Secretary of the Department of the Interior regarding the effects of the Doyle Drive Project on the NHL, a process that is currently underway. This FOE continues the Section 106 compliance activities by assessing adverse effects on historic properties within the APE and beginning the process to resolve those adverse effects. The process will continue following completion and approval of this document as FHWA, agencies, and other interested parties work toward and agree on an MOA to resolve adverse effects that the project may have on historic properties in the APE. FHWA will continue to afford ACHP, the Department of the Interior, SHPO, other agencies, interested parties, and the public reasonable opportunity to comment on the undertaking and its effects on historic properties.

[1] National Park Service, "Presidio of San Francisco: Presidio National Register of Historic Places Registration Forms," October 1993: 7–16

1.2.1 Establishment of Area of Potential Effects

The APEs for the project were established early in the project. The result was the development of two "Focused" APEs, one for architectural resources and one for archaeological resources. SHPO concurred with FHWA regarding the Focused APEs on October 31, 2001. SHPO reconfirmed on December 17, 2002, that both Focused APEs for this project appear adequate and meet the definition of an APE set forth in 36 CFR 800.16(d). Maps of both Focused APEs are provided in Appendix A. In early 2004, FHWA and Caltrans reviewed the Focused APEs and compared them with the revised Alternative 2 and new Alternative 5 developed after the approval of the previous Focused APEs. FHWA and Caltrans have determined that while the Focused APEs had expanded slightly, no additional identification work is needed to comply with 36 CFR 800.4. To obtain agreement for the cooperating agencies, Caltrans sent a letter to NPS and the Trust requesting that they concur in the modification of the Focused APEs and the adequacy of the identification efforts for Alternative 5; the cooperating agencies concurred in September 2004.

SHPO, FHWA, SFCTA, Caltrans, NPS, and the Trust first agreed on the concept for the general APE for this project in March 2000. The project's Historic Resource Technical Advisory Committee (Committee), which was made up of representatives from FHWA, SFCTA, Caltrans, NPS and the Trust, met monthly from late 2000 to early 2002 to discuss project effects on historic resources and to further refine the general APE into two focused APEs—one for historic architectural resources and one for archaeological resources. The Committee confirmed that the APE should follow the boundaries of the Presidio NHLD and include the Palace of Fine Arts and portions of the Marina District (the neighborhood that adjoins the Presidio but is outside the NHLD to the east) in the architectural APE and the streets and sidewalks that would be directly impacted in the area outside the Presidio NHLD in the archaeological APE. Because most of the Presidio NHLD contributors are far outside the area in which Doyle Drive may be seen, heard, or noticed, the Committee agreed to define focused areas within the Presidio NHLD where effects could reasonably be expected. These areas were called the Focused APE (Architectural) and Focused APE (Archaeological). "Focused APE" refers to the fact that the area encompasses the portion of the Presidio NHLD that has potential for actual effects from the project, while the parenthetical descriptions were added to distinguish between the two APEs. The Focused APEs were agreed on in a meeting that included representatives from the Committee, ACHP, SHPO, and VA on March 29, 2001.

The boundary for the Focused APE (Architectural) was defined principally based on potential visual effects, including all buildings from which the existing Doyle Drive facility may be seen. The Focused APE (Architectural) is much broader than the actual transportation corridor to account for indirect effects associated with visual, noise, and other secondary effects. In fact, it encompasses the entire Focused APE (Archaeological); therefore, the Focused APE (Architectural) defines the entire survey area for this FOE. In addition to land within the Presidio NHLD, the Focused APE (Architectural) includes the Palace of Fine Arts and 35 private residential parcels in the Marina District. The Golden Gate Bridge is also addressed as a historic property in this FOE because Doyle Drive is part of the Golden Gate Bridge property, which has been found eligible for listing in the National Register of Historic Places (NRHP) as a proposed NHL. The bridge's main structure is not within the Focused APEs.

The Focused APE (Archaeological) includes the area of direct impact (ground disturbance) for all project alternatives, detours, temporary easements, and construction access and staging areas, and a 5-meter buffer zone around its perimeter. The Focused APE (Archaeological) is bounded by the Golden Gate Bridge Toll Plaza on the west, Palace of Fine Arts and Baker Street on the east, Mason Street on the north, and a line that extends slightly into the San Francisco National Military Cemetery across the northern edge of the Main Post to the Gorgas Avenue warehouse on the south. FHWA approved the Focused APE (Archaeological) in September 2001; SHPO concurred on October 31, 2001, and reconfirmed on December 17, 2002, that both Focused APEs for this project were adequate and meet the definition of an APE set forth in 36 CFR 800.16(d).

In early 2004, FHWA and Caltrans reviewed the Focused APEs and compared them with the revised Alternative 2 and the new Alternative 5, both of which were developed after the approval of the original Focused APEs. FHWA and Caltrans have determined that while the Focused APE (Archaeological) has expanded slightly, no additional identification work is needed to comply with 36 CFR 800.4. To obtain

agreement from the cooperating agencies, Caltrans sent a letter to NPS and the Trust requesting that they concur in the modification to the Focused APEs and the adequacy of the identification efforts for Alternative 5; the cooperating agencies concurred with FHWA and Caltrans in September 2004. The Focused APEs and modifications are illustrated on Figures 11 to 13, which are found in Appendix A.

1.2.2 Identification of Historic Properties in APE

Many historic resources within the Focused APEs were identified as either historic properties or as part of a historic property prior to the beginning of work on the Doyle Drive Project. These historic properties include the Presidio NHLD (to which Doyle Drive is a contributor), Doyle Drive's two viaducts, and the Golden Gate Bridge (to which Doyle Drive is also a contributor). The federal government listed the Presidio as an NHL in 1962 and listed it in the NRHP in 1966. In 1993, the NPS National Register Program prepared and submitted an "upgraded NHL documentation" for the Presidio NHLD that the Keeper of the National Register approved.[2] The Presidio Viaduct (Bridge 34 0019) and Marina Viaduct (Bridge 34 0014), which are the elevated portions of Doyle Drive, were determined eligible for listing in the NRHP in 1987. Doyle Drive in its totality was later identified as a contributor to the NHLD in the 1993 updated NHL documentation. In 1997, NPS identified Doyle Drive as a contributor to the Golden Gate Bridge when it prepared an NHL nomination for that property. The nomination recognized Doyle Drive as a contributor to the bridge property because Doyle Drive is "functionally and aesthetically integral to the Golden Gate Bridge."[3]

SFCTA's consultants prepared the HPSR and its component Historic Architectural Survey Report (HASR), Archaeological Survey Report (ASR), and Historic Study Report (HSR) between 2000 and 2002 to identify historic properties in the Focused APEs. The description of historic properties within the Focused APEs provided in Section 4 focuses on the buildings, structures, objects, sites, and elements of the cultural landscape that are most likely to be affected by this project because of their proximity to the project area, while Section 5 provides the analysis applying the criteria of adverse effect.

Concurrent with the preparation of the Section 106 compliance documents for this project, the Trust prepared guidance for its mandate to protect and preserve the Presidio NHLD. This document, titled the *Presidio Trust Management Plan: Land Use Policies for Area B of the Presidio of San Francisco* (PTMP), was approved in August 2002 and was consulted during the preparation of this FOE. Doyle Drive and most of the Presidio NHLD contributing buildings, structures, and objects addressed by this FOE lie within Area B, the non-coastal portion of the Presidio property that is managed by the Trust. The PTMP presents a plan for the preservation of the Presidio NHLD, "the restoration of valuable natural resources, and the opportunity for diverse and meaningful visitor experiences, while ensuring the long-term environmental and financial

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[2] NPS, "Presidio ... Registration Forms" 1993: NPS and Land and Community Associates, "Presidio of San Francisco: Cultural Landscape Report, Work in Progress, Phase One Priority Areas," November 1992.

[3] Stephen D. Mikesell, Caltrans, "Historic Resource Evaluation Report (HRER): Approaches to the Golden Gate Bridge," December 1987, on file with District 4, Caltrans, Oakland; John W. Snyder, Chief Architectural and Historic Studies, Caltrans, Memorandum regarding file number 4-SF-480, 4.2/5.5, 04-123651, to Kathryn Gualtieri, State Historic Preservation Officer, April 3, 1990; Claudia Nissley, Director, Western Office of Review, Advisory Council on Historic Preservation, Letter regarding Seismic Retrofit of Three Bridges in the Presidio of San Francisco, San Francisco, CA, to Peter C. Markley, Acting Divison Administrator, Federal Highway Administration, Region Nine, California Division, July 15, 1994; NPS, Pacific Great Basin System Support Office, National Historic Landmark Nomination, "Golden Gate Bridge," prepared August 13, 1997, not yet designated. Furthermore, this document states that the Golden Gate Bridge was determined eligible for listing in the NRHP, under Criteria A, B, and C, in 1980, and was designated as California State Historic Landmark No. 974 in 1990. Doyle Drive does not appear to be cited as a specific component of the Golden Gate Bridge San Francisco City Landmark No. 222 (SF Landmarks Preservation Advisory Board, "Golden Gate Bridge," Landmark File, San Francisco Planning Department).

sustainability of the park. The [PTMP] is not an implementation plan, but a statement of policy that is intended to guide future implementation decisions. It is the result of an extensive public process, and anticipates further detailed planning and public input."[4]

The members of the Committee and representatives of SHPO agreed that it would not be necessary to revisit the historic significance of previously identified contributors to the Presidio NHLD, but that the HASR should include an inventory and evaluation of resources within the Focused APE (Architectural) that had not been surveyed previously. The HASR, completed in July 2002, identified the buildings, structures, and objects within the Focused APE (Architectural) that contribute to the Presidio NHLD, and it inventoried and evaluated 55 Cold War–era resources on the Presidio NHLD, the Palace of Fine Arts, and 35 private residences in the Marina District neighborhood of San Francisco.

The Committee also recommended that additional archaeological research be conducted. In 2001, a comprehensive research design and limited testing plan were developed for the project and an ASR/HSR prepared. Subsequently, a Phase I/Phase II testing program in the Focused APE (Archaeological) was undertaken in November and December 2001. Test excavations were designed to explore areas identified as sensitive for prehistoric resources in the Presidio NHLD documentation. Sensitivity maps for prehistoric archaeological resources have been generated to help predict the locations of unknown and buried sites. The areas of prehistoric archaeological sensitivity that are within the Focused APE (Archaeological) include the bluff on the upper Post along and under Doyle Drive, the lower Post along the base of the bluff, and the area around the former historic margin of Crissy Marsh and the area where Crissy Field and Tennessee Hollow joined prior to the development of the Presidio. For example, another prehistoric site (CA-SFr-126) was uncovered during the Crissy Marsh expansion project, suggesting that other prehistoric sites may exist in the APE. These other sites may be individually eligible for the NRHP.

The test excavations resulted in the identification of one prehistoric site—the buried remains of a prehistoric shellmound first investigated by L. Loud in 1912 and subsequently designated CA-SFr-6. No evidence of CA-SFr-26—a single Native American burial that was excavated from beneath an Army building in 1972—was found during the test excavations. However, because a clear archaeological relationship was determined between CA-SFr-6 and CA-SFr-26 (which were adjacent), the boundaries of CA-SFr-6 were expanded to the south to include the plotted location of CA-SFr-26, forming a single cultural resource referred to as CA-SFr-6/26. CA-SFr-6/26 was evaluated and recommended eligible for listing in the NRHP under Criterion D. SHPO concurred with this evaluation in correspondence dated December 17, 2002. Additionally, CA-SFr-6/26 may be ascribed other values exclusive of NRHP criteria because it has the potential to contain Native American burials.

The Phase I/Phase II testing program also targeted several areas in and immediately adjacent to the Focused APE (Archaeological) where various historic structures, features, and activity areas were formerly located, including the locations of potential historic archaeological sites and features at the Presidio that are collectively identified as contributing elements of the Presidio NHLD. However, many areas of the APE could not be test excavated due to a variety of practical constraints, including a high water table, numerous underground utilities, and the prohibition to test under the existing Doyle Drive.

Although the testing program did not identify any significant archaeological properties other that CA-SFr-6/26 in the Doyle Drive Project area, the project area is nonetheless considered sensitive for the presence of historic archaeological sites and features and therefore additional measures to locate and treat additional archaeological resources that might be located in the APE also being considered for implementation in advance of construction. These efforts would be designed to reduce the potential for inadvertent discoveries and also allow for archaeological site avoidance measures where feasible. Even with these measures archaeology discoveries during construction are anticipated.

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[4] Presidio Trust, "Overview," *Presidio Trust Management Plan: Land Use Policies for Area B of the Presidio of San Francisco*, http://www.presidiotrust.gov/ptip/ptmp.asp, as accessed August 10, 2002.

The HPSR was completed in fall 2002. FHWA submitted it to SHPO for concurrence on November 1, 2002. SHPO responded to the HPSR on December 17, 2002, providing concurrence with all but one of the HPSR's conclusions. SHPO's conclusions regarding the HPSR were as follows:

- All properties within the Focused APEs that were previously listed in or determined eligible for listing in the NRHP, either individually or as contributing elements to the Presidio NHLD, remain eligible for listing in the NRHP under criteria established by 36 CFR 60.4.
- The 55 architectural properties in the Focused APE (Architectural) located within the Presidio NHLD that were constructed after the district's period of significance that have reached 50 years old since 1993 are not eligible for inclusion in the NRHP under any of the criteria established by 36 CFR 60.4.
- The 35 architectural properties located in the Marina District neighborhood in the Focused APE (Architectural) are not eligible for inclusion in the NRHP under any of the criteria established by 36 CFR 60.4.
- Archaeological site CA-SFr-6/26 is individually eligible for inclusion in the NRHP under Criterion D as set forth in 36 CFR 60.4.

SHPO did not concur with FHWA's determination at that time that the Palace of Fine Arts was eligible for inclusion in the NRHP. Subsequently, the Maybeck Foundation undertook a nomination of the Palace of Fine Arts for listing in the NRHP. A new NRHP nomination form was prepared for the Palace of Fine Arts in February 2004. The State Historical Resources Commission approved the nomination at its meeting on February 6, 2004. SHPO then sent the nomination to the Keeper of the National Register for listing in the NRHP. As of December 2005, the Keeper of the National Register has not listed the Palace of Fine Arts in the NRHP. However, the Palace of Fine Arts is expected to be listed, although perhaps not until after revisions to the nomination. Accordingly, the Palace of Fine Arts is considered a historic property for the purposes of this FOE.

1.2.3 Public Participation

The project has included extensive public and agency outreach. This effort to include the public in the process has been documented in previous reports prepared for the project and is summarized in Section 3 of this report. Appendix B contains the public outreach materials that were included in the December 2002 draft FOE and the results of those public and agency involvement efforts undertaken as they pertain to historic properties since December 2002.

1.2.4 Consistency with Planning Goals for the Management of the National Historic Landmark District

The PTMP, adopted in August 2002, is intended to create a policy framework that balances and conforms to the concepts and principles of the General Management Plan Amendment (NPS GMPA) with the newly enacted statutory requirements and mandates of the Trust Act. That mandate calls for the Presidio to be financially self-sufficient by 2013, when federal appropriations to the Trust end. The PTMP outlines an overall vision for seven distinct planning districts within Area B of the Presidio and general planning concepts and guidelines by which to achieve that vision. The seven planning districts are the Main Post Planning District, Crissy Field Planning District, Letterman Planning District, Fort Scott Planning District, Public Health Service Hospital Planning District, East Housing Planning District, and South Hills Planning District (Figure 15).

The general goals of the PTMP are concerned with improving open space and recreational qualities, enhancing the park's views and vistas, maintaining compact development patterns and reuse of historic

buildings, protecting the Presidio's cultural landscape and historic setting, increasing the diversity of the housing supply, allocating building space for educational and cultural activities, and supporting sustainable transportation and infrastructure systems in Area B of the Presidio. Regarding specific preservation goals, the PTMP states, "The Presidio's National Historic Landmark Status will be preserved; any changes within the landmark district will comply with the NHPA and be compatible with the park's setting."[5]

1.3 BRIEF DESCRIPTION OF HISTORIC PROPERTIES WITHIN APE

There are six historic properties in the Focused APEs: the Presidio NHLD; Presidio Viaduct on Doyle Drive (Bridge 34 0019); Marina Viaduct on Doyle Drive (Bridge 34 0014); Doyle Drive portion of the Golden Gate Bridge; archaeological site CA-SFr-6/26; and Palace of Fine Arts. There are approximately 280 contributing elements of the Presidio NHLD within the Focused APEs. Approximately 70 of these contributing elements are in close proximity to the project area and are described in detail in Section 4 because they could experience an adverse effect under one or more of the build alternatives. These contributing elements and their character-defining features are described in the general description of the NHLD, as part of the NHLD cultural landscape, or as specific contributing elements of the NHLD. Approximately 210 of the contributing elements of the NHLD are not in close proximity to the alignment of the build alternatives and are listed in Table A in Appendix C.[6] The individually eligible historic properties that are located in the Focused APEs are also described in Section 4.[7]

Like all NHLs, the Presidio NHLD is listed in the NRHP and is considered a historic property under Section 106. As a historic property, the Presidio NHLD has been analyzed as one of the six historic properties within the Focused APEs. Although the application of the criteria of adverse effect for in this FOE cannot weigh the effects analysis differently among the various historic properties in the Focused APEs, it should be noted that NHLs are of particular national importance. NRHP-eligible and NRHP-listed properties can be of national significance, but the NHL criteria were specifically established to assess properties of national significance that possess "exceptional value to the nation." Furthermore, the NHL program was established to "encourage the long range preservation of nationally significant properties."[8]

The areas encompassed by the Focused APEs have been the subject of a variety of surveys before the initiation of the Doyle Drive Project. As stated earlier, the federal government listed the Presidio as an NHL in 1962 and listed it in the NRHP in 1966. Subsequent studies have produced volumes of information on the property. The Keeper of the National Register approved "upgraded NHL documentation" in 1993 that NPS

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[5] Presidio Trust, *Presidio Trust Management Plan:* 2002.

[6] This count is based on the extant contributing elements identified in the NPS updated documentation on the Presidio NHLD prepared in 1993. The count does not include contributing elements that have been demolished since 1993. As noted, inventory efforts for this project did not identify additional buildings, structures, objects, or sites that would qualify as contributors to the NHLD. For a description of resource counting within the Presidio NHLD, see NPS, "Presidio ... Registration Forms," 7-17 to 7-24.

[7] The historic technical advisory committee, SHPO, and FHWA approved this methodology for describing the historic resources in the FOE.

[8] Code of Federal Regulations, Title 36, Part 65.1 and 65.2; and National Park Service, "How to Apply the National Register Criteria for Evaluation, " National Register Bulletin 15 (Washington, D.C.: US GPO, 1991, updated through 2002), 50-51.

had prepared and submitted.[9] Doyle Drive was identified as a contributor to the NHLD in this documentation. The 1993 nomination stated that the Presidio possesses national significance under combined NHL Criteria 1, 4, 5, and 6, and that it possesses national significance under combined NRHP Criteria A, C, and D. In 1997, NPS prepared an NHL nomination for the Golden Gate Bridge. This nomination recognized Doyle Drive as a contributor to the bridge property because the south approach is "functionally and aesthetically integral to the Golden Gate Bridge." Although the Golden Gate Bridge is outside the Focused APEs, it is necessary to address the Golden Gate Bridge as a historic property for this undertaking because of Doyle Drive's status as a contributor to that historic property.[10]

The description of historic resources in Section 4 is organized by planning district as defined by the PTMP (Figure 15).[11] The Focused APE for this project incorporates portions of five of the seven planning districts defined by the PTMP. These districts, from west to east, are Fort Scott Planning District, Crissy Field Planning District, South Hills Planning District, Main Post Planning District, and Letterman Planning District. These planning districts are a modern management tool and do not necessarily reflect the historic functional areas of the Presidio. The modern planning districts are similar to these historic functional areas in some places, yet they overlap the historic functional areas of the Post in other locations. One such example is the historic Quartermaster Depot area, which mostly falls within the Letterman Planning District but is also located in the northeastern point of the Main Post Planning District and the eastern end of the Crissy Field Planning District. Because the description and effects analysis sections of this document are arranged by planning district, discussion of historic functional areas that fall within more than one district will also appear in the discussion of more than one district.

1.4 SUMMARY OF HISTORIC PROPERTIES THAT WILL BE ADVERSELY AFFECTED

Historic properties within the Focused APEs would experience adverse effects under either of the build alternatives and their associated options, as proposed by this undertaking. In general, the two build alternatives would have an adverse effect to the historic properties known as the Presidio Viaduct on Doyle Drive (Bridge 34 0019), Marina Viaduct on Doyle Drive (Bridge 34 0014), Golden Gate Bridge, and Presidio NHLD. The build alternatives would not have an adverse effect on the Palace of Fine Arts or known archaeological site CA-SFr-6/26. In general, the Replace and Widen Alternative would cause fewer adverse effects than the Presidio Parkway Alternative. The Replace and Widen Alternative, No Detour would adversely affect the fewest contributing elements of the Presidio NHLD (six, including roads and cultural landscape features). The Replace and Widen Alternative, With Detour would affect an additional four elements. The Presidio Parkway Alternative (with the Circle, Hook Ramp, and Merchant Slip Ramp Options) would adversely affect the most contributing elements (22, including roads and cultural landscape features). Of course, comparison of the alternatives' adverse effects on the Presidio NHLD goes beyond a simple count of affected contributing elements and is addressed in the analysis in Section 5 of this FOE.

This summary of effects findings is organized by alternative. Under each alternative, effects on the Presidio NHLD, its contributors, and cultural landscape are discussed first, followed by a discussion of the effects on individual historic properties: the Presidio Viaduct on Doyle Drive (Bridge 34 0019), Marina Viaduct on Doyle Drive (Bridge 34 0014), Golden Gate Bridge (to which Doyle Drive is a contributor), and Palace of Fine Arts.

[9] NPS, "Presidio …Registration Forms," October 1993; and NPS and Land and Community Associates, "Cultural Landscape Report, Work in Progress" November 1992.

[10] NPS NHL Nomination, "Golden Gate Bridge," 1997.

[11] Presidio Trust, *Presidio Trust Management Plan:* 2002.

1.4.1 Alternative 1, No-Build

The No-Build Alternative (Figure 2) would have no effect to historic buildings, structures, objects, sites, districts, or the cultural landscape because it represents the existing condition with no project-related activities. As such, the effects analysis concludes that there would be no historic properties affected, as outlined in 36 CFR 800.4(d)(1).

1.4.2 Alternative 2, Replace and Widen

1.4.2.1 Effects on the Presidio NHLD

The Replace and Widen Alternative (No Detour and With Detour) would have a direct adverse effect on the Presidio NHLD through the removal and replacement of Doyle Drive, which is a contributing element of the Presidio NHLD. This alternative would also cause direct adverse effects through the alteration of the following contributing elements of the NHLD: Battery Blaney Road, Park Presidio Boulevard (SR 1)/Veterans Boulevard, Lincoln Boulevard, and Crissy Field Avenue.

There would be direct effects on the cultural landscape of the Presidio NHLD under Replace and Widen Alternative, No Detour (Figures 3, 3a, and 3b) because of the alteration or removal of existing cultural landscape features and the addition of new non-historic features to the cultural landscape. The alternative would result in the removal of the existing Doyle Drive structure, a historic circulation feature of the Presidio's cultural landscape. The Presidio Viaduct (Bridge 34 0019) and Marina Viaduct (Bridge 34 0014) on Doyle Drive have been determined eligible for the NRHP; Doyle Drive has been identified as a contributor to the proposed Golden Gate Bridge NHL; and Doyle Drive is a contributor to the Presidio NHLD. The removal of Doyle Drive would constitute "physical destruction of or damage to all or part of the property," and therefore is an adverse effect under 36 CFR 800.5(a)(2)(i).

The Replace and Widen Alternative, With Detour (Figures 4, 4a, and 4b) would cause direct adverse effects to the Presidio NHLD through the removal of Buildings 1182, 1183, 1184, and 1185 (four of the seven Mason Street Warehouses), which are contributing elements of the district. These buildings would be removed to accommodate the temporary detour structure proposed by this option. The buildings could be returned to their original locations after completion of the project, mitigating the adverse effect caused by removal of the individual contributing buildings and the erosion of the historic boundary at this northeastern corner of the NHLD. Even with replacement of the buildings, the effect of removing, storing, and reconstructing them would still be adverse.

The Replace and Widen Alternative, No Detour would not result in an adverse cumulative effect on the Presidio NHLD. The potential for this alternative to result in a cumulative effect to the Presidio NHLD, in conjunction with past, present, and future projects, is low, and no adverse cumulative effect is predicted (36 CFR 800.5[a][1]). The construction of the Replace and Widen Alternative, With Detour, however, would increase the loss of contributing elements at the east end of the Crissy Field Planning District of the Presidio NHLD and could result in an adverse cumulative effect to the Presidio NHLD, when considered in conjunction with past, present, and future projects (36 CFR 800.5[a][1]).

1.4.2.2 Effects on Other Historic Properties

The Replace and Widen Alternative (No Detour and With Detour) would cause a direct adverse effect to the Presidio Viaduct (Bridge 34 0019) on Doyle Drive and Marina Viaduct (Bridge 34 0014) on Doyle Drive as individual historic properties and to the Golden Gate Bridge as a historic property through the destruction of Doyle Drive, which is a contributing element of the bridge. This alternative would not cause indirect adverse effects to the Golden Gate Bridge. The Replace and Widen Alternative could cause an adverse cumulative effect on the Golden Gate Bridge through the combination of the direct adverse effect with other current and future projects (36 CFR 800.5[a][1]). The Replace and Widen Alternative (No Detour and With Detour)

would not cause direct, indirect, or cumulative adverse effects to the Palace of Fine Arts or archaeological site CA-SFr-6/26.

1.4.3 Alternative 5, Presidio Parkway Alternative

1.4.3.1 Effects on the Presidio NHLD

The Presidio Parkway Alternative (Figures 5, 6, 7, 8, 9, and 10) would cause a direct adverse effect to the Presidio NHLD through the destruction of the following contributing elements of the Presidio NHLD: Doyle Drive; Buildings 201, 204, 230, and 670; Bank Street; and Vallejo Street. Building 1151 would also be removed under the Presidio Parkway Alternative, Circle Option. This alternative would also cause direct adverse effects to the Presidio NHLD through the alteration of the following contributing elements: Park Presidio Boulevard (SR 1), Battery Blaney Road, Crissy Field Avenue, Cowles Street (under the Presidio Parkway Alternative, Hook Ramp Option only), Girard Road, Gorgas Avenue, Halleck Street, and Lincoln Boulevard (36 CFR 800.5[a][2][ii]).

The Presidio Parkway Alternative would cause an indirect adverse effect to the Presidio NHLD cultural landscape by introducing visual elements that would diminish the integrity of the linkage and physical plan of district property (36 CFR 800.5[a][2][v]). This alternative would not introduce auditory or vibratory elements that would have an indirect adverse effect on the Presidio NHLD as a whole, nor would it cause an indirect (visual, auditory, or vibratory) adverse effect on specific contributing elements of the Presidio NHLD (36 CFR 800.5[a][2][v]). The Presidio Parkway Alternative would not cause an adverse indirect effect through the neglect of contributing elements (36 CFR 800.5[a][2][vi]), or their transfer, lease, or sale of property out of federal ownership (36 CFR 800.5[a][2][vii]).

The Presidio Parkway Alternative would cause an adverse cumulative effect on the Presidio NHLD and its contributing elements because this alternative does not resemble the existing Doyle Drive facility in overall location, massing, and scale, and it includes the introduction of tunnel structures and changes in the extent of Doyle Drive that would be at or below existing grade. The direct and indirect adverse effects on the Presidio NHLD, including its cultural landscape, that would result from construction of this alternative are predicted to cause an adverse cumulative effect on the Presidio NHLD and cultural landscape in conjunction with past, present, and future projects (36 CFR 800.5[a][1]).

1.4.3.2 Effects on Other Historic Properties

The Presidio Parkway Alternative would cause a direct adverse effect to the Presidio Viaduct on Doyle Drive (Bridge 34 0019) as an individual historic property, to the Marina Viaduct on Doyle Drive (Bridge 34 0014) as an individual historic property, and to the Golden Gate Bridge through the destruction of Doyle Drive, which is a contributing element of the bridge property (36 CFR 800.5[a][2][i]). This alternative would cause an indirect adverse effect and cumulative effect on the Golden Gate Bridge because it would introduce new visual elements in place of existing contributing elements of the bridge property (36 CFR 800.5[a][1], 800.5[a][2][v]). The alternative would not introduce auditory or vibratory elements that would diminish the integrity of the Golden Gate Bridge (36 CFR 800.5[a][2][v]) or cause an adverse indirect effect through neglect (36 CFR 800.5[a][2][vi]). The Presidio Parkway Alternative would not cause direct, indirect, or cumulative adverse effects to the Palace of Fine Arts or archaeological site CA-SFr-6/26.

1.5 HISTORIC PROPERTIES THAT WILL NOT BE ADVERSELY AFFECTED

Portions of the Presidio NHLD, known archaeological site CA-SFr-6/26, and Palace of Fine Arts will not be adversely affected by either build alternative for this project. There are approximately 280 contributing elements of the Presidio NHLD within the Focused APEs (Table A in Appendix C).[12] Approximately 210 of these features are not in close proximity to the project alignment and will not experience a direct, indirect, or cumulative adverse effect, largely because of their distance from the project. Several of the contributing elements of the Presidio NHLD are currently located near existing Doyle Drive and would also be located near the new Doyle Drive alignment upon its completion. In most cases, this proximity does not appear to have an adverse effect to these contributing features because it does not diminish the qualities of their significance. For example, Stilwell Hall (Building 650) is located beneath and just north of the Doyle Drive high viaduct (Presidio Viaduct, Bridge 34 0019). Both the building and viaduct structure are contributing elements of the Presidio NHLD. The structure would be replaced under either build alternative (an adverse effect) but would remain unchanged under either alternative and would not be adversely affected. Crissy Center (603) is also a contributing element of the Presidio NHLD that would not be changed under either build alternative and would not be adversely affected because none of the effects of construction or operation of either alternative would diminish the qualities of its historic significance.

There is one known archaeological site (CA-SFr-6/26) in the Focused APE for the project. It is located directly adjacent to and west of the Commissary building, which will need to be demolished under the Replace and Widen Alternative, With Detour. The current boundaries of CA-SFr-6/26 are not within areas that will be subject to construction effects; however, the western boundary of the site has not been relocated because of the area being overlaid by concrete parking bays on the west side of the Commissary.

The site is currently covered with fill to a depth of 1.7 meters (5.5 feet). Grading plans reviewed for the Commissary indicate that the area was quite flat prior to construction of the building. To level the building pad and prepare the site for construction, 3,000 cubic yards of soil were placed on the building site, and it appears that little grading of native soils was required to prepare for construction. Therefore, if CA-SFR-6/26 did at one time extend into the area where the Commissary was constructed, it might be preserved under fill.[13]

If the Replace and Widen Alternative, With Detour is selected, the Commissary building would be removed, but the slab on which it sits would remain in place during construction. After the project is constructed, another building could be placed at this location, or the location could be restored to a landscaped condition. Either of these options would need to be undertaken with the understanding that additional archaeological remains could be identified if ground disturbance deeper than 1.7 meters (5.5 feet) was required. To protect the site, the known and predicted extent of CA-SFr-6/26 would be designated as an environmentally sensitive area (ESA), which would establish the vertical limits of ground disturbance that would be allowed in

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[12] As noted, this count is based on the extant contributing elements identified in the NPS updated documentation on the Presidio NHLD prepared in 1993, and does not include contributing elements that have been demolished since 1993. The count of historic built resources within the Focused APE (Architectural) is given as an approximate number for the many reasons described in the 1993 updated documentation on the Presidio NHLD, including the arbitrary application of military building numbers to most but not all features of the built environment, the large number of very small structures and objects, and the fact that many resources are not easily described by one of the National Register resource categories. For a description of resource counting within the Presidio NHLD, see National Park Service, "Presidio of San Francisco: Presidio National Register of Historic Places Registration Forms," October 1993, pages 7-17 through 7-24.

[13] Department of the Army, Sacramento District Corps of Engineers, "Presidio of San Francisco Commissary Building Site Grading and Drainage Plan" 1987.

the site area. The MOA will specify measures to be implemented to ensure that CA-SFr-6/26 is not adversely affected.

None of the project alternatives would introduce visual elements that would diminish the integrity of the Palace of Fine Arts historic property. In terms of assessing adverse effects on historic properties, all of the build alternatives would replace the existing Doyle Drive structures with new structures of similar function, design, and location and would cause noise and vibration levels similar to existing conditions. Although some elements would be built in close proximity to the Palace of Fine Arts property, these project activities would not adversely affect the property because they would not diminish the integrity of the property's significant historic features.

SECTION 2: DESCRIPTION OF THE UNDERTAKING

2.1 PROJECT DESCRIPTION

The Doyle Drive Project is located primarily in the Presidio of San Francisco on U.S. Highway 101 (U.S. 101) and SR 1 (Figure 1). Extending along U.S. 101 between kilometer posts (KP) 12.8 and 15.7 (post mile [PM] 8.0 to 9.8) and on SR 1 between KP 10.9 and 11.4 (PM 6.8 to 7.1), the project is located in the Presidio, in the northern part of the City of San Francisco at the southern approach to the Golden Gate Bridge. Three alternatives, discussed below, are being considered. Two additional alternatives, with two access options, were considered and withdrawn from consideration because their cost, construction duration, and environmental impact were greater than the three remaining alternatives, with no additional project benefits.

In 1994, when the U.S. Army transferred jurisdiction of the Presidio to NPS, it became part of the National Park system and GGNRA. In 1998, management of the Presidio was divided between two federal agencies: the Presidio Trust, the agency responsible for oversight of 80 percent of the Presidio delineated as Area B; and the NPS, which is responsible for management of the coastal portions of the park (the remaining 20 percent) that are delineated as Area A. Doyle Drive lies predominately within the Area B lands managed by the Trust with a small portion at the western end located in Area A on land operated by the Golden Gate Bridge, Highway and Transportation District (GGBHTD).

The existing Doyle Drive is the southern approach of U.S. 101 to the Golden Gate Bridge and is 2.4 kilometers (1.5 miles) long with six traffic lanes. There are three San Francisco approach ramps that connect to Doyle Drive: one beginning at the intersection of Marina Boulevard and Lyon Street; one at the intersection of Richardson Avenue and Lyon Street; and one where Park Presidio Boulevard/Veteran's Boulevard (SR 1) merges into Doyle Drive approximately 1.6 kilometers (1 mile) west of the Marina Boulevard approach. Doyle Drive passes through the Presidio on an elevated concrete viaduct (low viaduct) and transitions to a high steel truss viaduct (high viaduct) as it approaches the Golden Gate Bridge Toll Plaza. The typical width of Doyle Drive is 20.4 meters (67 feet).

For the project, FHWA has been designated as the federal lead agency for compliance with NEPA and Section 106 of the NHPA. SFCTA is the lead CEQA agency, as well as the project sponsor. Caltrans and the GGHTD are responsible agencies under CEQA. To satisfy both NEPA and CEQA requirements, the four agencies, together with three cooperating agencies, have developed a combined NEPA/CEQA document for the project. The three cooperating agencies[14] for NEPA are:

- The Presidio Trust;
- The United States Department of the Interior, National Park Service–Golden Gate National Recreation Area; and
- The Department of Veteran Affairs.

2.2 PROJECT PURPOSE

The purpose of the project is to replace Doyle Drive in order to improve the seismic, structural, and traffic safety of the roadway within the setting and context of the Presidio and its purpose as a national park.

[14] Upon request of the lead agency, any other federal agency that has jurisdiction or that has special expertise with respect to any environmental issue may be a cooperating agency.

Objectives of the Doyle Drive project are:

1. To improve the seismic, structural, and traffic safety on Doyle Drive.
2. To maintain the functions that the Doyle Drive corridor serves as part of the regional and city transportation network.
3. To improve the functionality of Doyle Drive as an approach to the Golden Gate Bridge.
4. To preserve the natural, cultural, scenic and recreational values of affected portions of the Presidio, a National Historic Landmark district.
5. To 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).
6. To 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.
7. To minimize the traffic impacts of Doyle Drive on the Presidio and local roadways.
8. To improve intermodal and vehicular access to the Presidio.
9. To redesign the Doyle Drive corridor using the parkway concept described within the *Doyle Drive Intermodal Study*, November 1996.

2.3 PROJECT ALTERNATIVES

2.3.1 Alternatives Screening Process

The alternatives development process followed an approach that was sensitive and responsive to input from the public, as well as resource agencies and community stakeholders. The project team met with elected officials, planning and engineering staff, and community residents to discuss potential project alternatives and access options. Scoping meetings, open houses, and small community meetings were held in early 2000.[15] As a result of these meetings, evaluation criteria were developed to help eliminate alternatives and options.

These alternatives were subjected to initial screening to determine whether each alternative would meet the corridor's transportation needs and to generally identify potential effects on its communities and the cultural and natural environment.

2.3.1.1 Criteria for Screening of Alternatives

The criteria used in the screening process were based on the goals and objectives for the project. In general, the criteria considered the adequacy of the alternatives to meet regional and local transportation needs, minimize impacts to sensitive natural areas, avoid historic properties, and preserve recreational qualities of the park. Table 1 presents the evaluation criteria used for screening alternatives for Doyle Drive.

[15] Section 3 of this document presents the cooperating agency, local agency, public and other interested party consultation process for this environmental analysis.

TABLE 1: EVALUATION CRITERIA USED TO IDENTIFY ALTERNATIVES

Category	General Goal	Specific Element for Evaluation
Engineering and Traffic	• Meet current design standards • Maintain the capacity and connectivity of each type of transportation network	Specific Networks: • Regional Transportation Network • City Transportation Network • Roadway Capacity
Natural Resources	• Level of effect on restoration efforts and hydrology in each natural area	Natural Areas: • Crissy Marsh and Field • Tennessee Hollow
Cultural Resources	• Potential for retention, relocation, and removal of historic buildings, landscape features, streetscapes, cultural sites • Relationship with existing cultural elements	Existing Cultural Elements: • East Bluff Batteries • Cavalry Stables • Crissy Crescent • Native American Archaeological Sites • Gorgas Avenue • Halleck Street • Mason Street Warehouses • Historic Archaeological Sites • Montgomery Barracks/Main Post • Individual Historic Structures or Features • San Francisco National Military Cemetery • Mountain Lake Archaeology • Cultural Landscape

2.3.1.2 Evaluation Process

The evaluation criteria for the initial screening of the Doyle Drive Project alternatives defined different qualitative levels of impact (high, medium, or low level of effect) for each criterion. This process was used to screen the preliminary alternatives for impacts or flaws that would make an alternative infeasible ("fatal flaws") and included input from community members and resource agencies. The remaining alternatives were analyzed in more detail and refined. A final evaluation identified the alternatives for inclusion in the draft environmental impact statement/environmental impact report (DEIS/R). Community members and resource agencies participated in every step of this process.

As a result of the initial screening from October 2000 to April 2001, the original set of 10 build alternatives (including the No Build Alternative) and six access options were reduced to a set of six alternatives that could be paired with three access options that best met the objectives of the study, as determined by the purpose and need statement and screening criteria. Five of the original alternatives and one access option were eliminated because of the adverse impacts to historic properties.

Each alternative considered was developed to better meet the purpose of the Doyle Drive Project and to use as narrow a corridor as possible to minimize effects on environmental and cultural resources within the Presidio. Options were screened for their ability to:

- satisfy the objectives of the project,
- minimize visual impacts,
- minimize impacts to natural resources,
- minimize impacts to historic properties, and
- improve traffic safety and operations.

This refinement process focused on issues that were of concern to the general public, federal cooperating agencies, and CEQA responsible agencies. The refinement process also identified engineering design challenges. This was an iterative process that used additional studies, design workshops with project committees and working groups, and coordination with agencies such as NPS and the Trust to further refine the alternatives for analysis in the DEIS/R.

Four build alternatives that proposed a parallel construction staging sequence were eliminated from further review because the alignment of these alternatives unavoidably put them under the northern portion of the National Cemetery. In addition, these alternatives would have resulted in adverse impacts to historic Buildings 105, 106, 107, 108, 122, and 129 in the Main Post area.

One build alternative split the Richardson Avenue connection into a pair of one-way roads, a couplet, to reduce the scale of the roadway. Because the couplet alternative aligned southbound Doyle Drive traffic on Gorgas Avenue, it would have had additional adverse impacts to historic buildings on Gorgas Avenue and the NHLD boundary, as well as caused traffic and noise impacts. Therefore, it was withdrawn from further consideration.

The single tunnel alternatives (Alternatives 3a, 3b, 4a, and 4b) would permanently displace between six and 11 historic buildings, including Batteries Slaughter and Blaney; the Parkway Alternative would displace between four and five historic buildings; and the Replace and Widen Alternative would not permanently displace any historic buildings. In addition, the Replace and Widen and Parkway Alternatives would retain the historic Batteries Slaughter and Blaney, offer the greatest distance of the new structures from the Cavalry Stables area, and maintain (as opposed to lower) the elevation of the viaduct over Stilwell Hall. Neither the Replace and Widen nor Parkway Alternative would displace any of the Gorgas warehouses; thus, they would affect fewer cultural resources.

During construction of the single tunnel alternatives, the traffic capacity of the existing Doyle Drive facility would need to be maintained throughout the construction period, requiring a temporary detour structure. The detour structure would be built north of the existing facility and cross over an identified archaeological site (CA-SFr-6/26). The single tunnel alternative would have greater cost, construction duration, and environmental impact compared to the Parkway Alternative. Consequently, the four tunnel alternatives were recommended in November 2003 for removal from further consideration and analysis in the DEIS/R.

Throughout the alternative development process, the design team has continually met with resource agencies to refine the alternatives to minimize impacts within the project corridor. As described above, many alternatives were eventually withdrawn because of the adverse impacts to cultural and natural resources. The build alternatives included in the project description have been continuously refined to minimize project effects on historic resources. This effort is reflected in the number of design exceptions that will need to be approved to replace Doyle Drive. The Replace and Widen Alternative has at least 47 separate exceptions, and the Parkway Alternative has approximately 90, depending on the design options selected, and many of these are needed to protect historic properties.

2.3.2 Project Alternatives

This section describes the build alternatives in terms of physical and operating characteristics and a No-Build Alternative. The project limits are from Merchant Road, just south of the Golden Gate Bridge Toll Plaza, to the intersection of Richardson Avenue/Francisco Street and Marina Boulevard/Lyon Street. During the screening process, all alternatives were evaluated for their ability to meet the project's purpose and need. Detailed drawings showing the plan and profile of each alternative, in addition to the various design options, can be found in Appendix A.

2.3.2.1 Alternative 1: No-Build Alternative

The No-Build Alternative represents the future year conditions if no other actions are taken in the study area beyond what is already planned by the year 2020. It is the baseline condition and future travel conditions against which all other alternatives are compared. Doyle Drive would remain in its current configuration (i.e., "No-Build"): 2.4 kilometers (1.5 miles) long with six traffic lanes ranging in width from 2.9 to three meters (9.5 to ten feet) wide. No fixed median barriers or shoulders currently existing on Doyle Drive, and the roadway passes through the Presidio on one high steel truss viaduct and one low elevated concrete viaduct with lengths of 463 meters (1,519 feet) and 1,137 meters (3,730 feet), respectively. The height of the high-viaduct varies from 20 to 35 meters (66 to 115 feet) above the ground surface while the low viaduct has an average of eight meters (26 feet) above existing ground surface.

Vehicular access to the Presidio is available from Doyle Drive via the off-ramp to Merchant Road at the Golden Gate Bridge Toll Plaza. Presidio access at the east end of the project will be provided for southbound traffic via a right turn from Richardson Avenue to Gorgas Avenue. Presidio access for northbound traffic is provided by a slip ramp from Richardson Avenue to Gorgas Avenue.

This alternative considers those operational and safety improvements that have been planned and programmed to be implemented by the year 2020. This alternative is required of all federal and state planning guidelines. The No-Build Alternative does not improve the seismic, structural, and traffic safety of the roadway.

2.3.2.2 Alternative 2: Replace and Widen Alternative

The Replace and Widen Alternative would replace the 463-meter-long (1,519-foot-long) high viaduct and the 1,137-meter-long (3,730-foot-long) low viaduct with wider structures that meet the most current seismic and structural design standards. The height of the high viaduct would vary from 20 to 35 meters (66 to 115 feet) above the ground surface. The low viaduct would have an average height of approximately 10 meters (33 feet) for the No Detour Option and approximately 8 meters (26 feet) for the With Detour Option. The new facility would be placed on the existing alignment and widened to incorporate improvements for increased traffic safety; it is illustrated in Figures 3, 3a, 3b, 4, 4a, and 4b. A typical section for both options is shown in Figure 3c.

This alternative would include three 3.6-meter (12-foot) lanes in each direction with 3.0-meter (10-foot) outside and inside shoulders. In addition, the facility would include a 3.6-meter (12-foot) auxiliary lane in the eastbound direction from the Park Presidio interchange to the Richardson Avenue ramp. The new facility would have an overall width of 37.8 meters (124 feet) and would require a localized westbound lane width reduction to 3.3 meters (11 feet) and inside shoulder reduction to 0.6 meters (2 feet) to avoid impacts on the historic batteries and Lincoln Boulevard, reducing the facility width to 32.4 meters (106 feet). At the Park Presidio interchange, the two ramps connecting eastbound Doyle Drive to northbound Park Presidio Boulevard and the ramp connecting westbound Doyle Drive to southbound Park Presidio Boulevard would be reconfigured to improve traffic safety and accommodate the new facility. The Replace and Widen Alternative would operate similar to the existing facility except that there would be a median barrier and inside and outside shoulders to accommodate disabled vehicles. The Replace and Widen Alternative includes the following two options for the construction staging.

- **No Detour Option (Figures 3, 3a, and 3b).** The widened portion of the new facility would be constructed on both sides and above the existing low viaduct and would maintain traffic on the existing structure. Traffic would be incrementally shifted to the new facility as it is widened over the top of the existing structure. Once all traffic is on the new structure, the existing structure would be demolished, and the new portions of the facility would be connected. To allow for the construction staging using the existing facility, the new low viaduct would be constructed 2 meters (6 feet) higher than the existing low viaduct structure.

- **With Detour Option (Figures 4, 4a, and 4b).** A 20.4-meter-wide (67-foot-wide) temporary detour facility would be constructed to the north of the existing Doyle Drive to maintain traffic through the construction period. Access to Marina Boulevard during construction would be maintained on an elevated temporary structure south of Mason Street. On- and off-ramps for the mainline detour facility would connect to existing Marina Boulevard/Lyon Street intersection.

Vehicular access to the Presidio is available from Doyle Drive via the on- and off-ramps to Merchant Road at the Golden Gate Bridge Toll Plaza. Presidio access at the east end of the project will be provided for southbound traffic via a right turn from Richardson Avenue to Gorgas Avenue. There would be no Presidio access for northbound traffic at the east end of Doyle Drive because of geometric constraints and concerns for traffic safety.

Retaining walls would be required at the Park Presidio interchange to accommodate the ramp realignments. A retaining wall would also be constructed on the south side of the facility along the constrained section between the National Cemetery and the historic batteries.

2.3.2.3 Alternative 5: Presidio Parkway Alternative

The Presidio Parkway Alternative would replace the existing facility with a new six-lane facility and an eastbound auxiliary lane between the Park Presidio interchange and the new Presidio access at Girard Road (Figures 5, 5a, 6, 7, 8, 9, and 10). The new facility would consist of two 3.3-meter (11-foot) lanes and one 3.6-meter (12-foot) outside lane in each direction with 3.0-meter (10-foot) outside shoulders and 1.2-meter (3.9-feet) inside shoulders. In addition, a 3.3-meter (11-foot) auxiliary lane runs along southbound Doyle Drive from the Park Presidio interchange to the Girard Road exit ramp. The width of the proposed landscaped median varies from 5.0 meters (16 feet) to 12.5 meters (41 feet). To minimize impacts to the Presidio, the footprint of the new facility would include a large portion of the existing facility's footprint east of the Park Presidio interchange.

A 450-meter-long (1,476-foot-long) high viaduct would be constructed between the Park Presidio interchange and the San Francisco National Cemetery. The height of the high viaduct would vary from 20 to 35 meters (66 to 115 feet) above the ground surface. Shallow cut-and-cover tunnels would extend 240 meters (787 feet) past the cemetery to east of Battery Blaney. The facility would then continue toward the Main Post in an open, depressed roadway with a wide, heavily landscaped median.

From Building 106 (Band Barracks), cut-and-cover tunnels up to 310 meters long (984 feet) would extend to east of Halleck Street. The amount of fill over the tunnels is being coordinated with the Trust based on requirements of the *Vegetation Management Plan.* The expected minimum depth is 2 meters (6 feet). The facility would then rise slightly on a low-level causeway 160 meters (525 feet) long over the site of the proposed Tennessee Hollow restoration and a depressed Girard Road. The low causeway would rise to approximately 4 meters (13 feet) above the surrounding ground surface at its highest point. East of Girard Road, the facility would return to existing grade north of the Gorgas warehouses and connect to Richardson Avenue. The proposed facility would provide a transition zone starting from the Main Post tunnel to reduce vehicle speeds prior to entering city streets. A motor control and switchgear room to operate the tunnel life safety equipment would be integrated with the Main Post tunnels.

The Presidio Parkway Alternative would include an underground parking facility up to 4 meters (12 feet) deep at the eastern end of the alignment between the Mason Street warehouses and Gorgas Street

warehouses. The parking garage would supply approximately 500 spaces to maintain the existing parking supply in the area and improve pedestrian and vehicular access between the Presidio and Palace of Fine Arts.

The project also includes a design option just east of the toll plaza at Merchant Road.

- **Merchant Road Option.** At the intersection with Merchant Road, just east of the toll plaza, a design option has been developed for a Merchant Road slip ramp (Figure 10). This option would provide an additional new connection from westbound Doyle Drive to Merchant Road. This ramp would provide direct access to the Golden Gate Visitors' Center and alleviate the congested weaving section where northbound Park Presidio Boulevard merges into Doyle Drive.

The Park Presidio interchange would be reconfigured because of the realignment of Doyle Drive to the south. The exit ramp from eastbound Doyle Drive to southbound Park Presidio Boulevard would be replaced with standard exit ramp geometry and widened to two lanes. The loop of the westbound Doyle Drive exit ramp to southbound Park Presidio Boulevard would be improved to provide standard exit ramp geometry. Likewise, the northbound Park Presidio Boulevard connection to westbound Doyle Drive would be realigned to provide standard entrance ramp geometry. There are two options for the northbound Park Presidio Boulevard ramp to an eastbound Doyle Drive connection:

- **Loop Ramp Option.** Replace the existing ramp with a loop ramp to the left to reduce construction close to the Cavalry Stables and provide standard entrance and exit ramp geometry (Figure 6).
- **Hook Ramp Option.** Rebuild the ramp with a similar configuration as the existing directional ramp, with a curve to the right and improved exit and entrance geometry (Figure 7).

The Presidio Parkway Alternative includes two options for direct access to the Presidio and Marina Boulevard at the eastern end of the project

- **Diamond Option.** The Diamond Option would provide direct access to the Presidio and indirect access to Marina Boulevard in both directions via access ramps from Doyle Drive connecting to an extension of Girard Road. East of the new Letterman garage, Gorgas Avenue is a one-way street and connects to Richardson Avenue with access to Palace Drive via a signalized intersection at Lyon Street (Figure 8).
- **Circle Drive Option.** This option would provide direct access to the Presidio and indirect access to Marina Boulevard for eastbound traffic via access ramps connecting to an extension of Girard Road. Westbound traffic from Richardson Avenue would access the Presidio through a jug handle intersection to Gorgas Avenue (Figure 9).

Retaining walls would be required at the Park Presidio interchange to accommodate the reconstruction of the ramps. A retaining wall up to 8 meters (26 feet) would be constructed along the south side of the facility between the Battery and Main Post tunnels (Figure 5a). Retaining walls would also be required in the eastern end of the alignment, primarily along the extended Girard Road. Fences would be required along the edge of the at-grade portions of the roadway to restrict pedestrian access to the roadway.

2.4 POTENTIAL FOR PROJECT TO IMPACT HISTORIC PROPERTIES

There are a number of ways in which a project as complex as the Doyle Drive Project could affect historic properties. The following section describes the project activities that were reviewed during the analysis to assess effects on the NHLD and other individually significant resources.

2.4.1 Construction Activities

2.4.1.1 Pre-Construction Staging

Staging areas vary by alternative. The Replace and Widen Alternative, No Detour Option would only use the parking lot of the Post Exchange and Commissary as the primary staging area. For the Replace and Widen Alternative, With Detour Option, the primary staging would occur on the parking lot and the footprint of both the Post Exchange (Buildings 605 and 606) and Commissary (Buildings 610 and 653). The primary staging area for the Presidio Parkway Alternative would be the Post Exchange building footprint and parking lot. Each alternative would use a secondary staging area on the parking lot between Buildings 230 (Archaeological Lab, to be demolished) and 1063. Access to the buildings adjacent to the staging areas and throughout the Presidio would be maintained throughout the construction period, which is estimated to last between 4 and 5 years for all build alternatives.

Storage of equipment and materials on-site would be limited to the staging areas to minimize ground disturbance. The majority of equipment and materials would be transported to the site using designated haul roads during daytime hours to minimize disturbance to the surrounding residential neighborhoods and to comply with the City of San Francisco construction noise ordinance. Access for construction vehicles and equipment is restricted to Lombard Street, Richardson Avenue, and Doyle Drive from the west and Park Presidio Boulevard. Mason Street and Lincoln Boulevard have been identified as haul roads within the Presidio. Additional haul roads, including completed detour roads, would be identified prior to the start of construction. Following construction, all haul roads would be restored to existing conditions or as defined by the land managing agency.

2.4.1.2 Construction

All build alternatives would involve standard construction techniques and require large-scale construction equipment and labor-intensive activities. General activities would include:

- excavation, grading, and stockpiling of soil;
- removal of vegetation and existing facilities; and
- erection of temporary falsework and shoring, roadway construction, placement of reinforced concrete and precast concrete, landscaping, and demobilization.

Equipment would include drill rigs, pile hammers, backhoes, sheet piling, cranes, bentonite mixing and processing equipment, on-site concrete batching plant, concrete trucks, and delivery trucks. Bentonite processing plants are typically self-contained units located at excavation sites that produce clay slurry drilling fluid.

Methods of construction could include the use of ground-supported falsework for the aerial structures, cast-in-drilled-hole (CIDH) piles for the required foundations, and cut-and-cover for the tunnels. A CIDH pile is a reinforced concrete pile that is cast in a pre-drilled hole or casing. CIDH piles would be placed at a depth of 16.8 meters (55 feet) in soil and 1.5 meters (5 feet) in rock. However, specialized overhead construction techniques are also being considered for the aerial structures to minimize ground disturbance. A decision about which method should be used will depend on cost, feasibility of construction, and potential to reduce impacts.

2.4.2 Aerial Structures and Substructures

There are three superstructure types being considered for the aerial structures: a steel deck truss, a composite box girder with truss laterals, and a concrete box-girder.

The concrete box-girder design, which is standard in California, requires shorter spans and therefore more support columns. Aerial structure foundations would most likely be CIDH piles or cast-in-steel-shell (CISS) piles approximately 18 to 26 meters (60 to 85 feet) long and 0.6 to 0.9 meter (2 to 3 feet) in diameter. The installation of a CIDH piles would require drilling a hole to a pre-determined depth and installing a steel casing as needed. A rebar support cage would then be lowered into the center of the hole or casing, and concrete would be poured in, forming the pile. Depending on groundwater levels, full-length casings could be required, but if not the hole is filled with bentonite slurry to stabilize the walls. This would require a processing plant on-site to process displaced bentonite as concrete is poured. The slurry would be displaced from the hole as the concrete is placed from a concrete pump truck using concrete delivered from mix trucks or from an on-site plant. For CISS piles, the steel shell would be installed using either oscillating or press-in construction methods.

2.4.3 Alternative 2 Detour

The Replace and Widen Alternative, With Detour Option would require a 20.4-meter-wide (67-foot-wide) temporary detour facility to be constructed to the north of existing Doyle Drive to maintain traffic through the construction period. Access to Marina Boulevard during construction would be maintained on an elevated temporary structure south of Mason Street. On- and off-ramps to the mainline detour facility would be located near the Post Exchange building. The detour structure would require the removal of four Mason Street warehouses (Buildings 1185, 1184, 11183, and 1182). For the *Conceptual Mitigation Plan* for the removal of these buildings, see Appendix D. The detour structures would be removed following completion of the permanent facility.

2.4.4 Alternative 5 Tunnels

The tunnels would be constructed using the cut-and-cover method. The typical sequence for construction would include excavation to the necessary length and depth; installation of required substructures and ground water conveyance systems, if necessary; installation of waterproof membrane; pouring of concrete for the base slabs, walls, and the roof; covering the top and sides of the tunnel with a waterproofing membrane; and backfilling over the top of the tunnel to create the approved topography.

Because of potential hydrological and biological sensitivity at the bluff area, further hydrogeologic investigations would be conducted before final design to determine the hydrogeology and extent of groundwater flow. A water transfer concept was developed that may be necessary to transfer groundwater around the tunnel without allowing longitudinal flow along the exterior of the concrete walls to maintain wetland vegetation on the northern bluff face. The concept includes high-permeability strip drains to intercept groundwater on the upstream (south) side of the tunnel and transport it around the outside of the tunnel to locations on the downstream (north) side of the tunnel.

At the closest point at the National Cemetery, the limit of the tunnel structure would be 1 meter (3 feet) north of the National Cemetery fence line. No tiebacks would be used in this area, and the rigid shoring system that would be incorporated into the final tunnel wall would be designed to minimize any ground movement and avoid the cemetery.

It is anticipated that material excavated during construction of the tunnels would be suitable for reuse as fill in the project corridor. It is estimated that there would be a balance of cut and fill material. Under the Parkway Alternative, approximately 135,000 cubic meters (176,570 cubic yards) would be excavated and returned as fill. Excess material would require off-site disposal. For reuse of excavated soils in the project corridor, the Trust's thresholds for soil contaminants would need to be used.

2.4.5 Demolition of Detours and Existing Structures

Standard demolition equipment would be used to dismantle the existing structures and the temporary detour structures after completion of the replacement structures. Demolition would include on-site cutting and

pulverizing of concrete into pieces that could be used as backfill in the project corridor. Piles from the existing structure would be cut to an elevation of 1 meter (3.28 feet) below grade, according to Caltrans' standard specifications. Curtains may be required during demolition of the existing structure to contain the release of airborne lead.

2.5 IDENTIFICATION OF AREAS OF POTENTIAL EFFECT

The APEs for the project were established early in the project, and the result was the development of a Focused APE for architecture and a Focused APE for archaeology (Figures 11, 12, 13, and 14). SHPO concurred with FHWA regarding the APEs on October 31, 2001. SHPO re-confirmed on December 17, 2002, that both APEs for this project appear to be adequate and meet the definition of an APE set forth in 36 CFR 800.16(d). In early 2004, FHWA and Caltrans reviewed the Focused APEs for archaeology and architecture and compared them with the revised Alternative 2 and new Alternative 5 developed after the approval of the APE. FHWA and Caltrans have determined that although the APE has been expanded slightly, no additional identification work is needed to comply with 36 CFR 800.4. To obtain agreement from the cooperating agencies, Caltrans sent a letter to NPS and the Trust requesting that they concur with the modification to the APE and the adequacy of the identification efforts for Alternative 5. The cooperating agencies concurred in September 2004.

SECTION 3: PUBLIC PARTICIPATION

The following is a summary of all public participation and outreach conducted for the project in compliance with NEPA, CEQA, and Section 106 of the NHPA that is relevant to historic properties. This section begins with a chronological discussion of the public involvement efforts undertaken to date, followed by a summary of substantive issues raised during various public outreach and agency coordination efforts. Only concerns pertinent to the current project alternatives have been addressed in this discussion.

Extensive public and agency outreach efforts have been documented in previous reports prepared for the project; they are summarized here but not included in Appendix B. Appendix B contains only the public outreach materials that were included in the December 2002 draft FOE and the results of those public and agency involvement efforts undertaken since December 2002. Table 2 below provides a summary of all public outreach efforts conducted since December 2002.

3.1 COORDINATION WITH AGENCIES, INTERESTED PARTIES, AND THE PUBLIC

3.1.1 Summary of the Public Involvement Process

The preparation of the DEIS/R has included consultation and coordination with federal, state, and local agencies and with elected officials, community leaders, organizations, and other individuals from the neighborhoods and communities within the project area. Public participation correspondence regarding historic properties appears in Appendix B.

3.1.1.1 Scoping

The process of determining the scope, focus, and content of an EIS/R is known as "scoping." Scoping meetings are a useful opportunity to obtain information from the public, interested parties, and governmental agencies. In particular, the scoping process asks agencies and interested parties to provide input on the proposed alternatives, the proposed topics of evaluation, and potential effects and mitigation measures to be considered. The results of the scoping process have been used to comply with the public involvement requirement for the project for both NEPA and Section 106 of the NHPA and are therefore described below.

The scoping process for the project began with formal agency notification. On February 16, 2000, FHWA, as the lead agency for the project under NEPA, published a Notice of Intent in the *Federal Register* (FR) to advise interested agencies and the public that an EIS would be prepared. On February 23, 2000, SFCTA, as the project lead agency under the CEQA guidelines, distributed a Notice of Preparation to advise interested agencies and the public that an EIR would be prepared. SFCTA distributed the Notice of Preparation to approximately 162 agencies, elected officials, interested parties, and public libraries in the study area.

SFCTA also notified potentially interested organizations and individuals about the study and the public scoping meetings. The public meeting announcement was distributed to approximately 2,100 interested organizations and individuals, including property owners in the project area. Invitation letters were sent to elected officials to encourage their participation, and SFCTA published a notice in the *San Francisco Chronicle* (February 28, 2000) and the *Marin Independent Journal* (February 29, 2000). A press release was distributed to approximately 136 area newspapers and media outlets.

TABLE 2: PUBLIC INVOLVEMENT SINCE DECEMBER 2002 SUMMARY

Outreach Conducted	Date	Details
CAC Subcommittee Meetings - Subcommittee members receive agenda, agenda report, last meeting's minutes and other documents as needed via mail. - Meeting agendas and minutes are posted on the website.	9/23/03; 11/17/03; 4/29/04	CAC Subcommittee members (29): Cow Hollow Association; Cow Hollow Neighbors in Action; Fort Point & Presidio Historical Association; Golden Gate National Recreation Area Advisory Commission; Marina Civic Improvement & Property Owners Association; Marin Commuters; Marina Neighborhood Association; Marina Merchant Association; Neighborhood Association for Presidio Planning; Planning Association for the Richmond; Presidio Residents and Tenants; San Francisco Bicycle Coalition; San Francisco County Transportation Authority CAC; San Francisco Planning and Urban Research Association; San Francisco Tomorrow; Sierra Club
Update letters to Subcommittee Members *copies attached*	1/24/03; 4/30/03; 2/11/04; 2/1/05	
Executive Committee Meetings - Executive Committee members receive agenda, last meeting's minutes and other documents as needed via mail.	1/28/03; 3/25/03; 5/27/03; 7/29/03; 9/30/03; 11/17/03; 1/27/04; 3/30/04; 5/25/04; 7/27/04; 9/28/04; 11/30/04; 1/25/05; 3/29/05; 5/31/05	Executive Committee members (41): Association of Bay Area Governments; Bay Area Air Quality Management District; California Department of Transportation, District 4; Federal Highway Administration; Golden Gate Bridge, Highway, and Transportation District; Golden Gate National Recreation Area/National Park Service; Marin County, Department of Public Works; Metropolitan Transportation Commission; The Presidio Trust; San Francisco Bay Conservation & Development Commission; San Francisco City and County, Department of Parking and Traffic; San Francisco City and County, Planning Department; San Francisco County Transportation Authority; Department of Veterans Affairs
Fact Sheet "Rebuilding the South Access to the Golden Gate Bridge" *copy attached*	April 2003	Fact Sheet produced for funding related outreach to the FTA
Fact Sheet "Transit Improvements" *copy attached*	April 2003	
Public Meeting Notice Mailer *copy attached*	Feb 2004	Approximately 2,000 notices were sent to residents, property owners, the executive Committee, the CAC subcommittee, neighborhood groups and local elected officials.
Fact Sheet "Update on Project Alternatives" *copy attached*	Feb 2004	Distributed at public meeting 2/23/04, update presentations, included in letters to CAC Subcommittee and neighborhood groups (see below)
	2/5/04	*Marin Independent Journal*
	2/9/04	*San Francisco Chronicle*

	2/12/04	*Sing Tao Daily* (Chinese)
	2/15/04	*El Mensajero* (Spanish)
Public Meeting Notice Posting	Feb 2004	Presidio Trust Library Crissy Center Presidio YMCA
Newsletter Ads	Feb 2004 issues	SPUR Newsletter Presidio Trust Newsletter
Press Release *copy attached*	Feb 2004	*San Francisco Chronicle* *San Francisco Examiner* *San Francisco Bay Guardian* KCBS KQED KPIX KRON KTVU Craigslist.org
Website Update	2/11/04	Information regarding the public meeting on 2/23/04, Alternative 5, and eliminating Alternatives 3 and 4 was posted.
Letter To Neighborhood Groups *copy attached*	2/11/04	Meeting Notice, Fact Sheet and Invitation to schedule a Doyle Drive project update presentation Groups contacted: Cow Hollow Association Cow Hollow Neighbors in Action Fort Point & Presidio Historical Association Golden Gate Valley Neighborhood Association Lake Street Residents Laurel Heights Neighborhood Association Marin Advocates for Transit Marina Civic Improvement and Property Owners Association, Inc Marina Merchants Association Marina Neighborhood Association Neighborhood Association for Presidio Planning Pacific Heights Planning Association for the Richmond Presidio Heights Association of Neighbors Presidio Residents and Tenants Presidio Tenants Council Presidio Terrace

		Presidio Trust Richmond District Seacliff Properties Sunset District Tamalpais Valley Improvement Club Union Street Merchants West Presidio Neighborhood Association
Update Presentations to Advisory Committees	1/27/04	Executive Committee
	1/28/04	CAC Subcommittee
	3/25/04	Golden Gate Bridge, Highway and Transportation District (GGBHTD), Building and Operating Committee
Update Presentations to Individual Neighborhood Groups	2/26/04	California Heritage Council
	4/6/04	SF Architectural Heritage
	4/7/04	Presidio Community Town Hall Meeting
	4/21/04	Marina Merchants Association
	4/21/04	GG Valley Neighborhood Assn
	5/4/04	Cow Hollow Association Annual Meeting
	5/5/04	Fort Point and Presidio Historical Association

Four formal scoping meetings were conducted by SFCTA to gather input and comments prior to the development of the DEIS/R. On March 3, 2000, SFCTA held an agency scoping meeting that consisted of a brief presentation by the project team with a facilitated question-and-answer period. Two public scoping open houses were held on March 14 and 15, 2000. A total of 135 people attended the three meetings. The agency scoping meeting consisted of a brief presentation by the project team with a facilitated question-and-answer period after the presentation. In addition, the GGNRA Advisory Commission issued notices, hosted, and transcribed a scoping meeting on March 21, 2000.

An additional public meeting was held on February 23, 2004, at the Golden Gate Club in the Presidio. The meeting was held to provide an update on the progress of technical and environmental studies and to present an additional design alternative: Alternative 5 — Presidio Parkway. SFCTA sought input on a provisional decision to eliminate the single tunnel alternatives, Alternatives 3 and 4, from further consideration and to move forward with studies of Alternative 5 in addition to Alternatives 1 and 2. A notice was mailed to more than 2,000 addresses, display ads were placed in both the *San Francisco Chronicle* and the *Marin Independent Journal*, and a media release was distributed to local newspapers and media outlets. Information was also posted on the project web site and letters were mailed to the Agency Working Group and the Citizens Subcommittee (see section 3.2 for a list of members). Approximately 120 people attended the meeting, and no comments were received that objected to the provisional decision.

3.1.1.2 Targeted Outreach Meetings

The Doyle Drive Project team has periodically met with small groups of citizens or with individual citizens to discuss project issues. In spring 2000, the project team held stakeholder interviews and meetings with area residents and neighborhood organizations to introduce the project and identify key issues. Additional stakeholder meetings were held in winter 2001 to discuss the preliminary project alternatives. The project team has attended neighborhood association meetings throughout the study to present Doyle Drive Project issues, including approximately 10 meetings in spring 2004 to gather input on the provisional decision to eliminate Alternatives 3 and 4 and include Alternative 5 for further studies. Specifically, in early 2004,

presentations were given to the following organizations that had been identified as having an interest in historic preservation at the Presidio, including:

- California Heritage Council;
- SF Architectural Heritage;
- Fort Point and Presidio Historical Association; and
- The City and County of San Francisco, Recreation and Park Department

3.1.1.3 Newsletters

Two newsletters were published addressing the Doyle Drive Environmental Study and Design project status. The first edition was released in January 2001 and focused on the purpose of the Doyle Drive Project and the alternatives being evaluated at that time. The second newsletter, issued in July 2002, discussed the alternatives that were chosen for evaluation for the DEIS/R and the opportunities for public input during the public comment period. Both newsletters were sent to a mailing list of more than 1,500 individuals, including elected officials, community members, and representatives from county and city agencies.

3.1.1.4 Fact Sheet

A project fact sheet was developed in February 2004 to provide information on the alternatives going forward. The fact sheet was mailed to the Agency Working Group and the Citizens Subcommittee. It was distributed to attendees of the February 23, 2004, public meeting and was made available at subsequent neighborhood association and agency meetings.

3.1.1.5 Web Site

The Doyle Drive web site (http://www.doyledrive.org) provides the public with the most up-to-date information about the project, including the latest design alternative graphics and project schedule. The site provides the opportunity for the public to submit comments to the project team, and the comments are responded to in a timely manner. The public also can request to be added to the Doyle Drive mailing list through the web site.

3.1.1.6 Ongoing NEPA/CEQA Outreach

The DEIS/R is scheduled to be released for a 60-day public comment period in late 2005. A Notice of Availability will be published in the FR and local newspapers. Copies of the document will be sent to affected and interested agencies. In addition, direct mailings to interested parties will provide information regarding the release of the DEIS/R, the public comment period, and locations where the document will be available for public review. Information will also be posted on the Doyle Drive and SFCTA web sites.

Prior to the release of the DEIS/R, the Citizen's Subcommittee will meet for briefings on the preliminary summary of effects, and the Agency Working Group will discuss the preliminary effects at the regularly scheduled meeting. During the public comment period, SFCTA will host a formal public hearing. In addition, the Citizen's Subcommittee and the Agency Working Group will meet to review the document in detail and provide comments and then begin the decision making process for a preferred alternative. Numerous presentations to agency boards and staff are also planned.

3.2 PUBLIC AND AGENCY COORDINATION

A Doyle Drive Subcommittee of SFCTA's Citizens Advisory Committee was established as a primary component of the public involvement process for the Doyle Drive Project. The subcommittee meets periodically and provides input on a wide range of issues pertaining to Doyle Drive. There have been 16 subcommittee meetings since March 2000, including a bus/walking tour of the project area with the Subcommittee and Agency Working Group, which was followed by a workshop on the design alternatives. Summaries and agendas from these meetings are posted on the Doyle Drive web site. In preparation for each subcommittee meeting, informational packets with an agenda, agenda report, and other project materials are mailed to members of the subcommittee, the Agency Working Group, SFCTA's Citizens Advisory Committee, and a group of 83 interested parties. The subcommittee meeting agenda is posted at SFCTA's office and on the Doyle Drive Project web site.

The representative topics considered by the subcommittee have included the project purpose and need, screening of alternatives, refinement of alternatives, design and aesthetic considerations, traffic, environmental effects, and neighborhood issues. Subcommittee members represent the interests of the general public and the interests of the following associations/groups:

- Citizens At-Large, San Francisco;
- Cow Hollow Association;
- Cow Hollow Neighbors in Action;
- Fort Point & Presidio Historical Association;
- Golden Gate National Recreation Area Advisory Commission;
- Marina Civic Improvement and Property Owners Association;
- Commuters, Marin County;
- Marina Neighborhood Association;
- Marina Merchants Association;
- Neighborhood Association for Presidio Planning;
- Planning Association for the Richmond;
- Presidio Residents and Tenants;
- San Francisco Bicycle Coalition;
- San Francisco County Transportation SFCTA, Citizens Advisory Committee;
- San Francisco Planning and Urban Research Association;
- San Francisco Tomorrow; and
- Sierra Club.

In the future, the subcommittee will continue to meet and provide input on the DEIS/R and the locally preferred alternative.

3.2.1 Agency Working Group

SFCTA established a public Agency Working Group, also known as the Executive Committee, to provide ongoing input on project development, alternatives refinement, scope and approach to environmental studies, and engineering considerations. The Agency Working Group has generally met bimonthly since March 2000. In addition, two separate bus tours of the project area were provided for VA and Caltrans.

Presentations to various agency boards have been provided to groups such as the GGBHTD, the GGNRA Advisory Commission, and the Trust.

The Agency Working Group consists of the following members:

- Association of Bay Area Governments;
- The Presidio Trust;
- Bay Area Air Quality Management District;
- U.S. Department of Veterans Affairs;
- California Department of Transportation, District 4;
- San Francisco Bay Conservation and Development Commission;
- Federal Highway Administration;
- San Francisco City and County, Department of Parking and Traffic;
- Golden Gate Bridge, Highway and Transportation District;
- San Francisco City and County, Planning Department;
- Golden Gate National Recreation Area/National Park Service;
- San Francisco Recreation and Park Department;
- Marin County, Department of Public Works;
- San Francisco County Transportation Authority; and
- Metropolitan Transportation Commission.

In addition to the Agency Working Group, the environmental consulting team held more than 50 meetings with technical specialists from the agencies to review environmental issues and obtain input about the project.

3.3 INTERESTED PARTY CONSULTATION

Efforts to contact local governments, agencies, and individuals about possible effects on historic properties commenced before the Historic Resources Technical Advisory Committee, which included SHPO, FHWA, Caltrans, NPS, the Trust, VA, and SFCTA (Committee), began meeting in 2000. SFCTA managed early, broad newsletter distributions for the project to adjacent neighborhoods and communities in March 2000. Then, beginning in early 2001, a number of potentially interested organizations, agencies, and individuals concerned with the history and historic preservation of the Presidio were sent letters to request information and initiate consultation. Based on their responses, some of these organizations, agencies, and individuals were subsequently considered potentially interested parties to the Section 106 process. The results of these consultation efforts are described in the HPSR for this project, which was prepared in July 2002.

Section 106 consultation among cooperating and responsible agencies has been ongoing since March 2000 with the development of the APE. In addition to the cooperating agencies these include the City and County of San Francisco Planning Department and the City and County of San Francisco Recreation and Park Department. The Trust requested discussion of an agreement document as early as 2000 that would capture their shared responsibilities under Sections 106 and 110. In response, Caltrans and FHWA identified mitigation concepts that needed to be factored into the design at an early stage. Secondarily, in accordance with Section 800.6, discussions regarding the mitigation of effects on built resources were so closely tied to the development of alternatives to minimize harm that relocation of historic buildings was a

concern even at the early identification stage. Therefore, conceptual discussion of an MOA was begun during the identification stage of this project; development of the MOA was initiated in 2005. Conceptual mitigation has been developed and is included in Appendix D.

Consultation with SHPO regarding this project has been ongoing since the first Doyle Drive Project meeting, which began with the development of the APE. SHPO has participated in agency meetings to discuss and set the APE, as well as to advise on historic preservation issues for both archaeology and the built environment. On March 18, 2002, members of the Committee and representatives of SHPO and FHWA held a meeting at Crissy Field Center on the Presidio to discuss identification efforts, anticipated project effects, and preliminary concepts for mitigation with interested parties, including the Fort Point and Presidio Historical Association (FPPHA) and interested Native Americans (described below). On April 22, 2002, Caltrans notified nine agencies or preservation groups by letter of the efforts to identify historic properties in the Focused APE (Architectural) and requested comments. Responses were received from the FPPHA, Marina Neighborhood Association, City and County of San Francisco Recreation and Park Department, and City and County of San Francisco Planning Department; their letters are included in Appendix B.

The outreach program also included a presentation to the San Francisco Landmarks Preservation Board (Landmarks Board) at their regular meeting on May 15, 2002. Caltrans staff and members of the SFCTA consultant team presented information on the Doyle Drive Project to the Landmarks Board to seek information regarding historic properties within the Focused APE (Architectural). The Landmarks Board concurred with the assessment of eligibility of historic resources in the APE. Caltrans staff additionally presented a summary of the proposed project effects and outlined conceptual mitigation for adverse effects to the Landmarks Board on August 21, 2002.

Caltrans disseminated an Effects Abstract to Committee members and the FPPHA on August 7, 2002. Upon its request, an abstract was subsequently sent to San Francisco Architectural Heritage on September 12, 2002. To collect comments on the Effects Abstract, the Committee met on August 20, 2002. Additional coordination and outreach included agency meetings on August 20, 2002, and October 3, 2002. The meeting on August 20 involved FPPHA, Caltrans, the Trust, NPS, and the consultant team. The major issues discussed included concern over the level of detail of the effects description, the significance of Doyle Drive itself, treatment of the cultural landscape, and temporary relocation of historic buildings. The meeting on October 3 included NPS, the Trust, FHWA, Caltrans, and the consultant team. The purpose of the meeting was to discuss the effects of each alternative, including the detour structures, on contributing buildings and to elicit information from NPS and the Trust on the intended future of the buildings. The discussion covered effects such as the removal of buildings, the possibility of relocation to their original sites, removal to a new permanent location, or demolition.

The first version of the draft FOE was completed in December 2002 and submitted to agencies for review. SFCTA collected and organized both written comments and those expressed at several meetings held subsequent to submittal of the initial draft FOE. Comments received from the various parties included both general and very specific remarks, some of which were in agreement and some of which were contradictory. Some comments were not applicable to the FOE process and are addressed in other processes, such as in the discussion regarding the conceptual mitigation.

To facilitate the review of the draft FOE, Caltrans hosted a meeting regarding the status of the Section 106 process on January 7, 2003, at the Trust offices on Graham Street in the Presidio. Representatives from FHWA, ACHP, SHPO, SFCTA, VA, NPS, GGNRA, the Trust, and the consultant team attended the meeting. Caltrans reviewed the project purpose and need. Project engineers explained the project alternatives and discussed the proposed work and cost associated with each alternative. Detours planned for use during construction were also addressed. Caltrans summarized the status of the Section 106 process to that point, including a review of the APE, the process of identifying historic properties, and an assessment of effects on historic properties within the APE. This included a discussion of the HPSR, the status of the Presidio NHLD as a cultural landscape, and questions regarding specific resources. This also included a summary of the effects analysis. Meeting participants discussed general and specific aspects of the project, the identification of historic properties, and the effects analysis. The group toured the APE and took particular interest in the

Palace of Fine Arts, the Gorgas Avenue area, the stables, and the batteries. There was also an examination of the process to resolve adverse effects and develop preliminary mitigation concepts.

In July 2003, 2 days of workshops were held to review the comments received on the FOE and DEIS/R and to integrate the responses to comments for NEPA and Section 106 compliance. In attendance was staff from PB, SFCTA, NPS, the Trust, and Caltrans. In early 2004, presentations to provide information on the new project alternative were given by the public involvement team and the Parsons Brinckerhoff project manager to four organizations with historic preservation interests, including the City of San Francisco Recreation and Park Department, California Heritage Council, San Francisco Architectural Heritage, and FPPHA. These presentations were informational in nature, and no historic resource or preservation issues were raised that need to be addressed in this document.

3.4 NATIVE AMERICAN CONSULTATION

Native American consultation for the project has been ongoing since late 2000 because the project area was considered sensitive for prehistoric archaeological resources. Native American consultation was basically undertaken in two phases. Phase 1 was conducted during the process to identify historic properties and is documented in the ASR/HSR for the project. During this phase, prehistoric site CA-SFr-6 was rediscovered in the APE. No remaining evidence of CA-SFr-26, a single Native American burial that was excavated from beneath an Army building in 1972, was found during the test excavations. CA-SFr-6 and CA-SFr-26 were subsequently combined into one site now known as CA-SFr-6/26. Native Americans were involved in the test excavation of the site, which was determined to meet NRHP criteria. A second phase of Native American consultation was conducted as part of the development of the December 2002 draft FOE. For this effort, extensive consultation was undertaken, the results of which are documented in a Native American consultation report (Albion 2002). Consultation determined that preservation in place was the preferred option for treatment of CA-SFr-6/26. One individual was concerned that more burials (beyond the single burial previously found at CA-SFr-26) might be present and suggested that additional excavation should be conducted. Although the current project plans to avoid affecting CA-SFr-6/26, alternatives that could affect the site were still under consideration at the time of consultation, so the need for additional efforts to locate any other human remains was the topic of considerable discussion. Because excavating in areas where water intrusion and high-voltage utilities are major constraints, additional excavation was deemed infeasible at that time. Consultation concluded with agreements to continue to involve Native Americans in the project through review of future technical reports and compliance documents, including the planned MOA for the project. Project alternatives under consideration at the time of consultation may have resulted in effects on CA-SFr-6/26; however, those alternatives have been dropped, and the site will be avoided by current project alternatives. Below is a summary of the Native American consultation efforts undertaken to date.

Initially, the project was announced in early 2000 to the Native American community, including 12 Ohlone/Costanoan bands and individuals, through the *Native Update* newsletter because NPS utilizes the newsletter for outreach to local tribal groups and individuals and for its own programs. Subsequently, potentially interested Native Americans were identified based on information from the Native American Heritage Commission and a list of Native Americans with whom the NPS routinely coordinates for projects at the Presidio. In November 2000, informational letters were sent to 12 Native American groups and/or individuals, informing them of the project and proposed archaeological research, including a coring program (see ASR/HSR Appendix A: List 1).

The 12 Ohlone/Costanoan bands and individuals were contacted again on April 19, 2001, and provided with an update on both the project and the status of the archaeological studies. On June 18, 2001, SFCTA, Caltrans, the Trust, NPS, and the consultant team hosted the first meeting for Native Americans interested in the project. In attendance were Michelle Zimmer, Irene Zwierlein, Ann Marie Sayers, Jakki Kehl, and Andrew Galvan. The meeting addressed project alternatives, the current state of knowledge about the prehistoric resources in the project area, the status of the various reports and planning documents, and Native American involvement in the project.

On August 21, 2001, an updated information package was distributed to the 12 original Ohlone/Costanoan groups or individuals and an additional four individuals identified by NPS and the Native American representatives. This package contained summaries of the draft ASR/HSR, and the *Administrative Draft Archaeological Testing Plan and Research Design*. The mailing list for information and meeting invitations may be found in the Native American consultation report (Albion Environmental 2002).

In September 2001, the consultant team interviewed representatives of area Ohlone/Costanoan bands. The interviewers collected input on project alternatives, on archaeological testing methods, and on the potential for discovering human remains during the testing program. Additionally, Ohlone/Costanoan individuals monitored all areas identified as sensitive for prehistoric resources during the archaeological testing program. Moreover, Ohlone/Costanoan monitors provided input to field staff and to visiting agency representatives, including SHPO staff, on a regular basis.

In November/December 2001, the consultant team hosted a site visit at the Presidio for interested Ohlone/Costanoan during archaeological field testing and after the CA-SFr-6/26 shellmound had been relocated. During this time, interested Ohlone/Costanoan were invited to discuss their concerns regarding the site and the disposition of the archaeological remains with agency representatives working on the project. Three of the Ohlone/Costanoan respondents attended, one of whom was monitoring the site excavation on the day of the open house.

Subsequent discussions focused on the expansion of the testing program to locate the boundaries of the site and the treatment of the area of CA-SFr-26, the site of a single isolated burial in the vicinity of CA-SFr-6. One respondent recommended additional testing in the area of both sites; however, because of the problem of water intrusion during excavation and extensive utilities in the site area, additional testing was deemed infeasible. On March 18 2002, a meeting was held at the Presidio with Ohlone representatives to review the results of the testing, discuss project effects, and describe the process for developing a MOA and conceptual mitigation plan in compliance with Section 106 of the NHPA. Three Ohlone attended. At that meeting, the estimated boundaries of CA-SFr-6/26 were discussed in relation to the project alternatives being considered at that time, and maps were reviewed to illustrate how the site might be avoided.

A more formal Native American meeting was held at the Presidio Trust offices on June 18, 2002, to discuss the Phase I/Phase II findings at CA-SFr-6/26. A total of 13 Ohlone and three non-Ohlone associates attended. Representatives of Caltrans, SFCTA, the Trust, and NPS were also in attendance. Input on the identification/evaluation efforts and on review comments on the draft Phase I/Phase II report, which had been previously distributed, was collected at the meeting. Minutes for this meeting were incorporated into the final Native American consultation report (Albion Environmental 2002).

Subsequently, an abstract of the 2002 draft FOE was sent to each representative, along with the notes from a meeting on June 18, 2002, that had focused on the effects of the project on prehistoric archaeological site CA-SFr-6/26. Anthropologists from the consultant team attempted to contact each representative via phone, fax, or email. Each representative was questioned regarding their reaction to the summary FOE, and in most cases the representatives indicated that the documents were acceptable and reflected the discussions at the two recent meetings that had addressed prehistoric resources. Two representatives provided substantial comments, as discussed below.

Consultation with Native Americans interested in the project will continue through finalization of this document, and throughout preparation and finalization of the MOA and treatment plan.

3.5 SUMMARY OF RESULTS OF AGENCY, PUBLIC, AND NATIVE AMERICAN OUTREACH

The following is a summary of the substantive issues raised during the public outreach and agency coordination process.

3.5.1 Agency and Interested Party Concerns

The Landmarks Board (within the Planning Department) asked that the FOE address Doyle Drive's status in terms of its significance and historical association with the construction of the Golden Gate Bridge. The Landmarks Board also suggested that the character-defining features of Doyle Drive, such as the light standards, be identified to facilitate the effects evaluation. The Landmarks Board further commented that the Marina District might be of local significance. In compliance with Caltrans standards, the HASR evaluated the Marina District residences for their potential local significance; SHPO concurred with the ineligibility of these residences by letter, dated December 17, 2002.

The letter from the City and County of San Francisco Recreation and Park Department (Department) expressed a difference of opinion regarding the NRHP eligibility of the Exhibit Hall (Exploratorium) component of the Palace of Fine Arts. Although the HASR for this project stated that the Palace of Fine Arts appeared eligible for NRHP, it concluded that the Exhibit Hall did not appear to meet Criteria A and C, or Criteria Consideration E for reconstructed properties. The Department believed that it should be considered a contributing element of the property. The Department was invited to provide additional documentation to support its view to Caltrans and SHPO. The Department's letter also expressed concern about the impact of vibration associated with grading and construction activities on the Palace of Fine Arts and the lagoon. The Department also requested to review the vibration studies regarding the Palace of Fine Arts when they are available and offered to share seismic and structural reports on the property with the engineers who will assess the vibration potential. This potential impact is assessed in this FOE. FHWA submitted the HASR with the HPSR to SHPO in November 2002. SHPO, in its concurrence letter in December 2002, did not concur with FHWA's determination at that time that the Palace of Fine Arts was eligible for listing in the NRHP. Subsequently, the Maybeck Foundation completed a new NRHP nomination form for the Palace of Fine Arts that included the Exhibit Hall as a contributor. The State Historical Resources Commission approved this nomination at its meeting in February 2004. SHPO sent the nomination to the Keeper of the National Register for listing in the NRHP. As of December 2005, the Keeper of the National Register has not yet listed the Palace of Fine Arts in the NRHP. The Palace of Fine Arts is expected to be listed, though, perhaps after revisions to the nomination. Thus, the Palace of Fine Arts is considered a historic property for the purposes of this effects analysis.

The letter from FPPHA expressed a desire to retain the Commissary (Building 610) for the purpose of developing a museum and interpretive center. The temporary detour facility for the project would require removal of this building. FPPHA requested consideration of any other detour route that would allow retention of Building 610. Building 610 does not date from the Presidio NHLD's period of significance, and it has been determined to not contribute to the Presidio NHLD. Therefore, the retention of this building is not an issue for treatment under Section 106 of the NHPA. This issue will be addressed in the DEIS/R. The FPPHA also requested to review treatment of effects on cultural landscapes in the Presidio, which is addressed in this FOE as it pertains to Focused APE for the project. One issue raised in the letter from the Marina Neighborhood Association was not related to historic properties and not appropriate for treatment under the Section 106 process, although the issue will be addressed in the DEIS/R.

A concern expressed by the Trust staff is that the project could jeopardize the 2013 self-sufficiency goal established by Congress when it created the Trust. FHWA does not consider this to be an issue to be addressed as part of Section 106 compliance or suitable for the application of the criteria of adverse effect. In addition, Caltrans met with Stephen Mikesell, Deputy State Historic Preservation Officer, who agreed that the issue of self-sufficiency was not appropriate as part of the Section 106 process. Caltrans and FHWA intend to address the potential loss of revenue associated with the project in the DEIS/R. A letter from the Trust regarding this concern is included in Appendix B.

Consultation with the VA indicated concerns related to any project scenario that would cause an adverse effect on a national cemetery. The Council on America's Military Past (CAMP) expressed its concerns regarding the project's effects on the batteries. It also voiced concerns regarding the overall loss of structures and effects on the pet cemetery (which is not a contributing resource).

Consultation with the FPPHA resulted in it expressing concern regarding effects on the individual batteries. It was also concerned about how effects on individual batteries could adversely affect the larger coastal defense resource that is present at the Presidio. It indicated that it felt there would be effects on the cultural landscape that had not been considered. Finally, it asked for more detailed effects analysis of the direct and indirect effects of the project on certain buildings.

In recent presentations to the City of San Francisco, Recreation and Park Department, San Francisco Architectural Heritage, California Heritage Council, and FPPHA, no historic preservation concerns were raised that needed to be carried forward in this FOE.

3.5.2 Native American Concerns

While the majority of the concerns voiced by Native Americans were addressed by eliminating Alternatives 3 and 4, both of which needed to be constructed in very close proximity to CA-SFr-6/26, some of those concerns may still apply to current project alternatives; accordingly, they are summarized below. The outreach efforts and the results are fully documented in the *Native American Coordination Report* (Albion 2002).

To seek in-depth input from Native Americans regarding the project, anthropologists held face-to-face interviews with nine interested Ohlone individuals in late 2002 to obtain their input on the project for inclusion in the 2002 draft FOE. The purpose of these interviews was to meet the overall goal of identifying and considering Native American concerns about the project. The interviews began with a description of the project and the goals of the consultation. Anthropologists used archaeological sensitivity maps (indicating probable site locations) and recent air photos to describe the project as currently planned. In each case, researchers explained the state of current knowledge about the location of prehistoric archaeological site CA-SFr-6/26, the other areas of sensitivity, and the testing plan. In most cases, the discussion then turned to matters of preservation, protection of burials and related materials, and Native American involvement in the project (monitors and Most Likely Descendant status). In was explained that because the project would be located on federal land, the requirements of the Native American Graves Protection and Repatriation Act (NAGPRA) would need to be met and that these requirements, including the provisions for consulting with federally recognized tribes, would supersede the California state process for identifying Most Likely Descendants.

One Ohlone respondent restated his desire for the “no build” option. That notwithstanding, he felt the documents prepared to date (FOE abstract and ASR/HASR) were adequate. One respondent felt the documents were acceptable because they specified Native American involvement (including monitors) during construction. One respondent did not comment on the FOE abstract, but reiterated a concern about compensation to respondents for their time spent reviewing documents and attending meetings. One respondent urged the team to include “other values” wording such as “cultural site” when describing CA-SFr-6/26 and also wished to see recognition given to individual Ohlone who had contributed significantly to the direction of planning and management of the prehistoric/cultural resources.

Finally, one Ohlone respondent, Jakki Kehl (who wished to be referred to by name in the FOE) provided several comments and criticisms of the FOE. As with one other respondent, she felt that the “other values” (i.e., non-scientific values) had not been adequately addressed in the document. She felt that although CA-SFr-6/26 had been tested, there remained the possibility that human remains could be scattered around the general vicinity of the site and might be encountered during activities outside the presumed boundaries of the site (note: Ms. Kehl is basing her assumption in part on newspaper accounts from approximately 1910 that mentioned bones in conjunction with the Presidio Mound). Further, Ms. Kehl felt that Caltrans had unfairly challenged the veracity of these historical accounts. Finally, Ms. Kehl felt she needed more convincing engineering information to back up the contention that the construction of a temporary ramp, a project element not proposed under current alternatives, would not require excavation deep enough to impact the prehistoric site.

In general all Native Americans consulted expressed concern about the preservation of CA-SFr-6/26 and preferred that effects on the site be avoided. With one exception, each respondent stated that the best-case scenario would be to completely avoid all prehistoric archaeological sites, thus avoiding test excavations, data recovery, or any other disturbance to the sites. Most respondents agreed with the proposed plan to determine the presence and nature of the CA-SFr-6/26 through trenching and had few comments about the specific elements of the testing plan (with the exception of the treatment of human remains, as discussed below). One respondent was adamant that the project should be redesigned at this time to avoid any possible disturbance to the site.

The reburial issue produced only slightly mixed responses. The majority of respondents favored leaving burials in place when discovered, although all but one respondent noted the need to excavate the burials if they were at risk of damage from construction associated with the replacement of Doyle Drive. Most favored reburial on the Presidio in a dedicated, safe location, accompanied by traditional observances. One respondent objected specifically to the idea of reburial in the existing Presidio cemetery.

SECTION 4: DESCRIPTION OF HISTORIC PROPERTIES

There are six historic properties in the Focused APEs: Presidio NHLD; the Presidio Viaduct on Doyle Drive (Bridge 34 0019), the Marina Viaduct on Doyle Drive (Bridge 34 0014), the Doyle Drive portion of the Golden Gate Bridge, archaeological site CA-SFr-6/26, and the Palace of Fine Arts. There are approximately 280 contributing elements of the Presidio NHLD within the Focused APEs (Table A in Appendix C). Approximately 70 contributing elements of the NHLD are in close proximity to the project area and are described in detail in this section because they could experience an adverse effect under one or more of the alternatives. These contributing elements and their character-defining features are described in the general description of the NHLD, as part of the NHLD cultural landscape, or as specific contributing elements of the NHLD. Approximately 210 of the contributing elements of the NHLD are not in close proximity to the alignment of the build alternatives and are listed in Table A in Appendix C. The six individually eligible historic properties that are located in the Focused APEs are also described in this section. The application of the criteria of adverse effect for each alternative is presented in Section 5.

36 CFR 800.16(l) defines a *historic property* as:

> any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties.

The term includes properties of traditional religious and cultural importance to a Native American tribe or Native Hawaiian organization and that meet the NRHP criteria. The term *eligible for inclusion in the National Register* includes both properties formally determined as such in accordance with regulations of the Secretary of the Interior and all other properties that meet the NRHP criteria.

Like all NHLs, the Presidio NHLD is listed in the NRHP and is considered a historic property. Although NRHP-eligible and NRHP-listed properties can be of national significance, NHLs are of particular importance. The NHL criteria were specifically established to assess properties of national significance that possess "exceptional value to the nation." The NHL criteria for evaluation are more stringent than those for listing a property in the NRHP. Properties associated with important historic events, for example, must be outstandingly represented by that property to qualify as an NHL. NHLs that are important as collective entities must be shown to be important for their collective association with a nationally significant event, movement, or broad pattern of national development. If they include archaeological resources, such as the Presidio NHLD, those resources must be of major scientific importance. Furthermore, the NHL program was established to "encourage the long range preservation of nationally significant properties."[16]

The areas encompassed by the Focused APEs have been the subject of a variety of surveys before the initiation of the Doyle Drive Project. As mentioned in Section 1, the federal government listed the Presidio as an NHL in 1962 and listed it in the NRHP in 1966. In 1993, the NPS National Register Program prepared and submitted an "upgraded NHL documentation" for the Presidio NHLD that the Keeper of the National Register approved.[17] The Presidio Viaduct (Bridge 34 0019) and the Marina Viaduct (Bridge 34 0014)—the elevated portions of Doyle Drive—were determined eligible for listing in the NRHP in 1987. Doyle Drive in its totality was later identified as a contributor to the NHLD in the 1993-updated NHL documentation. Four

[16] Code of Federal Regulations, Title 36, Part 65.1 and 65.2; and National Park Service, "How to Apply the National Register Criteria for Evaluation, " *National Register Bulletin* 15 (Washington, D.C.: US GPO, 1991, updated through 2002), 50-51.

[17] NPS, "Presidio ... Registration Forms, 1993; and NPS and Land and Community Associates, "Cultural Landscape Report" 1992.

years later, in 1997, the NPS identified Doyle Drive as a contributor to the Golden Gate Bridge when it prepared an NHL nomination for that property. The nomination recognized Doyle Drive as a contributor to the bridge property because Doyle Drive is "functionally and aesthetically integral to the Golden Gate Bridge."[18]

As stated in Section 1.2.2, an HPSR and its component reports were prepared between 2000 and 2002 to identify historic properties in the Focused APEs for the Doyle Drive Project. The HASR identified the buildings, structures, and objects within the Focused APE (Architectural) that have previously been determined to contribute to the Presidio NHLD, as well as inventoried and evaluated 55 Cold War–era resources on the Presidio NHLD, the Palace of Fine Arts, and 35 private residences in the Marina District neighborhood of the City of San Francisco. The ASR/HSR reviewed the finding of previous archaeological studies conducted at the Presidio and at other Bay Area shellmound sites to identify prehistoric resources in the Focused APE (Archaeological). Extensive archival research was also conducted to develop field testing strategies for locating historic archaeological sites/features. The HPSR was completed in fall 2002, and FHWA submitted it to SHPO for concurrence in November 2002.

SHPO responded to the HPSR in December 2002, providing concurrence with all but one of the HPSR's conclusions. SHPO concluded that: 1) all properties within the Focused APEs that were previously listed in or determined eligible for listing in the NRHP, either individually or as contributing elements to the NHLD, remained eligible for listing in the NRHP; 2) the 55 architectural properties in the Focused APE (Architectural) located within the NHLD constructed after the district's period of significance that had reached 50 years old since 1993 were not eligible for inclusion in the NRHP; 3) the 35 architectural properties located in the Marina neighborhood in the Focused APE (Architectural) were not eligible for inclusion in the NRHP; and 4) archaeological site CA-SFr-6/26 was individually eligible for inclusion in the NRHP. SHPO did not concur with FHWA's determination at that time that the Palace of Fine Arts was eligible for inclusion in the NRHP. Subsequently, the Maybeck Foundation completed a new NRHP nomination form for the Palace of Fine Arts. The State Historical Resources Commission approved this nomination in February 2004. SHPO sent the nomination to the Keeper of the National Register for listing in the NRHP. As of December 2005, the Keeper has not yet listed the Palace of Fine Arts in the NRHP. The Palace is expected to be listed, although perhaps after revisions to the nomination. Therefore, the Palace of Fine Arts is considered a historic property for the purposes of this analysis. Cooperating agencies re-approved in September 2004 that the identification of historic properties within the Focused APE was satisfactory following revisions to the project since 2002.

The description of historic properties in an FOE document typically includes information on the criteria for which each historic property is eligible, levels and periods of significance, property boundaries, and contributing and non-contributing elements. Among the variety of reports and studies prepared about the Presidio, the updated NHL documentation that NPS prepared in 1993 provides a comprehensive single source for this information.

NPS' 1993 NRHP nomination form, approved by the Keeper of the National Register, summarizes the Presidio NHLD's significance criteria and level of significance as follows:

> The Presidio of San Francisco possesses national significance under combined National Historic Landmark Criteria 1, 4, 5 and 6. The property is composed of a wealth of historic, architectural, and archaeological resources that collectively comprise a distinctive entity of exceptional historical significance (Criteria 4, 5, and 6) and whose archaeological study can amplify our understanding of those periods and peoples underrepresented in the existing historical record. As a vast district entity, the Presidio possesses exceptional value in illustrating the history of the United States through its

[18] Mikesell, HRER 1987; Snyder, Memorandum to SHPO, 1990; Nissley, Letter to Markley, 1994; NPS, NHL Nomination, "Golden Gate Bridge," 1997.

> association with important historical events and its outstanding representation of patterns of national development through multiple periods (Criterion 1).
>
> (Similarly, the Presidio possesses national significance under combined National Register Criteria A, C and D. Criterion C relates to the property's distinction as a district entity, and Criterion A relates to the district's association with events and broad patterns of history, and D relates to the information potential for both historic and anthropological research to be found in the Presidio's historic archaeological resources.)[19]

The 1993 NRHP nomination provides a seven-page summary statement of significance outlining the Presidio's history as the oldest Army installation in the American West and as one of the longest garrisoned posts in the country. More recently, the Presidio NHLD's significance has been summarized as:

> its association with a number of important historic events and people related to Spanish-colonial California, the development of the American West, U.S. relations and cross-cultural exchange with the Pacific Rim, and the growth and development of the United States Army. Its significance is further based on its unique ensemble of military architecture, fortifications, and landscape design from every major period from the Civil War on as well as archaeological resources that hold important information about the earlier historic and pre-historic use of the site.[20]

The nomination states that the Presidio's period of significance is 1776–1945 (and 1951). Sections 7 (Description) and 8 (Statement of Significance) describe the development of the post as occurring in roughly eight historic eras—Spanish-Mexican Settlement, 1776–1846; Early United States Occupation, 1846–1860; Civil War, 1861–1865; Indian and Military Affairs, 1866–1890; Nationalistic Expansion, 1891–1914; World War I, 1915–1918; Military Affairs between Wars, 1919–1940; and World War II, 1941–1945—and 1951 because of important military pacts signed on post that year.[21]

The nomination discusses which historic themes and sub-themes are significant under NHL Criteria 1, 5, and 6 for the Presidio's association with important events, as an important collective entity, and for its archaeological/anthropological importance. The nomination states that NPS could not establish a national level of significance for the base's architectural qualities because there was not "sufficient contextual information" at that time. Thus, the nomination does not directly demonstrate how the NHLD is significant under NHL Criterion 4. Nevertheless, throughout the document NPS refers to specific aspects of the post's architecture and lists significant architectural styles as represented by contributing buildings. The nomination's statement of significance mentions some specific contributing buildings, structures, and objects that represent important themes, some of which are located in the Focused APE. The nomination does not specifically list the criteria to which individual buildings, structures, and objects are eligible for NRHP, but it does provide general character-defining features for contributing resources. The National Register Information System lists the Presidio as an NHL with applicable criteria of Event (Criterion A), Architecture / Engineering (Criterion C), and Information Potential (Criterion D). The listing reiterates the same level and eras of significance as listed in the 1993 nomination.[22]

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[19] NPS, "Presidio ... Registration Forms," 8-7.

[20] Presidio Trust, "Principles for the Future: a Cultural Landscape Assessment of the Main Post," (Draft), September 2002, 2.

[21] NPS, "Presidio ... Registration Forms," 4 to 10, 7-61 to 7-162, and 8-1 to 8-7.

[22] NPS, "Presidio ... Registration Forms," 8-7 to 8-11; and NRHP, National Register Information System database, Reference 66000232, online at: http://www.nr.nps.gov/ (accessed May 2004).

The following description of resources is based on the 1993 nomination. Some documents prepared subsequent to the nomination have expanded the description of character-defining features of buildings, structures, objects, and sites within the Presidio NHLD, particularly regarding its cultural landscape. Where possible, this additional information was used to augment the description of resources that are located within the Focused APE. The descriptions of the portion of the Presidio NHLD within the Focused APEs presented in this section are organized by planning district as defined by the PTMP (Figure 15) and further organized by the elements that characterize the cultural landscape of the Presidio NHLD (see Appendix E). The Focused APE for this project incorporates portions of five of the seven planning districts. These districts, from west to east, are the Fort Scott Planning District, Crissy Field Planning District, South Hills Planning District, Main Post Planning District, and Letterman Planning District. These planning districts are a modern management tool and do not necessarily reflect the historic functional areas of the Presidio. The modern planning districts are similar to these historic functional areas in some places, yet they cross and overlap the historic functional areas of the post in other locations. One such example is the historic Quartermaster Depot area, which mostly falls within the Letterman Planning District, but is also located in the northeastern point of the Main Post Planning District and the eastern end of the Crissy Field Planning District. Because the following sections are arranged by planning district, discussion of historic functional areas that fall within more than one district will also appear in the discussion of more than one district.

4.1 SAN FRANCISCO PRESIDIO NATIONAL HISTORIC LANDMARK DISTRICT

The Presidio NHLD contains approximately 1,480 acres. The boundary justification for the Presidio NHLD is as follows:

> The historic district of the Presidio of San Francisco is composed of those lands referred to as the military reservation of the Presidio, including the lands of the historic Marine Hospital west of Mountain Lake, which was originally a part of the military reservation. Offshore submerged lands are also included because of the location of shipwrecks and historic wharves, docks and refuse disposal. The boundary chosen constitutes the lands altered and developed historically by the military units that have been stationed at the Presidio, or by specific allowed civilian or other agency activities approved through the military command.[23]

The Presidio NHL is a district that encompasses "forested hills and winding roads" of a large military reservation that stands in sharp contrast to the nearby densely developed urban neighborhoods of San Francisco. In general, the district is made up of several areas of historic development, including the Main Post, the Letterman Hospital area, the San Francisco National Cemetery, Fort Winfield Scott, Crissy Field, Fort Point National Historic Site, and Fort Point U.S. Coast Guard Station. Since becoming a national park, NPS and the Trust have organized the district into park planning districts that are based on these historic areas (Figure 15).[24]

The Presidio NHLD main entrances are Lincoln Boulevard (at the southwest), Arguello Boulevard (at the south), Presidio Boulevard and Broadway (at the southeast), Lombard Street and Gorgas Avenue (at the east), and Marina Boulevard (at the northeast). U.S. 101, carried by the Golden Gate Bridge, crosses through the northern part of the Presidio NHLD where, from the toll plaza to the eastern boundary of the Presidio, it is known as Doyle Drive (or the South Access to the Golden Gate Bridge). Park Presidio Boulevard (also known as Veterans Boulevard) carries SR 1 on a north-south alignment through the Presidio

[23] NPS, "Presidio ... Registration Forms," 10.

[24] NPS, "Presidio ... Registration Forms," 7-2 and 7-3.

NHLD and intersects with Doyle Drive just northwest of the stables buildings. These two major roadways were built in the 1930s, and they and their associated structures are contributing elements of the district. [25]

The Presidio NHLD has a high degree of visual unity that reinforces its historical importance and displays the continuity that the district has maintained throughout its long history. The contributing elements of the district have historically been designed to respond to the topography of the site, including the curving alignments of Presidio roads and trails, the creation of the historic forest, and the placement of buildings and structures. Various periods and styles of architecture are reflected in the hundreds of contributing buildings, structures, objects, and sites of the Presidio NHLD, but generally speaking "the architecture is unified by the military's basic and straightforward approach to construction and design. This approach generally tended toward formal symmetry and eschewed excessive ornamentation. The buildings commonly stand in groups or rows and exhibit standardized designs of simple forms and moderate decorative detailing." The NHL nomination does note that "the number of non-contributing resources within the district is relatively large; however, many of these constitute smaller buildings and structures that are ancillary or supporting in nature, having only minor effect on the overall integrity of the historic district." Most of these non-contributing resources appear in clusters that are clearly distinct from the contributing elements of the district.[26]

The 1993 updated Presidio NHLD documentation prepared by NPS identified the Presidio as a designed landscape, provided a description of the development of the designed landscape, and listed some landscape characteristics as contributing features. However, this documentation acknowledged that the 1993 update was "an initial effort to identify and explain contributing landscape features."[27] A *Cultural Landscape Report* was prepared in 2004 (Appendix E) to supplement the 1993 update information so that the portion of the Presidio's cultural landscape within the Focused APE (Architectural) would be more completely described and that potential effects could be more accurately determined.[28]

The landscape characteristics described in *National Register Bulletin 30: Guidelines for Evaluating and Documenting Rural Historic Landscapes* have become an accepted typology used to document, describe, and analyze the various components of historic landscapes. These landscape characteristics were used to describe the Presidio's cultural landscapes and include land uses and activities; patterns of spatial organization; the response to the natural environment; cultural traditions; circulation networks; boundary demarcations; vegetation; buildings, structures, and objects; clusters; archaeological sites; and small-scale elements.

However, not all characteristics are always present in a landscape or, in the case of a large landscape like the Presidio, in all areas of a landscape. Also, these characteristics are interrelated, and it is sometimes difficult to discuss them separately. Therefore, the discussion of the individual landscape characteristics in this report was adapted to address the Presidio's cultural landscape at a level that would allow for an understanding of the landscape and an understanding of the effects of the proposed Doyle Drive undertaking on the landscape. For this reason, generally, the discussion of small-scale elements was not included unless they had the potential to be affected by the proposed project. Also, the discussion of the buildings is

[25] NPS, "Presidio ... Registration Forms," 7-3 and 7-5.

[26] NPS, "Presidio ... Registration Forms," 7-5.

[27] NPS, "Presidio ... Registration Forms," 7-16.

[28] It should be noted that the term "cultural landscape" has been used in this report since it is generally accepted to include all of the various "types" of historic landscapes: historic sites, historic designed landscapes, historic vernacular landscapes, and ethnographic landscapes. (Birnbaum and Peters 1996: 4)

divided between analysis of their spatial organization and identifying major clusters and the description of individual buildings and their character-defining features.

Doyle Drive itself is a contributor to the Presidio NHLD and is addressed in the cultural landscape discussion as a part of the circulation characteristics and/or the spatial organization characteristics within specific planning districts. The updated documentation of the Presidio NHLD specifically states that the roadways and viaducts of the Golden Gate Bridge that lie within the NHLD boundary are listed as contributing to the Presidio NHLD because the bridge is worthy of listing as an NHL. It also recognizes that the construction of the bridge has had wide-ranging effects on the appearance, prominence, and development of Presidio in general. The NHL documentation for the Presidio NHLD describes the general characteristics of Doyle Drive and the important role that the roadway plays within the property. The nomination does not specifically list the character-defining features of Doyle Drive. The Presidio NHLD documentation describes the significance of Doyle Drive as follows:

> One structural component of the Presidio landscape that requires special attention in documenting this National Historic Landmark is the Golden Gate Bridge. While the bulk of the Bridge itself lies beyond the reservation, its system of approaches and even part of its principal span course through and over Presidio lands. [The bridge, the southern anchorage, and toll plaza are not located within the Focused APE (Architectural) for this project]. Further, the Bridge is integral to the history and significance of the Presidio; the 1930s construction of the Bridge very much informed the physical development of the reservation and increased the Post's geographical and functional prominence.
>
> In actuality, the Presidio of San Francisco and the Golden Gate Bridge constitute two separate, but physically overlapping and historically interconnected resources, both of which clearly qualify as National Historic Landmarks … Therefore, for purposes of documenting contributing resources within the Presidio of San Francisco National Historic Landmark district, the portions of the Golden Gate Bridge, including its approaches, that are located within the district are considered contributing because they are part of another overlapping and interconnected property, worthy of designation as a National Historic Landmark.[29]

Doyle Drive's character-defining features include its alignment and design features that mimic the design of the Golden Gate Bridge, including its light standards, piers, curbs, and handrails.

4.1.1 Fort Scott Planning District

4.1.1.1 Land Uses and Activities and Cultural Traditions

Fort Scott's historic land uses and activities supported seacoast defense systems, the administration of harbor defense activities, and housing for personnel. Related land uses and activities included undeveloped open space, supply and storage, utilities, training, medical, and recreation. Today, landscape features remain that represent these historic land uses and contribute to the integrity of this area.

These land uses and the landscape features described below reflect the cultural traditions associated with the Presidio's Nationalistic Expansion (1891–1914), Military Affairs between Wars (1919–1940), and World War II (1941–1945) eras.

[29] NPS, "Presidio ... Registration Forms," 8-13 to 8-14.

4.1.1.2 Response to Natural Environment

The Fort Scott planning district is located on the west side of the Presidio and was sited in this location because of its proximity to the seacoast batteries that are located along the bluff, overlooking San Francisco Bay (the Bay) and the Pacific coastline. In 1910, the open land between the bluff (to the north) and the Pacific coastline cliffs (to the west) was chosen as the site for Fort Winfield Scott, the headquarters for the coordination of coastal and harbor defense in the San Francisco Bay region. Fort Scott was sited on the eastern side of the ridgeline to help shelter it from the winds from the west. This area provided ample open space to construct the new post because this area had not previously been developed to any extent. It was also located far enough away from the Main Post to allow it to have an autonomous identity.

4.1.1.3 Boundaries

Before the construction of the Golden Gate Bridge, Doyle Drive, and SR 1 (Park Presidio Blvd. in the 1930s), the Fort Scott area was defined or bounded by the bluff that overlooks Crissy Field and the Bay to the north, by the Presidio forest to the east and south, and by the cliffs that overlook the Pacific Ocean to the west. Since the construction of Doyle Drive and SR 1 in the 1930s, these two road structures have added to the definition of the boundaries of this area along the north and east sides, respectively. Doyle Drive also separated Fort Scott both physically and visually from the northern point of the San Francisco peninsula and from the portion of Lincoln Boulevard and the historic housing cluster located in this area.

4.1.1.4 Patterns of Spatial Organization and Cluster Arrangement

The parade ground and main administrative and barracks buildings for Fort Scott are located just east of the ridgeline. The parade ground is horseshoe-shaped and was laid out in response to the topography of the site. Buildings line the parade ground on the east, south, and west sides. The north side was left open and originally provided a view of the Golden Gate. The parade ground is oriented on a north-to-south axis. In 1912, the Army designated Fort Scott as an independent post from the Presidio. Its physical location on the west side of the Presidio, the presence of the Presidio forest between it and the Main Post, its north-to-south orientation that responded to the Golden Gate (rather than the northeast-to-southwest orientation of the Main Post), and spatial organization (laid out in response to the topography rather than in a grid) contributed to its separate identity from the Main Post. The undeveloped land of the Presidio forest to the south and east was used to construct the quarters for the officers and enlisted men stationed at Fort Scott.[30] The main clusters of buildings and structures within the Doyle Drive Project Focused APE are located in the area east of the parade ground and include an Endicott-era mortar battery, enlisted family housing located along Storey and Ruckman Avenues, and a group of World War II–era warehouses located south of Appleton Road.

Battery Howe-Wagner

Battery Howe-Wagner (No. 1287) is located between Storey and Ruckman Avenues. From 1895 to 1920, Battery Howe-Wagner was part of the seacoast defense system. The location of Battery Howe-Wagner is one of its character defining features (mortar batteries were "placed well back from the shore because the mortars had a minimum range; locating them too close to the shore would create a gap in the defended water area [NPS and Freeman 1999: 3-3]). Other character-defining features are the use of concrete, the lookout tower, and the earthwork that surrounded the battery to provide protection and camouflage. The battery's guns were removed in 1920, and since then it has been used as a storage area or left vacant. It

[30] The batteries overlooking the Pacific coast, the horseshoe-shaped parade ground area, and the Kobbe Avenue quarter's area are not located within the Doyle Drive project focused APE and are not described.

character-defining features remain, although they are not readily apparent because of the trees and brush that have been allowed to grow on top of the battery over the years.

Enlisted Family Quarters

The two rows of enlisted family quarters, located north of the battery on upper Storey Avenue and south of the battery located on Ruckman and lower Storey Avenues, developed in three stages between 1909 and 1933. When built, these groups of houses were enclosed on the east and south sides by the Presidio forest.

Lower Storey Avenue

The first houses built in the enlisted quarters area were the row of four houses (Nos. 1261,1262, 1265, and 1268) built along the southwest side of lower Storey in 1909–1910. The fronts of the houses in this row face lower Storey Avenue. Originally, this row of houses had views of the Presidio forest and possibly glimpses through the forest to the Bay. Today, they face the houses (Nos. 1263, 12766, and 1270) on the opposite side of the street. After the construction of Doyle Drive and Park Presidio Boulevard in the 1930s, the fronts of the houses have also had views of these structures. The houses are set back from the street in a uniform line. The front and side yards for each house are connected and form a common green space. There is a concrete sidewalk located along the southwest side of lower Storey Avenue that provides for public pedestrian circulation. The houses are located above the street, and a set of concrete steps connects each house to the main sidewalk. A concrete retaining wall is located on the southwest edge of the main sidewalk. Appleton Street, built about 23 years after the houses, provides a service access along the back of the houses, and there are two multi-car garages (Nos. 1248 and 1250) located on the southwest side of Appleton Street. Originally, the backs of the houses had views of the Presidio forest. However, as a result of the construction of the warehouses to the west during World War II, portions of the forest adjacent to the backs of the houses were removed. A concrete sidewalk and steps connect each house to Appleton Road. The back yard behind each house is graded level and has a concrete patio shared by both units. The general site slopes down from the north to south, so there is a low concrete retaining wall on the north side of each back yard area.

The row of three houses (Nos. 1263, 1266, 1270) on the northeast side of lower Storey Avenue was built in 1921. The fronts of the houses in this row face lower Storey Avenue and have views of the houses (Nos. 1261, 1262, 1265, 1268) across the street. The houses are set back from the street in a uniform line. The front and side yards for each house are connected and form a common green space. There is a concrete sidewalk located along the northeast side of lower Storey Avenue that provides for public pedestrian circulation. Concrete sidewalks from the front doors and the side entrances connect each house to the main sidewalk. Rod Road provides service access to the rear of this row of houses. As with the front yards, the back yards for each house are connected and form a common green space, although because of the steep topography the ‘back yards’ are actually a narrow, steep hill. Originally, this row of houses had views to the northeast and east of the Presidio forest and possibly glimpses through the forest of the Bay. Today, views from the back of the houses to the north are of the Presidio forest, Doyle Drive, and Park Presidio Boulevard. A set of concrete steps is located on both ends to provide access from each unit down to Rod Road. Parking is provided for these houses in a small lot located along the eastern end of Rod Road.

Ruckman Avenue

One house (No. 1240) was built at the west end of Ruckman Avenue in 1918. Its front is oriented to the east. The remaining six houses (Nos. 1272–1277) along Ruckman Avenue were developed in 1933. The fronts of these houses face Ruckman Avenue, and because of their orientation and appearance, these houses are perceived as part of the cluster located along the southwest side of lower Storey Avenue. This area is directly south of Battery Wagner-Howe and was developed after this battery was decommissioned (1920). The views from the front yards are north to Battery Howe-Wagner and of the houses along the intersection with Storey Avenue to Doyle Drive. The front and side yards for each house are connected and form a common green space. There is a concrete sidewalk located along the south side of Ruckman Avenue that provides for public pedestrian circulation. Appleton Street provides a service access along the backside of the houses, and there are two multi-car garages (Nos. 1246 and 1247) located on the south side

of Appleton Street. Originally, the backs of the houses had views of the Presidio forest. However, the construction of the warehouses to the south during World War II removed this portion of the forest that was adjacent to the backs of the houses. They now have views to the south of this warehouse area in the foreground and the forest in the background. For the three houses located on the east end of the row (Nos. 1274–1272), a concrete sidewalk connects each house to Appleton Road. For the three houses located on the west end of the row (Nos. 1275–1277), there are two sidewalks, one for each unit, that connect the back door to Appleton Street. Each house has a driveway to the basement garage.

Upper Storey Avenue

The row of eight houses (Nos. 1289–1295 and 1297–1298) along the north side of upper Storey Avenue was constructed in 1933. This area is located directly north of Battery Wagner-Howe and was developed after this battery was decommissioned (1920). The houses in this row originally had views to the north and northeast of the Bay. Since the construction of Doyle Drive, a portion of this structure has been visible in views to the north. Over the years, the growth of the forested area on the north side of Doyle Drive has obscured any views of the Bay. The identical houses are set back from the street in a uniform line. The yards for each house are connected and form a common green space. On the north side of the row, there is a concrete sidewalk running parallel to the row of houses that provides for public pedestrian circulation. Each house has two concrete sidewalks, one for each unit, that connect the front entrances to the public sidewalk. This sidewalk continues around the side of the house and connects to a sidewalk on the south side of the house. A sidewalk, one for each unit in the house, connects the south entrance to the public concrete sidewalk that runs along the north side of Storey Avenue. Each house has a driveway that connects Storey Avenue to the basement garage. The views to the south are to Battery Howe-Wagner.

World War II–Era Warehouses

The cluster of warehouses (Nos. 1241–1244), located south of Ruckman Avenue, was built in 1941. This area previously was part of the Presidio forest, and the forest was removed to allow for the construction of the warehouses. The removal of the forest altered the views and the sense of enclosure that the forest provided to the quarters area along Ruckman Avenue and lower Storey Avenue. The general site slopes down from the west to the east, and the site is graded into four terraces. Two of the warehouses (Nos. 1241 and 1242) are located on the western side of the highest terrace. Warehouse No. 1243 is located on the eastern side of the next terrace. The area between these two terraces is sloped and paved. A road loops through this area, and there are concrete gutters on both sides of the road.

Warehouse No. 1244 is located on the next lower terrace. There is a paved road that provides access around this warehouse. A concrete retaining wall is located on the west side of this terrace. The east side of the terrace is a steeply sloped hill covered in vegetation. A set of concrete steps leads down to the fourth terrace level.

The fourth terrace is the location of the Presidio's native plant nursery (a non-historic feature). The unpaved portion of Schofield Road goes through this area on the west side of the nursery and ends at Appleton Street.

Pilots' Row

Historically for pilots in the Army Air Service, this row of houses (Nos. 952–964) and bachelor officers' quarters (No. 951) along Lincoln Boulevard is located on a bluff overlooking the southwest portion of Crissy Field. These buildings are located on the south side of Lincoln Boulevard and face north. Prior to the construction of Doyle Drive in 1937, the Pilot's Row housing area had direct visual and circulation connections to Fort Scott. However, Doyle Drive separated the Pilot's Row housing area from Fort Scott, and the Pilot's Row housing area has been its own distinct spatial area since 1937.

The row of 13 houses (Nos. 951–964) along Lincoln Boulevard was built in 1921 to provide married quarters for the pilots assigned to Crissy Field. A bachelor officers' quarters (No. 951) was also built in 1921 at the east end of this row. The houses and the officers' quarters face the Bay and originally had views to the north

and northeast of the Bay. Over the years, the growth of trees along the bluff to the north has obstructed these views. These buildings also originally had views to the south toward Fort Scott. However, after the construction of Doyle Drive, in 1937, the area south of Hoffman Street and north of Doyle Drive was planted with eucalyptus trees, probably to help to shield this residential area from the views (and possibly some of the noise) associated with Doyle Drive. As these trees grew, views to the south and southwest were obscured.

The identical houses and the bachelor officers' quarters of Pilots' Row are set back from Lincoln Boulevard in a uniform line. The front and side yards for each house are connected and form a common green space. There is a concrete sidewalk located along the south side of Lincoln Boulevard that provides for public pedestrian circulation. The houses are located above (south) the street, and a set of concrete steps and a concrete sidewalk connect each house to the main sidewalk.

Hoffman Street, built in 1921 in conjunction with the houses, provides a service access along the back (south) side of the houses. A concrete sidewalk connects the backdoor of each house to Hoffman Street. Additionally, there is a concrete sidewalk that is located a few feet from the back of the houses that runs parallel to the houses and provides a connection between each house. The back yards for each house are connected and form a common green space. There are two multi-car garages (Nos. 968 and 969) located on the south side of Hoffman Street.

A non-contributing multi-family housing development is located south of the Pilots' Row housing, among the eucalyptus forest; Armistead Road, Ramsel Court, and Lendrum Court were constructed in conjunction with this housing and are all non-contributing circulation features.

4.1.1.5 Buildings

Buildings 966 and 967

Building 966 was built in 1921 as a radio receiver station and was converted for use as family housing in about 1947. This single story building is hollow-clay tile sheathed in stucco. Its character-defining features are its Spanish Colonial Revival architectural details, such as its exterior material, delineated water table, stucco lug sills, and mission tile roof, similar to the houses on the adjacent Pilot's Row along Lincoln Boulevard that were also built in 1921, as well as its original wood doors and windows. Building 967 was built in 1939 to serve as a film vault, measuring 2.4 meters (8 feet) by 4.6 meters (15 feet) in plan. Its character-defining features are its small windowless utilitarian design of concrete construction, a shed roof, and double front doors. These buildings are located next to Pilot's Row but were not functionally part of that group of buildings, although Building 966 was later converted for residential use. Building 967 was also built much later.

(From L to R) Building 967 and Building 966, camera facing southwest.

4.1.1.6 Circulation

Lincoln Boulevard

Lincoln Boulevard (No. 2094) provided the primary access to this portion of the Presidio from the Main Post before the construction of Fort Scott in 1910–12. The road followed the plateau along the bluff and peninsula's point on the north. (This area was the general location of a road corridor that connected the Main Post to the Castillo during the Spanish and Mexican periods).[31] After the construction of Fort Scott, Lincoln Boulevard linked the fort to the Main Post, provided the primary access to the fort on its east and west sides, and provided the access to the series of batteries along the west coastline. It continues to provide this access today. The location of Lincoln Boulevard (its vertical and horizontal alignment) is a character-defining feature of the road in this area.

Doyle Drive

Doyle Drive and Park Presidio Boulevard run through this portion of the Presidio. Before the construction of Doyle Drive, Lincoln Boulevard helped to define the boundaries along the east, north, and west sides of Fort Scott. Since the construction of these features, Doyle Drive has separated the portions of Lincoln Drive on the east and north sides from the Fort Scott area. It has also separated the bluff area to the north and the Lincoln Boulevard housing (Nos. 951–964) from the Fort Scott area. Doyle Drive altered the views toward the Bay from the houses along upper and lower Storey Avenue. Since its construction, Doyle Drive has been a visible feature from these houses. After the construction of Doyle Drive, trees grew up in the areas that are north of Doyle Drive and south of Lincoln Boulevard, and these trees now obscure the views to the Bay from the houses along Storey Avenue.

[31] The Castillo was one of the three components (Castillo, Presidio, and Mission) of the original Spanish settlement of San Francisco and was sited on the bluff overlooking the Golden Gate for the purpose of protecting the entrance to the bay.

Fort Scott Roads

The roads within Fort Scott were laid out in a curvilinear alignment that responded to the topography of the site. Roads within the Doyle Drive Project's APE include Storey Avenue (No. 2174), Battery Wagner Road (No. 2020), Ruckman Avenue (No. 2154), Upton Avenue (No. 2184), Appleton Street (No. 2005), Rod Road (not listed in the NHL nomination), Schofield Road (No. 2159), and Miller Road (not listed in the NHL nomination). The location (horizontal and vertical alignments) of these roads and their relationship to the topography are key character-defining characteristics of these circulation features.

Storey Avenue was named in 1910, but its alignment probably dates to the construction of Battery Howe-Wagner in 1893–95. It would have provided access from Lincoln Boulevard (on both the east and west) to Battery Howe-Wagner. Beginning in 1910, Storey Avenue was the site of a row of quarters for enlisted families attached to Fort Scott. On the east side, Storey Avenue begins at Lincoln Boulevard. It follows the hill up, goes around the north side of Battery Howe-Wagner, then along the north side of the Fort Scott Parade ground, and ends on the west side at Lincoln Boulevard. Today, the road provides vehicular access between the Main Post and Fort Scott and to the houses along upper and lower Storey Avenue.

Battery Wagner Road is located on the north side of the Battery Wagner-Howe and originally provided access to the battery. Today, it is a one-way street and provides parallel parking for the houses located along upper Storey Avenue to the north. The road begins on the east side at Storey Avenue and ends on the west side at the intersection of Storey and Upton Avenues.

Ruckman and Upton Avenues were laid out in 1911 as part of the construction of enlisted family quarters in this area. Ruckman Avenue begins on the east side at Storey Avenue and ends on the west side at Upton Avenue. It runs along the south side of Battery Howe-Wagner. Up until about 1940, Upton Avenue began at Ruckman Avenue and continued south to Kobbe Avenue, the location of the Fort Scott officers' quarters. This road provided access to service-oriented buildings located in the second tier of buildings on Fort Scott's parade ground's east side. In the early 1940s, it was extended north along the west side of Battery Howe-Wagner to Storey Avenue.

Appleton Street is a service road for the row of houses located on the southeast side of lower Storey Avenue and the south side of Ruckman Avenue. Its east end begins at Storey Avenue, and it ends at Ruckman Avenue on the west. It provides access to four multi-car garages for these houses. Although its construction date is listed in the 1993 NHL nomination as 1941, it appears on a 1934 map of the Presidio and probably was constructed in conjunction with the Ruckman Avenue houses in 1933. There are stone curbs on either side of the road on its east end; these stones are currently painted red.

Rod Road is a service road located behind (northeast) the row of three houses (Nos. 1263, 1266, and 1270) located on the northeast side of lower Storey Avenue. Although not listed as a contributing road corridor in the NHL nomination, this road also appears on the 1934 map and so was constructed during the Presidio NHL district's period of significance.

According to the NHL nomination (NPS 1993), the Schofield Road corridor dates from 1920. The road begins at Park Boulevard in the east and curves around the south side of the enlisted barracks and mess building cluster (Nos. 681–683), used today by the Bay School of San Francisco. Schofield Road did not extend west past these buildings until the early 1940s when it was extended to provide a connection to the warehouses (Nos. 1241–1244) that were built during World War II in the area south of Appleton. The road is paved east of the U.S. 101 overpass, and this portion of the road has a stone retaining wall along its south side. The road is unpaved and poorly defined west of the overpass.

Miller Road is an unpaved road corridor that begins at the north end of the parking lot north of the Log Cabin (No. 1299) and loops around to the parking lot of the chapel (No. 1389). This road appears on a 1942 map, but at that time was a short cul-de-sac, beginning north of the Log Cabin and ending just south of Doyle Drive.

Pilots' Row

The portion of Lincoln Boulevard located in this area follows the curve of the bluff. It provides access to the housing (Nos. 951–964) located along the south side of Lincoln (and the non-historic housing to the south) and to the Golden Gate Bridge.

Hoffman Street (No. 2076) is a service road for the row of houses (Nos. 952–964) and bachelor officers' quarters (No. 951) on Lincoln Boulevard and was built in conjunction with this cluster of buildings. It begins at Lincoln Boulevard on the east side of No. 951, runs behind (south) of the row of buildings, and ends at Lincoln Boulevard on the west side of No. 964.

The location of Lincoln Boulevard and Hoffman Street (vertical and horizontal alignment) are character-defining features of the roads in this area.

Non-contributing Roads

Merchant Road, Armistead Road, Ramsel Court, and Lendrum Court are all non-contributing circulation features.

4.1.1.7 Vegetation

Fort Scott

A row of Monterey cypress trees was planted around the outline of the Battery-Howe Wagner. Today, part of this row still exists on the north and south sides of the battery. However, as these trees have grown over the years, they no longer provide a screen (probably their original function). The battery's guns were removed in 1920, and over the years trees (primarily pines) have either been allowed to grow or were planted on top of the battery.

By the end of the Presidio's period of significance in 1945, the Presidio forest was located north and east of lower Storey Avenue and south of Ruckman Avenue. The trees provided a forest setting and a sense of separateness for the houses along lower Storey and Ruckman Avenues. The trees also buffered the residences from the Stables area to the east. Some of the trees along the bluff on the south side of Lincoln Boulevard, to the north of Rod Road, were removed as part construction of Doyle Drive (Presidio of San Francisco 1934 and San Francisco Public Library, Historical Photograph Collection). However, after the construction of Doyle Drive, the forest regenerated or was replanted in the area north of Doyle Drive and south of Lincoln Boulevard, and trees were present in this location by the end of the period of significance. This forest area now provides a belt of vegetation that partially screens the back (north) of the houses along lower Storey Avenue from Doyle Drive. Portions of the Presidio forest were removed south of Appleton Street in 1941 when the four warehouses were built.

Pilots' Row

After the construction of Doyle Drive, in 1937, the area south of Hoffman Street and north of Doyle Drive was planted with eucalyptus trees in what was an open area. The trees were probably planted to shield this residential area from the views (and possibly some of the noise) associated with Doyle Drive. These trees are visible in aerial photographs taken at the end of the period of significance.

Bluffs

The stand of trees located to the south of the Lincoln Boulevard housing (Nos. 951–964) has grown up since the construction of Doyle Drive. An aerial photograph from 1935 showed the land between the Lincoln Boulevard housing and Storey Boulevard as open and without trees. This open area and the views that it afforded connected the Lincoln Boulevard housing to Fort Scott. By the end of the period of significance, a stand of trees had been planted south of the Lincoln Boulevard housing, which makes these trees a historic

vegetation feature. These trees were probably planted to buffer the housing from views and noise associated with Doyle Drive.

When the Lincoln Boulevard housing was initially constructed in 1921, the bluffs to the north side were bare, and the houses had a view of the Bay. However, by the end of the period of significance, trees had grown up on these bluffs and obscured the views. Trees in this location continue to exist today.

The trees in the vicinity of Miller Road do not appear on aerial photographs in the 1927–48. This vegetation area appears to have either been planted or allowed to grow after the end of the period of significance for the Presidio NHL district.

The primary vegetation features for the residential housing clusters consist of foundation plantings around the houses and grass lawns. These patterns appear to be historic.

The *Vegetation Management Plan* identified a native coastal prairie plant community located north of the Log Cabin (No. 1299) and south of Doyle Drive (NPS 2001: 28), and grass mowing in this area has ceased.

4.1.1.8 Archaeology

No archaeological sites were identified in the focused APE for the Doyle Drive Project within the Fort Scott Planning district. However, the Fort Scott Planning areas with the APE encompasses an area that has been defined as being sensitive for prehistoric archaeological resources, especially along the bluff that separates the upper and lower Posts.

4.1.2 Crissy Field Planning District

4.1.2.1 Land Uses and Activities and Cultural Traditions

Crissy Field's historic land uses are the following: seacoast defense systems; aviation; administration and housing; life saving and Coast Guard facilities; and supply, maintenance, and storage (formerly known as the Quartermaster Depot). The historical functional area known as the Quartermaster Depot included the east end of what is now Crissy Field Planning District, the northern tip of the Main Post Planning District (north of the bluff), and the north end and east side of Halleck Street now included in the Letterman Planning District. The historic stables area is also considered part of the Presidio Trust's Crissy Field planning district. Landscape features remain that represent these historic land uses and contribute to the integrity of this area. These land uses and the landscape features described below reflect the cultural traditions associated with the Presidio's Military and Indian Affairs (1866–1890), Nationalistic Expansion (1891–1914), World War I (1915–1918), Military Affairs between Wars (1919–1940), and World War II (1941–1945) eras.

In addition to these historic uses, today, Crissy Field provides open space and a recreated marsh area that are used for recreation and as natural habitat. The decision to fill the Crissy Field area in 1915 reflected the prevailing attitude of the time that the marsh was waste area because it was not suitable for building. Conversely, the removal of 39 contributing buildings and structures in the North Cantonment (in both the Crissy Field and Letterman planning districts), and subsequent recreation of the marsh, reflect contemporary cultural preferences that place a value on this type of natural habitat.

4.1.2.2 Boundaries

The shoreline and San Francisco Bay define the boundary to the north. This area's east edge is defined by a row of mature eucalyptus trees and the Marina Gate area. Its southern and western edges are the bluff. Since its construction in 1937, Doyle Drive, built along and just north of the natural bluff, has become a strong visual presence that reinforces the boundary along the southern edge of Crissy Field.

4.1.2.3 Response to Natural Environment

Crissy Field's location and natural systems have shaped its development and spatial organization over the years. Initially, the shoreline provided the location for the delivery of supplies by ship, and the Crissy Field area served as a transition space that had to be traversed between the water and the Main Post, situated above (south) of the bluff.

Its shoreline provided access to the Bay, and the lifesaving station and Coast Guard facilities were sited on the north edge of Crissy Field for this reason.

Prior to the land fill operations in 1915, the Crissy Field area was part of a wetland and marsh system that stretched along the San Francisco Bay shoreline from Fort Mason to Fort Point. Situated between the San Francisco Bay to the north and a bluff to the south, this area was unsuitable for building and so remained open until 1915. This area was the location of the Quartermaster Dump, an archaeological site affected by the construction on the Crissy Marsh expansion project. This large refuse deposit is evidence of a historic pattern of filling the lower Post area prior to development and is also indicative of the archaeological sensitivity of large areas of the Presidio.

The fill operations undertaken in 1915 as part of the Panama-Pacific International Exposition eliminated the wetland and marsh area and left a large stretch of open, undeveloped land. This action coincided with the rise of aviation, and the site's location and configuration made it suitable for the construction of the Army's aviation-related functions on the western end of the area (airfield, hangars, administrative buildings). The filled area on the eastern end provided a location for the extension of the post's supply, service, and maintenance operations along Halleck Street. Developed between 1895 and 1910, Halleck Street spanned the bluff and provided a circulation link between the upland area of the Main Post and lowland below the bluff.

Built between 1899 and 1903, Batteries Slaughter, Sherwood, Blaney, and Baldwin were sited along the bluff that is along the south side of the Crissy Field area. These batteries were built in this location because the bluff provided views of the Golden Gate and the Bay.

The Stable Area, for the Presidio cavalry's horses and mules, was built in a valley between two ridges that provided room for the construction of five stables and a paddock area. The valley provided wind protection for these animals, and the ridges and Presidio forest shielded views of this cluster from the National Cemetery to the east and Fort Scott quarters to the west. The opening in the natural bluff on the north side of this valley provided a connection to Crissy Field.

4.1.2.4 Spatial Organization and Clusters

Before the land fill of the Lower Post in 1915, this flat, marshy area was considered unsuitable for building, and the only buildings in this area were related to either sea coast defenses (Torpedo Wharf area) or lifesaving operations that developed along the northern edge of the Crissy Field area, next to the shoreline. After filling, this area was used for activities that required a level, large open space, such as the airfield (at the western end), drilling or temporary encampments, or the polo field (at the eastern end). The Army constructed additional buildings and structures on the eastern end of Crissy Field, north of Mason Street, during World War I and into the subsequent decades. This development included construction of a railroad line down Mason Street that connected and provided service to the various facilities along Mason Street. Buildings and structures were also sited on the south side of the Lower Post, next to the bluff, in order to maintain open space. This spatial organization remains today. Today, the non-historic recreated marsh and parking lot, which provides access to the Bay, are located at the eastern end of the open space area, and the restored Crissy Field airfield is located at its western end.

The Torpedo Wharf and Coast Guard clusters remain located along the shoreline on the west end. The Torpedo Wharf cluster includes a Warehouse (No. 983), the Torpedo Wharf (No. 984), two mine loading houses (Nos. 985–986), a guard station (No. 988), and a flammable storage structure (No. 990). The Coast

Guard cluster includes the Quarters (No. 1901), a boathouse (No. 1902), a boathouse and quarters (No. 1903), the buoy shack (No. 1905), the tide gauge house (No. 1906), a shore (No. 1907), and the breakwater structure (No. 1911). The boundaries of this cluster are delineated by the orientation of the buildings and by the row of palm trees along the south (front) side of the cluster.

Mason Street runs the length of the Lower Post and defines the southern edge of the open space. All the building clusters (except those related to the shoreline, Torpedo Wharf, and Coast Guard areas) are located in the long linear corridor between Mason Street and the bluff. This arrangement preserved the open space that was required for the airfield. From east to west, building clusters include the Mason Street Warehouses (Nos. 1182–1188); the Commissary (No. 603, currently the Crissy Field Center) located at intersection of Halleck and Mason streets; hangars (Nos. 640 and 63) for Crissy Field; the Stillwell Hall complex that provided administrative space and housing for Crissy Field including barracks (No. 650), an administration building (No 651), a transformer (No. 652), and a guard house (No. 654); and service buildings related to Crissy Field, including the motor repair shop (No. 920), a hangar (No. 926), the gas pump house (No. 929), armorer's building (No. 931), dope shop (No. 933), motor test building (No. 934), aero storehouse (No. 935), and hangar (No. 937).

Along the bluff overlooking Crissy Field, to the north of the National Cemetery, are the remains of the batteries (Blaney [No. 635], Sherwood [No. 636], Slaughter [F47], and Baldwin [F47]). Remaining character-defining features of the batteries include the concrete structure, the earthworks, a portion of Battery Blaney road, and a stonewall at Battery Blaney.

The stables cluster is located in a small, bowl-shaped valley that is west of the National Cemetery and east of the Fort Scott enlisted family quarters. The eastern, southern, and western boundaries of this area are defined by Lincoln Boulevard, which loops around the site. The north side of this site connects to Crissy Field through the opening in the bluff. Since the construction of Doyle Drive, the high viaduct structure has spanned this gap. The views from the stables cluster are toward the north and the Bay is visible under the bottom of the viaduct's deck structure. McDowell Avenue is the main road in this complex, and it has a north-to-south orientation that reinforces the views to the north. The site slopes down from south to north and is graded in a series of terraces. The paddock area is located on the uppermost terrace on the west side of McDowell Avenue. Going down the hill, two stables are located on the east side of McDowell Avenue, and three are on the west side. There are stone retaining walls between the terraces. Structures in the stables complex include five stables (Nos. 661–663, 667–668); an animal crematory (No. 669); chemical storage (No. 670); and a substation (No. 680), which was built in 1908 and predates the stables. On the hillside above (south) of the stables area are two barracks buildings (Nos. 681–682) and a day room building (No. 683) that provided facilities for the Presidio's cavalry troops.

Although it is presently a part of the Presidio Trust's Main Post Planning District, the Halleck Street corridor or cluster spans the bluff area and provides a physical transition from the higher ground above the bluff (Main Post), over the bluff, and down to the lowland on the north side of the bluff (Lower Post). The buildings along this street were historically service related. The Halleck Street corridor provided a transition between the Main Post's administrative and residential functions and the utilitarian and supply activities of the Lower Post Area, and the history of its spatial organization is discussed with that of the Crissy Field Planning District to illustrate this link. (Please see the discussion of the Main Post in Section 4.1.4 for more information on the individual buildings along Halleck Street.) Halleck Street begins at Lincoln Boulevard and continues north to its intersection with Mason Street. The corridor for this street dates from at least 1885, and the rows of service-related buildings that define the Halleck Street corridor were developed between 1896–1910.

In 1896, two wooden buildings (Nos. 201 and 204) that served as early exchange stores were built at the base of the bluff on the west side of Halleck. No. 201 is located parallel and next to the western edge of the road. No. 204, located west of No. 201, is sited east-to-west, and its length is parallel to the base of the bluff. The next year two warehouses (Nos. 223 and 227) and a bakery (No. 229) were built along Halleck's east side. The row of buildings along the east side was completed by 1910—in 1909 a bakery (No. 228) was built at the north end of the row, and in 1910 a storehouse (No. 222) was built at the south end. Additional smaller buildings—a flammable storage shed (No. 224) and another small, brick storehouse (No. 225)—

were in place behind this main row of buildings by the end of the period of significance. In 1917, a warehouse (No. 230) was built to the east of No. 229. In 1939, a school and barracks for cooks and bakers was built on the west side of Halleck, with funds from the Works Progress Administration (WPA); this building became the Main Post headquarters.

All of the key buildings remain in place to define the eastern edge of the Halleck Street corridor (Nos. 222, 223, 227, 228); additionally Nos. 224, 225, 229 and 230 remain in place behind (east) this row. On the west side of the street, the Post Headquarters remains in place. The exchange store (No. 201) continues to define the west side of the street's corridor on the south end, and the other exchange store (No. 204) remains in place at the base of the bluff to the west. Halleck Street continues to represent "an intact turn-of-the-century 'streetscape' of quartermaster, ordnance, and commissary buildings" and to provide a connection between the upland area of the Main Post and the land below the bluff.[32]

4.1.2.5 Buildings

Stables Area Buildings: 661, 662, 663, 667, 668, 669, 670, and 671

Buildings 661, 662, 663, 667, and 668 are nearly identical brick stable buildings, each designed to house 102 animals when they were constructed in 1913 and 1914. These buildings are rectangular in plan, one and a half stories tall, and topped by gable roofs with prominent gable-roofed ridge monitors. They have segmental-arch entries with barn-type sliding batten doors and wood-paneled and glazed doors. The Presidio Viaduct of Doyle Drive was erected roughly 300 to 350 feet north of the stable area buildings, and Park Presidio Drive (SR 1) was built approximately 300 feet west in the 1930s. From the 1950s through the 1990s, the buildings were converted for use as the Post's veterinary hospital, and many of the alterations and additions, such as the kennel in Building 668, were made during this period. The buildings now house the U.S. Park Police Mounted Patrol and the NPS Archive and Record Center.[33] The character-defining features of these buildings are their brick construction, their long architectural form with monitor roofs, and their stable details, as well as their isolated grouping that is distinct in shape and function for their period and location on the Presidio. Their designs are based on drawings and specifications issued from the Office of the Quartermaster General in Washington DC and are related architecturally to the older nationwide brick building traditions seen on the base more than the Spanish-derived influences of the reinforced concrete construction of the Nationalistic Expansion period (1891–1914).[34]

Several small buildings are located east of the stable buildings. Building 669, located northeast of Building 667, was designed as an animal crematory and completed in 1936. It was later converted for use as a general post refuse incinerator and a concrete block open-front addition was built at the east side. Building 671, built in 1939, is a small gable roof wood frame shed located east of Building 668. Its west-facing door is its only opening. The character-defining features of these buildings are their utilitarian designs related to their ancillary function. Buildings 669 and 671 were related to the stable building functions. Building 669's brick construction also relates to the architecture of the stables. Built in 1921, the small storehouse (Building 670) is located farther northeast,. Building 670's character-defining features are its apparently dense, unadorned reinforced concrete construction and the ironwork applied to its window and door openings, which were related to its chemical storage function.

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[32] NPS, "Presidio ... Registration Forms," 7–46.

[33] Current stable area occupants are listed on Presidio website at: http://www.presidio.gov/About_the_Presidio/AroundthePark/ (accessed September 2004).

[34] NPS, "Presidio ... Registration Forms," 7-92. Also see, Architectural Resources Group, "Presidio, Cavalry Stables (Building No. 661), Historic American Building Survey report, CA-2405," prepared January 1995.

Building 662 and Building 663 (behind), camera facing south.

Building 668, camera facing southeast.

Building 669, camera facing northwest.

Building 670, camera facing northeast.

Building 671, camera facing northeast.

Stilwell Hall: Building 650

Stilwell Hall, Building 650, was built in 1921 as an enlisted men's barracks for Crissy Field. The Army named the building in 1946 in honor of General Joseph Stilwell, though he has no direct historical ties to this building except for being the base's commanding general during the period in which it was planned for construction. The hall has been converted for use as offices. The three-story building is symmetrical, with a cross-axial central portion flanked by rectangular end wings. A third wing that is one story extends south from the center of the rear elevation. The building is stucco-covered brick, with a concrete foundation, and large wood frame double hung windows. The building's character-defining features are related to its architectural design that reflects its Spanish Colonial Revival style. These features include the stucco exterior and its mission tile roof and mission-style parapets, as well as various components of the exterior design, such as the front gallery/ arcade, pilaster-like vertical elements, and water table. The Presidio Viaduct of Doyle Drive was built directly south of Building 650 in the 1930s.

Building 650, camera facing southeast

Batteries Blaney, Sherwood, Baldwin, and Slaughter

Four gun batteries are located on the bluff north of Doyle Drive, directly north of the San Francisco National Cemetery. The batteries are large unadorned concrete reinforced structures that were built partly below grade and surrounded by protective earthwork. The four batteries were built between the late 1890s and early 1900s as part of the Endicott-era coastal defense installations and are considered to be contributing elements of the Presidio NHLD. The Army applied building numbers to two of these: Battery Blaney (Building 635) and Battery Sherwood (Building 636). These two structures are largely intact. The other two, Batteries Baldwin and Slaughter, are listed in the 1993 NHLD documentation as archaeological sites (F47). These latter structures are partially buried. Battery Baldwin was buried in the fill for the eastern abutment of the Presidio Viaduct of Doyle Drive during its construction in the 1930s. Battery Slaughter was also partially buried when Doyle Drive was constructed. Battery Sherwood retains observation posts accessed by stairways, as well as elevated walkways, underground magazines and plotting rooms, and original solid-wood doors. Battery Blaney has four depressed semi-circular gun pits along with elevated walkways, underground magazines, and battery command/plotting rooms. Placement of the Presidio Viaduct abutment and the multiple lanes of freeway traffic on Doyle Drive isolated this bluff location, leaving pedestrian access only from the west end along Battery Blaney Road. The character-defining feature of these batteries is their massive concrete construction embedded in earthen mounds, built to withstand the stresses of gun recoils. Little else is visible from the surface of Battery Baldwin and Battery Slaughter. Battery Sherwood and Battery Blaney retain much of their layout and design, which contributes to the integrity of their character-defining features, such as their reinforced concrete construction and relationship to the topography of the bluff.

Battery Baldwin remains (indicated by arrows), adjacent to Presidio Viaduct east abutment, camera facing northwest.

Battery Sherwood, camera facing east.

Battery Slaughter as seen across Doyle Drive from National Cemetery, camera facing north.

Battery Blaney, camera facing east.

Building 631, camera facing northwest.

Building 631

The Golden Gate Bridge and Highway District built Building 631 in 1935 as one of three ammunition magazines for the Army as part of the agreement the military struck with the district for its construction of Doyle Drive. This group included Buildings 632 and 633 and is situated northeast of Battery Blaney. Building 633 has been demolished since 1993. Building 631 and 632 are small, unadorned, one-story rectangular stucco-clad hollow-tile buildings with gable roofs. Their character-defining features are their apparent dense construction, safety doors, and fixed glazing covered by bars and screens that are related to their function as ammunition storage.

Crissy Center: Building 603

Built in 1939 through WPA funding, Building 603 was originally designed as a commissary. This building uses concrete block construction, is two stories in height, and has a gable roof covered in red clay tile. It is listed as a contributor to the Presidio NHLD, although it has undergone a series of alterations, including an auditorium that was added in 1966. It was also used as a military photography laboratory before being converted recently for use as the GGNRA's Education and Community Program Center. This recent conversion included considerable alterations and additions to the building. It is now known as "Crissy Field Center." The building's character-defining features are its utilitarian design that includes mission tiles on the roof and a stucco exterior that helps it conform to the base's Spanish Colonial Revival architecture, prevalent on base starting in the 1910s.

Building 603, camera facing southeast.

Mason Street Warehouses: 1182, 1183, 1184, 1185, 1186, 1187, and 1188

Buildings 1182, 1183, 1184, 1185, 1186, 1187, and 1188 are warehouses built as part of the development of the North Cantonment into a major supply depot between 1917 and 1919. These simple rectangular, wood-frame buildings are nearly identical in form and construction materials. The buildings are about 18 meters (60 feet) wide and 61 meters (200 feet) long with concrete pier foundations, board-and-batten siding and wood frame loading docks. Building 1182 and Building 1188 have stucco-clad gable ends with embellished parapets facing towards the city, exhibiting Spanish Colonial Revival architectural elements on these otherwise utilitarian buildings. The character-defining features of these World War I-era warehouses are their unified "temporary" warehouse layout, their utilitarian wood frame construction, and elongated design. They have large sliding freight doors, wooden hoods supported by brackets, and bar covered windows that contribute to their character-defining features. When Doyle Drive was built in the 1930s as the approach to the Golden Gate Bridge, the Marina Viaduct was built just south of and parallel to the south sides of Buildings 1182, 1183 and 1184. This separated them from other warehouses on Gorgas Avenue built during the same period. Past projects on the Presidio NHLD included the demolition of 39 contributing buildings and structures in the former North Cantonment (now covered by both the Crissy Field and Letterman planning districts), including eight contributing buildings and structures north of the remaining Mason Street warehouses. These buildings and the rail line along Mason Street dated to the World War II period. Currently, the Mason Street warehouses are located in the northeastern corner of the Presidio NHLD, an area that is surrounded by other popular San Francisco sites, such as the Palace of Fine Arts, which is in the survey area for this project, and the St. Francis Yacht Club and Marina Green area, both of which are outside the survey area for this project.

(From L to R) Buildings 1184, 1183, and 1182, camera facing east.

Building 1185, camera facing east.

Halleck Street

See the discussion of buildings for the Main Post in Section 4.1.4.5 for a discussion of the buildings along Halleck Street.

4.1.2.6 Circulation

Doyle Drive

In 1937, Doyle Drive's high viaduct and low viaduct structures were built along the bluff or just north of the bluff. Doyle Drive is clearly visible from Crissy Field and is a prominent feature in views toward the south from Crissy Field. The decreasing elevation of the structure from west to east is also clearly visible and reflects the decreasing elevation of the natural topography of the bluff. The construction of Doyle Drive isolated the batteries from the rest of Presidio to the south. Doyle Drive also separated the Pilot's Row housing area from Fort Scott to the south, and since 1937, the Pilot's Row housing area has spatially been its own distinct area. (For the purposes of this study, this housing is discussed with its historic area, which was part of the Fort Winfield Scott planning district.)

Crissy Field Roads

As noted above, Mason Street (No. 2130) runs the length of the Lower Post and defines the southern edge of the open space. Mason Street provides a connection to all of the buildings in the Lower Post area. Its eastern end begins at the Marina Gate entrance and connects to Marina Drive. It continues west to the Torpedo Wharf area. The other historic road in this area is Marine Drive and its remains (No. 2101), which connect the Torpedo Wharf area to Fort Point.

Remnants of the grid of service roads related to the supply and service warehouses remain south of Mason Street between the Marina Gate entrance and the new commissary complex:

Lundeen Street (not given a number in the NHL nomination) begins at Mason Street at the eastern end of the Mason Street warehouses, then continues along their southern and western sides before ending at Mason Street.

Crook Street (not given a number in the NHL nomination) begins at Mason Street, runs between Warehouses Nos. 1186/1183 and Nos. 1184/1185, continues under Doyle Drive, and connects to a parking lot that serves the Palace of Fine Arts (but which is on Presidio property).

To the east of the Mason Street Warehouses is Marshall Street (not given a number in the NHL nomination); it begins at Mason Street, continues south under Doyle Drive, and connects to Gorgas Avenue.

A short section of Vallejo Street (No. 2185) remains. This street begins at Halleck, runs along the south side of the Commissary (No. 603), and ends in the parking lot of the Commissary/Post Exchange complex.

Young Street (not given a number in the NHL nomination) is located to the south and parallel to Doyle Drive. It is located at the northern edge of the paved parking lot around the Exchange buildings (Nos. 201 and 204).

Young Street's western end connects to Bank Street (not given a number in the NHL nomination), a service road that goes up the bluff and connects to Lincoln Boulevard, west of the Guard House (No. 210). Bank Street appears on maps as early as 1934.[35]

The location (vertical and horizontal alignment) of these streets is a character-defining feature of the roads in this area.

[35] This area on the south side of Doyle Drive is shown as being a part of the Main Post planning district in the *Presidio Trust Management Plan* (Presidio Trust 2002), but it is discussed in this section since it relates spatially to the features on the north side of Doyle Drive.

The area under and south of the Doyle Drive viaduct, west of the Mason Street Warehouses, north of Gorgas Avenue, and east of Halleck Street remains paved. (The area south of Mason Street, west of the Mason Street warehouses, north of Doyle Drive, and east of Halleck is now grass.) The area west of Halleck Street, north of Vallejo, and south of the bluff is also paved. These large expanses of open, level, paved area are a characteristic landscape feature and reflect the utilitarian and industrial functions of this portion of the Lower Post.

Battery Blaney Road

A remnant of unpaved Battery Blaney Road exists between Batteries Blaney and Sherwood. The alignment of this service road to the batteries was altered during the construction of Doyle Drive.

Stables Roads

The portion of Lincoln Boulevard located in this area defines the east, south, and west edges of the stables area. Lincoln Boulevard provides access to the Main Post to the east; to Fort Scott, via Storey Avenue, to the west; and by continuing north under the Doyle Drive high viaduct, to the Lincoln Boulevard housing and the Golden Gate Bridge. There is a low, stone retaining wall located on its southwest side in the portion of the road that is located below Buildings 661–663.

McDowell Avenue (No. 2107), Patten Road (No. 2135), Incinerator Road (No. 2080), and Cowles Street (No. 2040) were all built in 1912 in conjunction with the construction of the stables cluster. McDowell Avenue is the main street in the stables cluster and has a north-to-south orientation. Its north end begins at Lincoln Boulevard and it ends at Crissy Field Avenue. Incinerator Road also has a north-to-south orientation and provides access along the east side of the complex. Patten Road and Cowles Streets provide for circulation between the stables and have an east-to-west orientation. Patten Street is located north of Nos. 663 and 668 and Cowles Street south of Nos. 662 and 667.

Crissy Field Avenue (No. 2042) was built in 1920 as part of the construction of the airfield facilities. It connected several functional areas of the Presidio: the Main Post, the stables area, the Stillwell Hall complex, and the Crissy Field maintenance buildings. It also provided a shorter route between the Main Post and the Lincoln Boulevard housing area. Crissy Field Avenue begins on the east side at Lincoln Boulevard, just before this road curves south of the stable area. It continues down the bluff, just south of Doyle Drive, goes under Doyle Drive and behind Stillwell Hall, and then continues up the bluff to Lincoln Boulevard, on the west side. There is a stone retaining wall located on its south side for the portion of the road between Stillwell Hall and Lincoln Boulevard.

Park Boulevard (No. 2134) was built in 1870 and predates the construction of the stables area. It begins at Lincoln Boulevard, just opposite McDowell Road, and winds its way south through the Presidio forest before it ends at Washington Boulevard. The portion of road that is located within the Doyle Drive Project's APE provides access to the cavalry barracks and day room (Nos. 681–683) that overlook the stables area.

The location (vertical and horizontal alignment) of these streets is character-defining features of the roads in this area.

Halleck Street

The corridor for Halleck Street (No. 2068) dates from at least 1885. Halleck Street begins at Lincoln Boulevard and ends at Mason Street. This street and its cluster of service-related buildings provided a link between the Main Post and Crissy Field. The horizontal and vertical alignment of Halleck Street is a character-defining circulation characteristic of this part of the Presidio. The grading changes that were necessary to make this transition are evident in the character-defining retaining walls along the side of the street. The topography of the bluff of this portion of the Main Post (upland, bluff, lowland), also a character-defining feature, is still highly visible to the west of Halleck Street.

4.1.2.7 Vegetation

Crissy Field

There is a row of mature eucalyptus trees located along the east boundary between Mason Street and the shoreline.

There are four Monterey cypress trees located to the west of the Mason Street warehouses. These trees appear on aerial photographs from the late 1940s and so are historic vegetation features.

There are three palm trees located in the parking lot area of the new Commissary complex, just north of Doyle Drive. It was difficult to determine if these trees were present in historic aerial photographs. So without definitive information and given their size, the assumption is being made that they are historic vegetation features.

In the Crissy Field airfield area, the grass for the airfield and the row of palm trees (along the south side) of the Coast Guard site are historic vegetation features. There are two pine trees located just east of the pedestrian path that crosses the airfield to the Coast Guard site and a Monterey cypress tree located on the east side of the Warming Hut at the Torpedo Wharf area. It was difficult to determine if these trees were present in historic aerial photographs. Without definitive information and given their size, the assumption is being made that they are historic vegetation features.

Stables Area

Portions of the Presidio forest surround the Stables Area on its east, south, and west sides. These trees helped to provide shelter from the wind and separate the stables both spatially and visually from the National Cemetery (to the east) and the Fort Scott enlisted quarters area (to the west).

4.1.2.8 Archaeology

Battery Baldwin was partially removed and buried during construction of east end of Doyle Drive high viaduct (Presidio Viaduct) in circa 1933–37. Battery Slaughter was removed and buried during construction of east end of Doyle Drive, located on north side of Doyle Drive across from National Cemetery in approximately 1933–37.

Site CA-SFr6/26, a shell midden and single burial and place of cultural importance to Native Americans, is located in the Crissy Field area and has been determined to be individually eligible for the NRHP. In addition, the Quartermaster's Dump was identified in the Crissy Field Planning Area as part of the expansion of Crissy Marsh. While deposits related to the Quartermaster's Dump were not identified as part of the testing program for the Doyle Drive project, the area remains sensitive for the remains of long term and large-scale refuse disposal. Finally, within this planning area, the location of nineteenth-century Laundresses' Quarters was predicted in the NHLD documentation. Although limited testing was conducted in the predicted location of these resources, they could not be located. However, because testing in this area was limited by trench collapse and other constraints, it is possible that the quarters are within the APE and the area where they have been predicted to be is considered sensitive.

4.1.3 Portion of South Hills Planning District within APE (National Cemetery)

The VA National Cemetery Administration maintains 120 national cemeteries in 39 states (and Puerto Rico) as well as 33 soldier's lots and monument sites. One of these cemeteries is the San Francisco National Cemetery on the Presidio, which is located entirely within the Focused APE (Architectural). This cemetery is a contributing resource of the Presidio NHLD. The cemetery itself does not have a Presidio building number, but because it was regarded as a component of the property, some of its buildings, structures, and objects

were assigned numbers over the years. The San Francisco National Cemetery is not individually listed in the NRHP.[36]

4.1.3.1 Land Uses and Activities and Cultural Traditions

The historic and current land use and activities for this area are as a military cemetery. The landscape features that remain represent this historic land use and contribute to the integrity of this area.

The cemetery exhibits cultural traditions related the United States military cemeteries and burials during the Presidio's Military and Indian Affairs (1866–1890), Nationalistic Expansion (1891–1914), World War I (1915–1918), Military Affairs between Wars (1919–1940), and World War II (1941–1945) eras.

4.1.3.2 Spatial Organization and Response to the Natural Environment

The National Cemetery is located on a slope that overlooks the San Francisco Bay. The 28.34-acre rectangular parcel of land is oriented southwest-to-northeast, the same orientation of the Main Post. Due to the cemetery's slope and orientation, the principle views are of the San Francisco Bay to the north.

Within the cemetery, the four main roads (running northeast-to-southwest) divide the cemetery site into three sections. The graves are arranged in a grid pattern within these sections. The repeating pattern of the rows of tombstones is a characteristic feature of national military cemeteries. Buildings are clustered at the north edge of the cemetery next to the entrance.

4.1.3.3 Boundary Demarcation

The boundaries of the cemetery are defined by walls on the southeast, southwest, and northwest sides and by an iron fence on the northeast side. The Presidio forest surrounds the cemetery on three sides (southeast, southwest, northwest) and reinforces the boundaries on these sides. The presence of walls, fence, and Presidio forest at the edges of the cemetery help to define the boundary of the cemetery and to physically and visually separate it from the surrounding areas.

4.1.3.4 Circulation Features

Lincoln Boulevard is located along the north boundary of the cemetery.

Doyle Drive is located on the north side of Lincoln Boulevard. Traffic and portions of the deck structure are visible from the cemetery.

The main entrance to the site is located at the northeast corner of the cemetery. Within the cemetery, the key character-defining circulation features are the location (vertical and horizontal alignments) of the roads and pedestrian paths.

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[36] Roughly 1,700 cemeteries and burial places in all parts of the country have been listed in the NRHP since 1966, either individually or as part of historic districts. These numbers reflect the essential presence of burial places in the cultural landscape. NPS, "Guidelines for Evaluating and Registering Cemeteries and Burial Places," *National Register Bulletin* (1992 and http://www.cr.nps.gov/nr/publications/bulletins/nrb41/). JRP verified the NRHP status of the National Cemetery in California SHPO, "Directory of Properties in the Historic Property Data File for San Francisco County," as of January 2003, in the National Register Information System database online at: http://www.nr.nps.gov/, via email with: nr_info@nps.gov, and via telephone with the NRHP staff in Washington D.C., March and June, 2003. Also see, NPS, "Presidio ... Registration Forms," 7-55, 7-132 to 7-133, and 8-29 to 8-30.

The entry road to the cemetery is called Portal Drive (No. 2224). The four main roads (running northeast-to-southwest) divide the cemetery site into three sections: First Drive (No. 2227), Main Drive (No. 2225), First Drive West (No. 2229), South Drive West (No. 2230). There are two secondary roads (running northwest-to-southeast): North Drive (No. 2226) is located at the northern end of the cemetery, and South Drive (No. 2228) is located at the southern end

4.1.3.5 Clusters and Buildings, Structures, and Objects

Buildings are clustered at the north edge of the cemetery next to the entrance and so do not interfere with the expanse of rows of graves on the gently rolling grass lawn.

Buildings at the National Cemetery include administration, visitor facility, and maintenance facilities. They include the mortuary chapel (No. 150), housing (No. 151), restroom (No. 152), garage (No. 153), and maintenance building (No. 154).

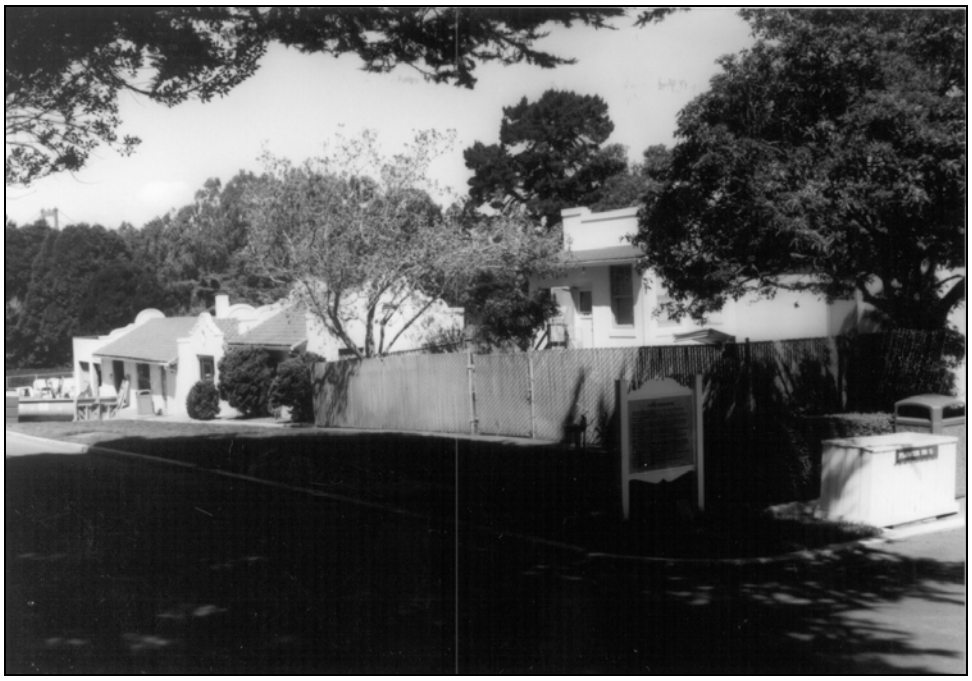
The Rostrum, constructed in 1915, was listed as contributing structure in the Presidio NHL Updated (NPS 1993). The tombstones and various memorials within the cemetery are also contributing cultural landscape features, although they were not listed in the Presidio NHL Updated (NPS 1993). A partial list of memorials includes the G.A.R. Memorial (1893), the Pacific Garrison Memorial (1897), the American War Mothers' Monument (1934), and the Unknown Dead Monument (1934).

4.1.3.6 Buildings

National Cemetery and Associated Buildings: 150, 151, 152, 153 and 154

Elements of the cemetery include stone and metal fencing, landscape and street furniture, memorial objects, and buildings. Some of the historic components of the National Cemetery may date to its founding in 1884 and expansion soon thereafter in 1886. The buildings and much of the landscaping features were constructed in the 1920s and 1930s. The cemetery itself does not have a Presidio building number, but because it was regarded as a component of the property, some of its buildings, structures, and objects were assigned numbers over the years. The cemetery boundaries are defined by the current location of the stone, concrete, and ironwork fences that surround it.[37] Its character-defining features include its configuration of roads, objects, and landscape elements, as well as its buildings. The cemetery's administrative buildings are Buildings 150, 151, 152, 153, and 154. These buildings, located near Lincoln Boulevard, were constructed during the 1920s and 1930s. They house various cemetery operations: mortuary chapel (150), housing or caretaker's residence (151), restroom (152), garage (153), and maintenance building (154). A portion of Building 151 was built in 1884.

[37] The technical advisory committee met with VA representatives on January 9, 2002, at the Presidio to discuss the Doyle Drive Project. This meeting included agreement on the cemetery boundaries.



(From L to R) Buildings 151, 152, 153, and 154, camera facing northwest.

The character-defining features of these buildings are their Spanish Colonial Revival architectural details, such as their shaped parapet roofs, Tuscan columns, stucco walls, and mission tile roofs. These consistent stylistic elements define the architectural character of this group of buildings. The other individual components of the cemetery, both numbered and unnumbered, identified as part of the documentation of the Presidio NHLD are listed below:

- Rostrum. National Cemetery [unnumbered structure]. 1915.
- Portal Drive, National Cemetery (2224). 1895.
- Main Drive and Officers' Circle, National Cemetery (2225). 1895.
- North Drive, National Cemetery (2226). 1934.
- First Drive, National Cemetery (2227). 1895.
- South Drive, National Cemetery (2228). 1934.
- First Drive West, National Cemetery (2229). 1895.
- Second Drive West, National Cemetery (2230). 1934.
- Boundary wall, National Cemetery (3201). Ca. 1880s – 1930s.
- Cast iron gate, National Cemetery (3202). Ca. 1886. [relocated along Lincoln Blvd, 1929]
- Main entrance, National Cemetery (3203). 1931.

4.1.3.7 Vegetation

The cemetery is surrounded on three sides (southeast, southwest, northwest) by the Presidio forest.

The main vegetation feature within the cemetery is the grass lawn. There are also several large trees (Monterey cypress or Monterey pine).

4.1.3.8 Archaeology

No archaeological sites have been identified within the National Cemetery. The NHLD documentation predicts that an early post cemetery is located within this planning area, although the plotted location for this cemetery is not within the Focused APE (Archaeology).

4.1.4 Main Post Planning District

4.1.4.1 Land Uses and Activities

The Main Post has supported a wide range of land uses and activities over the years. These have included: administration, housing, undeveloped open space, community facilities, training and encampments, services, utilities, medical, supply and storage, and recreation. The Main Post has been the site of the central administrative functions for the Presidio since 1776 (It also included a portion of the Quartermaster Depot. This historical functional area included the northern tip of the Main Post Planning District [north of the bluff], the east end of what is now Crissy Field Planning District, and the north end and east side of Halleck Street in the Letterman Planning District). Landscape features remain that represent these historic land uses and contribute to the integrity of this area.

These land uses and the landscape features described below reflect the cultural traditions associated with the Spanish and Mexican Settlement (1776–1846), Early United States Occupation (1846–1860), Civil War (1861–1865), Presidio's Military and Indian Affairs (1866–1890), Nationalistic Expansion (1891–1914), World War I (1915–1918), Military Affairs Between Wars (1919–1940), and World War II (1941–1945) eras.

4.1.4.2 Response to Natural System

The Main Post was located on the east side of the Presidio to protect it from the prevailing winds that blew from the west and northwest. The site's relatively flat expanse of land was suited for the initial layout of the Spanish-era walled compound and continued over the years to provide sufficient space for the expansion of the Main Post facilities. The Main Post, located on land that slopes down toward the north, was sited along the edge of the natural bluff that overlooks the San Francisco Bay. This location served both practical and symbolic functions. It provided for views of the Bay and the Golden Gate and symbolized the Spanish control of these features. This location provided convenient access to the area along the water's edge that provided safe anchorage for ships. Additionally, this site had access to reliable freshwater sources, wood for fuel, and land suitable for grazing livestock.[38]

[38] There were three components to the initial Spanish settlement of San Francisco -- the Castillo de San Joaquin, the Presidio de San Francisco, and the Mission San Francisco de Asis -- each with a distinctive function. The Castillo de San Joaquin was sited on the bluff overlooking the Golden Gate for the purpose of guarding the entry to the bay; this area is the present-day location of Fort Point. The Presidio de San Francisco (today known as the Main Post) was sited in a protected area close to safe anchorage by the bay. The Presidio (or Main Post) housed the garrison and supported the administrative and training operations. The third component of the settlement was located approximately four miles southeast of the Presidio. Here the Spanish built the Mission San Francisco de Asis (now known as the Mission Dolores). The mission was protected by the Presidio and supplied the garrison stationed there with fresh crops.

4.1.4.3 Spatial Organization

The Main Post is oriented northeast-to-southwest, and this orientation has been maintained from at least 1792, as indicated by the earliest plans and archaeological evidence, through the present. The Main Post's rectilinear organization contrasts the surrounding forms of the natural topography and most of the other portions of the Presidio that were laid out in response to this topography. The clusters or groups of buildings are sited around the southeastern, southwestern, and northwestern sides of the central open space. The open northeastern side provided the connection, orientation, and views to the San Francisco Bay. The contemporary central open space includes all three of the historic parade grounds: the Spanish-era El Presidio plaza, the Civil War-era parade ground (Old Parade ground), and the Main Parade Ground that was built in the 1890s.

The buildings of the Main Post are hierarchically organized. The large administrative buildings are sited in rows around the parade ground, and support buildings and residences are located in parallel rows along streets that are behind the first tier of buildings.

The street grid was laid out in response to the northeast-to-southwest orientation of the Main Parade Ground. The main streets are oriented northeast-to-southwest and the secondary streets are oriented southeast-to-northwest. Sidewalks in the Main Post area tend to parallel the streets and fronts of buildings, reinforcing the grid and orientation of the street circulation system.

4.1.4.4 Circulation and Clusters

Throughout its history, the Main Post has been a destination. From the earliest days of the Spanish garrison, roads from Mission Dolores, Yerba Buena (today, downtown San Francisco), and the Castillo came together at the Main Post. These roads laid the foundation for today's primary streets. The road system throughout the Presidio developed in response to providing access to or from the Main Post. Key entry points to the Main Post include Lincoln Boulevard; the Halleck Street service corridor (Buildings 201, 210, 222, 223, 225, 227, and 228); the former Alameda at the intersection of Funston Avenue and Presidio Boulevard on the east side of the Main Post; Arguello Boulevard on the south side; and Sheridan Avenue on the west side.

Doyle Drive is located to the north of the Main Parade Ground area. Since the construction of Doyle Drive, portions of the sides of the deck structure and the traffic traveling along Doyle Drive have been visible in views to the northwest and north from the Main Parade Ground.

Lincoln Boulevard is located along the northeast end of the Parade Ground. It continues to the east, providing a connection to the Letterman area and intersecting with Presidio Boulevard, which continues to the Lombard gate. It continues to the west providing a connection to the National Cemetery and to other portions of the Presidio located to the west.

As discussed in the previous section on Crissy Field (Section 4.1.2), Halleck Street (No. 2068) served as a service corridor and provided a connection and transition between the Main Post's administrative and residential functions and the utilitarian and supply activities of the Lower Post Area. Halleck Street spans the bluff area and provides a physical transition from the higher ground above the bluff (Main Post), over the bluff, and down to the lowland on the north side of the bluff (Lower Post). The corridor for this street dates from at least 1885. Halleck Street begins at Lincoln Boulevard and continues north to its intersection with Mason Street. The row of service buildings that define the Halleck Street corridor was built between 1896 and 1910. In 1896, two wooden buildings (Nos. 201 and 204) that served as early exchange stores were built at the base of the bluff on the west side of Halleck. No. 201 is located parallel and next to the west edge of the road. No. 204, located west of No. 201, is sited east-to-west, and its length is parallel to the base of the bluff. The next year, two warehouses (Nos. 223 and 227) and a bakery (No. 229) were built along Halleck's east side. The row of buildings along the east side was completed by 1910: in 1909 a bakery (No. 228) was built on the north end of the row, and in 1910 a storehouse (No. 222) was built on the south end. Additional smaller buildings—a flammable storage shed (No. 224) and another small, brick,

storehouse (No. 225)—were in place behind this main row of buildings by the end of the period of significance. In 1917, a warehouse (No. 230) was built to the east of No. 229. In 1939, a school and barracks for cooks and bakers was built, with funds from the WPA, on the west side of the Halleck; this building became the Main Post headquarters.

The buildings from the period of significance remain in place to define the eastern edge of the Halleck Street corridor (Nos. 222, 223, 227, 228); Nos. 224, 225, 229, and 230 also remain in place behind (east) of this row. On the west side of the street, the Post Headquarters remains in place. The exchange store (No. 201) continues to define the west side of the street's corridor on the south end, and the other exchange store (No. 204) remains in place at the base of the bluff to the west. Halleck Street continues to represent "an intact turn-of-the-century 'streetscape' of quartermaster, ordnance, and commissary buildings" and to provide a connection between the upland landscape of the Main Post and the land below the bluff.[39] The horizontal and vertical alignment of Halleck Street is a character-defining circulation characteristic of this part of the Presidio. The grading changes that were necessary to make this transition are evident in the character-defining retaining walls along the side of the street. The topography of the bluff of this portion of the Main Post (upland, bluff, lowland), also a character-defining feature, is still highly visible to the west of Halleck Street.

As discussed in the previous section on Crissy Field, Young Street is located just north of the two exchange buildings (Nos. 201 and 204) and is just south and parallel to the Doyle Drive viaduct. At its western end, Young Street connects to Bank Street, a service road/pedestrian path that extends up the bluff where it joins Lincoln Boulevard, west of the Guard House (No. 210). Neither Young Street nor Bank Street were listed in the Presidio NHL update (NPS 1993) as contributing features. However, Bank Street appears on maps as early as 1934 and, like Halleck, was built in response the natural topography of this area (upland, bluff, lowland) and to meet the need to navigate the topography of this area. Bank Street also represents the functional connection between the portions of the Main Post located above the bluff and the service areas located below it. There is a low stone curb located on the northeast side of Bank Street.

Along the bluff area, there are three sets of concrete steps that provide pedestrian access from the Main Post down to the service areas located below the bluff. There is a set of steps, with a pipe handrail on either side, located in alignment with the sidewalk that runs along the front (east) side of the barracks along Montgomery. There is another set, with a pipe handrail down the middle that connects to a sidewalk at the northeast corner of Building No. 211 (the former Burger King). There is a third set located in alignment with the sidewalk on the west side of Building No. 220. These features were built in response to the natural topography of this area (upland, bluff, lowland) and to meet the need to navigate this landscape characteristic. The steps represent the functional connection between the portions of the Main Post located above the bluff and the service areas located below it. There is a low concrete retaining wall located along the north side of the bluff in this area. It was not possible to determine the exact age of any of these features, and only the set of concrete steps on the east side were definitely visible in historic aerial photographs. However, given the appearance of these features, it is possible that they were in place before the end of the period of significance.

The top or southwest edge of the Parade Ground is defined by Moraga Avenue (No. 2121), whose corridor was established in 1846. Moraga Avenue runs from Funston Street, on the east, to Infantry Terrace, on the west. Along its south side is a row of buildings focused toward what was the original El Presidio plaza area. These buildings include Pershing Hall (No. 42), the Chapel (No. 45), Officer Housing (No. 49), and the Officers' Club (No. 50).

From east to west, the main northeast-to-southwest oriented streets are Funston Avenue (No. 2058), Mesa Street (No. 2114), Keyes Avenue (No. 2087), Graham Street (No. 2065), Anza Street (No. 2004), and Montgomery Street (No. 2119). These streets divide the Main Post into a series of long rectangular spaces.

[39] NPS, "Presidio ... Registration Forms," 7–46.

Funston Avenue, built in 1862, is the easternmost of these main northeast-to-southwest oriented streets (although it is outside of the Doyle Drive Project's APE, a description of this street is necessary to understand the layout of the Main Post). Funston begins at Moraga Avenue, at the south, and ends at Lincoln Boulevard, at the north. There is a row of officers' quarters (Nos. 4–16) located along this street. These houses, built in 1862, originally faced west towards Mesa Street and the parade ground. The uniform facades and setbacks of these houses formed the visual edge of the parade ground along Mesa Street. Then in 1878–79, these houses were turned around and now face east. The Post Hospital (No. 2) is located at the north end of Funston Street and was also reoriented toward the east in 1878–79.

Mesa Street, built in 1862, defines the southeast side of the Old Parade Ground. Mesa Street begins at Moraga Avenue and ends at Lincoln Boulevard. It provides a service access for the officers' houses (that now face Funston Avenue) and the two World War II era enlisted men's barracks (Nos. 38-39). These two buildings are outside of the Doyle Drive Project's APE.

Keyes Avenue was built in 1940–41 to accommodate circulation related to the construction of two enlisted barracks (No. 38 and 39). It begins at Pena Street and ends at Lincoln Boulevard. The two identical enlisted men's barracks (Nos. 38 and 39) face Keyes Avenue. This street is the eastern boundary for the large lawn area that is bounded by Keyes Avenue, Sal Street, and Graham Street and the south side of World War II era administration building (No. 37).

Graham Street, built in 1845, defines the northwest side of the Old Parade Ground. This street begins at Moraga Avenue and ends at Lincoln Boulevard.

Anza Street, built in 1864, begins at Sheridan Avenue and ends at Lincoln Boulevard. It defines the southeast edge of the Main Parade Ground, and Montgomery Avenue defines its northwest edge. A circa 1948 aerial photograph shows the main parade ground with newly constructed parking lots. This commenced the use of the parade ground as a parking lot. Additional paving continued and today the Main Parade Ground functions primarily as a parking lot (NPS and LCA 1993: 3-3). Originally the Main Parade Ground was intended as a large, open space that was used for important ceremonies, the presentation of marching and training exercises, and for temporary encampments.

Montgomery Street, built in 1880, begins at Moraga to the south and ends at Lincoln to the north. A row of barracks (Nos. 100–106) was built between 1895 and 1909 along the western side of Montgomery Street. These barracks face the parade ground. Their uniform facades and the way they are set back from the street provide a definitive edge to this side of the Main Parade Ground.

There are a number of smaller streets oriented southeast-to-northwest that provide access between the Main Parade Ground area streets. These include Bliss Road (No. 2027) and Pena, Sal, Owen, and Canby Streets (not listed as contributors to the NHL district). Sheridan Avenue (No. 2162), built in 1880, is a more prominent street that begins on the east end at Graham Street and continues west to Lincoln Boulevard. At its western end, it provides access to the National Cemetery.

To the west of and parallel to Montgomery Street are Taylor Road (No. 2176), Ord Street (No. 2131), and Riley Avenue (No. 2151). All three of these streets begin at Sheridan Avenue and end at Lincoln Boulevard and parallel the northeast-to-southwest orientation of the Main Parade Ground. Taylor Street was built in 1895, and Ord and Riley Streets were built in 1912. Taylor Road provides a service access for row of barracks that face Montgomery Avenue. The demolition of several buildings and the subsequent paving of open space between Taylor Road and Ord Street have lessened the integrity of this area, and it does not as strongly reflect the orientation and hierarchy of buildings as was once the case. However, the row of buildings on either side of Taylor Street still strongly reflects the orientation of the Main Parade Ground. On the southeastern side of the street, and facing northwest, are a gymnasium (No. 122) on the north end of the street and three enlisted family quarters (Nos. 124–126). On the opposite side of the street, and facing southeast, are three enlisted family quarters (Nos. 127–129).

4.1.4.5 Buildings

Main Post, Vicinity of Main Parade Ground: 105, 106, 107, 108, and 210

The Main Parade Ground is one of the historic focal points on the Presidio NHLD. Buildings in the vicinity of the Main Parade Ground are among the more important in their contribution to the character of the base's themes related to the period of Nationalistic Expansion (1891–1914). Building 105 is one of five large Colonial Revival double company brick enlisted men's barracks, including Buildings 101, 102, 103, and 104 (known as the Montgomery Street Barracks). This row of buildings is one of the most recognizable elements of the Presidio NHLD. Building 105 was built in 1897 to standardized plans of the Quartermaster General's office. The two-and-a-half-story red brick building has a U-shaped plan and stone trim. The widest wing (63 feet x 65 feet) of the building runs along the bottom of the U, parallel to Montgomery Street and the northwestern side of the parade ground. Hipped dormers also face onto the parade ground at the attic story under the hipped roof that has boxed eaves with decorative wood modillions. Segmental arch doors and windows give the handsome building a classical symmetry and are set in both levels of the main brick walls, as well as the random coursed ashlar of the basement level. The Montgomery Street barracks were part of the Army's major expansion of the Presidio in the 1890s; their brick construction provided the practical advantage of resisting fire, as well as symbolizing the Army's permanence and power. Their brick construction and Colonial Revival style present their character-defining features and was a shift for base architecture, in terms of scale, materials, and style. This shift influenced base construction for decades. The barracks were also laid out with formal lawns and sidewalks.[40]

Just to the northeast of Building 105, Building 106 was designed as a 37-man band barracks at the north end of the row of larger barracks buildings. "Traditionally, military barracks for bands were superior to those for regular troops, and this building, as compared to the row of barracks (Nos. 101–105), exemplifies this tradition architecturally in its fine 'Colonial Revival' design."[41] This band barracks is, in fact, a standard design of the period that was issued by the Quartermaster General's office. It is two stories in height, has an H-shaped plan, and red brick walls topped by a cross gabled roof. The two sides of the H plan each have a prominent front-gable roof with a molded cornice pediment. These two wings frame a two-story wood frame veranda on the main façade (southeast side). A wood frame shed-roofed addition projects from the rear (northwest side) of the building. The character-defining features of Building 106 are its brick construction, Colonial Revival style details, and original components such as doors and windows.

[40] NPS, "Presidio ... Registration Forms," 7-81; Trust, "Principles for the Future," 2002, 39-42.

[41] NPS, "Presidio ... Registration Forms," 7-86, and 8-38 to 8-39.

(From L to R) Building 105 and Building 106, camera facing north.

Buildings 107 and 108 are small utilitarian buildings that were constructed in 1911 and 1940, respectively. Building 107 is the oldest electrical switching station that remains on Post. Its brick construction measures about 24 feet by 31 feet in plan, with a gable roof and segmental arch window and door openings. Building 108 was designed as a small electrician shop. The reinforced concrete block building has a low-pitched hipped roof and industrial sash windows. The character-defining features of these buildings are their utilitarian design that contributes to the grouping of buildings around and near the Main Parade Ground.

Building 210 was originally constructed as a guardhouse in 1900 and currently serves as a post office and bank. The Trust rehabilitated this building in 2001. It is a one-and-a-half-story brick building with a wood frame porch inset on the south side. Its hipped roof has small-hipped roof dormers and the building has collection of wood frame widows. Its east entrance sits under a bracketed hood. The character-defining features of this building include the use of brick construction materials, Colonial Revival detailing, and original design components. Its construction continued the use brick and Colonial Revival architecture around the Main Parade Ground.

Main Post, Vicinity of Halleck Street: 201, 204, 227, 228, and 230

These buildings are located in the northeastern tip of the Main Post Planning District in an area that functioned historically as the Quartermaster Depot. The buildings of this historic area housed various post support activities and were located in the lower (northern) parts of what is now the Main Post and Letterman Planning Districts, as well as the eastern end of the Crissy Field Planning District. Buildings 201 and 204 were constructed to serve Post Exchange functions in 1896 and both are long narrow wood frame warehouses. Their character-defining features are derived from their form and construction type of "temporary" design for their time, although the buildings are now more than a century old. Both exhibit utilitarian designs of their period with some contemporary alterations. They have lapped siding, gable roofs with exposed rafters, and combinations of wood frame windows. Building 201 is one story along the west side of Halleck Street and two stories on its west side. The building has a rough-cut stone and concrete foundation. It has a recessed loading bay on the west side and a loading dock on the east side. Building 204 is two stories and has horizontal sliding doors at the ground level.

Building 107 with Building 108 behind, camera facing southwest.

Building 210, camera facing north.

Building 227, and its neighbor Building 223, are two similar warehouses built along Halleck Street in 1897. These, and others in this vicinity, are part of the major construction program of the period that led to the construction of many brick buildings. Building 227 was later converted to offices. It is a one-and-a-half-story building with a cross-axial plan, measuring roughly 32 feet by 114 feet. The building has a random-course rock-faced stone foundation and a gable roof, clad in red asphalt shingles. Its character-defining features are its utilitarian design components combined with classical elements that contribute to the base's Colonial Revival style, such as the corbelled courses below the cornice and segmental-arch window openings.

Building 228 was the second of two buildings, situated immediately north of Building 227, built to house bakeries. Building 228 was built in 1909, 12 years after Building 229 next door. Their character-defining features include the continued use of brick construction seen on Halleck Street and during this era on the Presidio, though these examples are largely unadorned. Building 228 is roughly square in plan, a tall single-story building, with a hipped roof topped by lantern monitors. It was later converted for use as a dry cleaning facility with new south facing double doors.

Building 230 is a one-story, wood frame building that was built in 1917 during the development of the Quartermaster Depot (now the northeastern corner of the Main Post Planning District). Its character-defining features are in its simple utilitarian design (roughly 23 meters [74 feet] by 41 meters [134 feet] in plan) and simple wood construction. It is topped by a gable roof with red asphalt shingles and clad in drop wood siding.

Building 201, camera facing northwest.

Building 204, camera facing west.

Building 228, camera facing northeast.

Building 230, camera facing west.

4.1.4.6 Vegetation

Although not located within the portion of the Main Post that is within the Doyle Drive Project's APE, the Presidio forest is located on the hillsides that surround the Main Post on the south and west sides. The forest is visible from the Main Post and provides a background that contrasts with the formal nature of the Main Post and its parade grounds.

Generally, the vegetation features of the Main Post area can be characterized as consisting of grass lawns around buildings, plantings along buildings' foundations, and specimen trees.

The Centennial Tree (No. 3053) is a eucalyptus tree that is located in the parking lot of the Main Parade Ground, surrounded by a white picket fence.

Due to its proximity to the Doyle Drive undertaking, the vegetation located along the bluff area is described in detail. There is a group of pine trees located at the top of the slope in the area west of Building No. 210, next to the sidewalk on the north side of Lincoln Boulevard. Vegetation or trees appear in this general location in a 1948 aerial photograph of the Presidio. Vegetation or trees also appear planted along the bluff area, north of Building No. 210, east to Halleck Street. This corresponds to the general location of the pine and cypress trees that are located in this area today. Trees were probably planted in this location to buffer the views from the Main Post north to Doyle Drive. A characteristic feature of the vegetation along the north side of the bluff is that it is not irrigated; this reflects the service or utilitarian nature of this portion of the Post.

West of the Main Parade Ground, along the strip of land located between Lincoln Boulevard and Doyle Drive, are trees. There are trees from the intersection of Lincoln Boulevard and Montgomery Avenue continuing west to area north of the National Cemetery. Trees appear in this location in aerial photographs dating from the late 1930s through 1948.

4.1.4.7 Archaeology

Although the Main Post contains a wealth of archaeological resources, most notably remnants from the Spanish/Mexican "El Presidio," no known sites are located within the Main Post area included in the Focused APE (Archaeology). Nevertheless, the Presidio NHLD documentation predicted numerous historic-period archaeological resources within the Main Post area, and although test excavation did not identify any remains of these resources, the area is considered sensitive for historic period resources. The area is also sensitive for prehistoric resources, especially along the bluff separating the upper and lower Posts.

4.1.5 Letterman Planning District

4.1.5.1 Land Uses and Activities and Cultural Traditions

The primary historic land use and activity for the Letterman area was the medical facility. Other land uses and activities that supported the medical center included administration, community facilities, supply and storage, housing, undeveloped open space, and recreation. A portion of the Quartermaster Depot was also located in this area. This historical functional area included the north end and east side of Halleck Street in the Letterman Planning District, the northern tip of the Main Post Planning District (north of the bluff), and the east end of what is now Crissy Field Planning District. Today, the features that remain represent these historic land uses and contribute to the integrity of this area.

These land uses and the landscape features described below primarily reflect the cultural traditions associated with the Presidio's Nationalistic Expansion (1891–1914), World War I (1915–1918), and Military Affairs between Wars (1919–1940) eras.

4.1.5.2 Response to Natural Systems

The broad expanse of this large, gently sloping site made it a suitable location for the construction of a large building complex or cluster. The sight slopes down from the south to north toward the Bay.

The siting of the building complex provided views to the Golden Gate and Bay.

The Tennessee Hollow riparian corridor, which drained into the Bay, was located to the west of the Letterman complex. However, this natural drainage had already been altered by the time Letterman was being built.

4.1.5.3 Spatial Organization and Clusters

The Letterman site was located close to the Main Post and connected to it via Lincoln Boulevard. The medical center's storage and supply facilities developed on its north side, next to the existing warehouses along Mason Street. The officer's housing for the medical center was located on its east side, facing a large, open area that was developed as the medical center's parade ground.

The construction of the original hospital and wards (built between 1899 through 1902) and the housing complex (built between 1902 through 1908) followed the northeast-to-southwest grid established by the Main Post. The administration building was built facing Lincoln Boulevard, and this became the front or public side of the complex. The medical center's long, rectilinear wards were built to the north and on both sides of the administration building. The wards were organized around a central internal open space. This arrangement of the buildings for the hospital and wards promoted access to light and circulation and reflected late-nineteenth century principles for hospital design. The repetition and consistent setback of the buildings from the street helped to create a cohesive streetscape identity for the area. By 1980, about two-thirds of the original ward buildings had been demolished, and the central courtyard had been paved for parking. Most of the wards on the west side of administration building were demolished. However, enough historic features

remain so that the original spatial organization is still apparent. During the period of significance, the open lawn of the parade ground, on the eastern side of the complex, was a characteristic of the spatial organization of the complex. A row of officers' houses facing this open, green area was built along the west side of O'Reilly Avenue. The row of officers' houses remain, but the parade ground no longer exists.

The nature of the eastern portion of the Letterman area changed dramatically when a modern, 10-story building was constructed on the open parade ground area. The Letterman Army Medical Center was built in 1969 and the Letterman Army Institute of Research in 1974. These facilities did not relate to the existing spatial organization, scale, massing, or materials of the area or to the rest of the Presidio. (The 10-story Letterman Army Medical Center was the tallest building at the Presidio.) Large, parking lots, constructed adjacent to the new buildings, removed additional open, green space. The Letterman Army Medical Center and Letterman Army Institute of Research were recently demolished. In 2004, a new 23-acre complex was constructed on this location.

The facilities related to the supply and storage needs of the medical center developed between 1900 and the early 1920s on the northeast side of the complex. In 1919, a double row of warehouses that followed the double-sided layout of the warehouses along Mason Street was constructed along Gorgas Avenue. Historically, a rail line ran along the southwest side of this row of warehouses, along Gorgas Avenue. Between Edie Road and Gorgas Avenue, various buildings and two interior service roads (Thornberg and Birmingham) were constructed that provided support functions for the medical center. The three rows of buildings in this area were oriented southeast-to-northwest, parallel to the service roads. To support the utilitarian functions of this area, the space between the buildings was paved.

4.1.5.4 Circulation and Clusters

The Lombard Street Gate and Lombard Street provide a main entrance to the Presidio from the east.

Lincoln Boulevard runs along the south side of the Letterman complex. The road provides a connection from Presidio Boulevard and Lombard Street to the east. It continues west past the Letterman area to the Main Post.

The remains of the Letterman Medical Center pavilion cluster that housed the administrative (No. 1016), clinic (No. 1014), and ward buildings (Nos. 1007-1009, 1012, 1013) are bounded on the southwest by Torney Avenue (No. 2180, built in 1912), on the northwest by Girard Road (No. 2063, built in 1902), on the northeast by Edie Road (No. 2049, built in 1902), and on the southeast by General Kennedy Avenue (No. 2059, built in 1902). The location and vertical and horizontal alignments of these roads are character-defining features of the circulation system in this area.

The row of five officers quarters (Nos. 1000–1004) are located between General Kennedy Avenue and O'Reilly Avenue (built in 1912). The houses face toward O'Reilly Avenue.

The service and supply cluster of buildings is located on the northeast side of the Letterman area. The northwest-to-southeast oriented roads for this area include Edie Road (No. 2049, built in 1902), Thornburg Road (No. 2179, built in 1912), and Birmingham Road (No. 2024, built in 1941). Edie Road is the boundary or transition between the hospital and service areas. Gorgas Avenue (No. 2064, built in 1920) runs along the back (northeast) side of the service and supply buildings. A row of warehouses (Nos. 1160–1163, 1167–1170), the indoor swimming pool (No. 1151), and gymnasium (No. 1152) are located on the northeast side of Gorgas Avenue. There is a secondary entrance or service entrance to the Presidio at the intersection of Gorgas and Lyon. Gorgas' western end intersects Halleck Street. The location and vertical and horizontal alignments of these roads are character-defining features of the circulation system in this area.

4.1.5.5 Buildings

Buildings 1056, 1059, 1060, 1061, 1062, 1063 and 1076

These buildings are arranged roughly in a row, along Birmingham and Thornburg Roads, south of Gorgas Avenue in the northeastern portion of the Presidio NHLD that served as the Quartermaster Depot. These buildings do not share uniform plans (as do the nearby Gorgas Avenue warehouses), but their basic construction and utilitarian design is consistent with the other resources in the area. Building 1056, a single story wood frame building with bands of windows, was built in 1910 to house laboratory animals used at Letterman General Hospital. It later became a storage building. Building 1059, a rectangular reinforced concrete building with a hipped roof and hinged and horizontal sliding wood doors, was built in 1915 as a warehouse for combustibles and later used to store linen for the hospital. Building 1060 was built in 1916 as a two-story warehouse for Letterman Hospital. It has a wrap-around veranda with slender concrete piers. Building 1061 is a small reinforced concrete utilitarian building with a shed roof constructed in 1938 as an acid storage shed. Building 1062 is a two-story reinforced concrete building with a loading dock on its south side. It was built in 1922 to serve as shop space for the Quartermaster and later used for storage. Building 1063 was built in 1941 as a medical supply warehouse. It is a tall wood frame single story building, characteristic of a World War II–era temporary warehouse. Its construction was related to the expanded activities of Letterman Hospital during that period. Building 1076 is a small wood frame garage constructed in 1938 to house ambulances. It was the smaller of two similar garages. The other was Building 1055, which has been demolished. The 1993 documentation of the Presidio NHLD notes that the garage doors on Building 1076 have been replaced and the building has marginal integrity, although it is still listed as a contributor to the landmark. The character-defining features of this group of utilitarian buildings are their wood frame and concrete construction, warehouse plan layout, hipped roofs, and original windows and doors. Buildings 1060 and 1962 also exhibit modest Spanish Colonial Revival elements that relate to the prevalent architectural style used on base during the 1910s. This area represents the development of support facilities in this area of the Presidio from the World War I era to the World War II era.

(From L to R) Buildings 1056, 1059, and 1060, camera facing west.

Building 1063, camera facing northwest.

Building 1076, camera facing northwest.

Gorgas Avenue Warehouses: 1160, 1161, 1162, 1163, 1167, 1169 and 1170

The Gorgas Avenue warehouses include seven building numbers: 1160, 1161, 1162, 1163, 1167, 1169, and 1170. In appearance and structurally, the buildings are so unified as to be best considered as a single unit. These were built in 1919 in an attempt to make this part of the Presidio into a major supply depot just after World War I. Building 1160 was constructed much later and attached to the southeastern end of Building 1161 in 1940. The character-defining features of the buildings are their uniformity, their utilitarian wood frame construction and elongated design that includes large sheltered sliding freight doors, wooden hoods supported by brackets, and metal bar covered windows. These buildings are located in the northeastern corner of the Presidio NHLD, in an area that has historically been characterized by warehouse and post support functions housed in wood frame buildings. The contributing resources in this area still convey this pattern of development because the nearby resources south of Gorgas Avenue are also contributing elements that, although of different plans, share similar construction types. When Doyle Drive was built in the 1930s, the Richardson Avenue ramps were built just to the northeast of the Gorgas Avenue warehouses in the narrow space between the buildings and the Palace of Fine Arts property just outside the Presidio. Doyle Drive's construction also separated them from other warehouses on Mason Street built during the same period.

Building 1163 and Building 1167 (behind), camera facing east.

(From L to R) Building 1161 and Building 1160, camera facing northeast.

Buildings 1151 and 1152

Buildings 1151 and 1152 are World War II–era recreation buildings, constructed at the end of a row of World War I–era warehouses. Both are tall reinforced concrete buildings, constructed in 1945 to house an indoor swimming pool (1151) and a gymnasium (1152). The character-defining features of the buildings include their reinforced concrete materials; the use of large windows that was appropriate for their recreational uses; and Moderne design elements on Building 1151, characteristic of the period. These buildings are located in the northeastern corner of the Presidio NHLD, in an area that has been historically characterized by warehouse and post support functions housed in wood frame buildings. Doyle Drive and its Richardson Avenue approaches had been built about 10 years before these buildings were erected, and they were sited immediately along the southwest side of Richardson Avenue at the east end of the row of Gorgas Avenue warehouses (see Buildings 1160, 1161, etc., above). Although Buildings 1151 and 1152 were built late in the period of significance for the landmark, they were identified as contributors because they are associated with the "continuing importance and activity of the Post and specifically Letterman Hospital during the World War II-era."[42]

[42] NPS, "Presidio ... Registration Forms," 7-171.

(From L to R) Building 1152 and Building 1151, camera facing east.

4.1.5.6 Vegetation

Generally, the vegetation features of the Letterman area consist of grass lawns around buildings, plantings along the buildings' foundations, and specimen trees.

Although not located within the Letterman planning district, the Presidio forest is located on the to the south and is visible from the Letterman area.

4.1.5.7 Archaeology

No archaeological features were identified in the portion of the Letterman area within the Doyle Drive Project's Focused APE (Archaeology), but the area has been identified as having prehistoric archaeological sensitivity, especially in areas that were formerly margins to Crissy Marsh. The area has also been identified as having historic sensitivity due to the common practice of using the lower post for refuse disposal and from long-term filling of the marsh area.

4.2 INDIVIDUAL HISTORIC PROPERTIES WITHIN OR ADJACENT TO THE PRESIDIO NHLD

There are five other historic properties within the Focused APEs besides the Presidio NHLD: Presidio Viaduct on Doyle Drive (Bridge 34 0019), Marina Viaduct on Doyle Drive (Bridge 34 0014), the Doyle Drive portion of the Golden Gate Bridge property, archaeological site CA-SFr-6/26, and the Palace of Fine Arts.

4.2.1 Doyle Drive

Doyle Drive, also referred to as the South Approach to the Golden Gate Bridge, carries U.S. 101 through the Focused APEs, on an east-west alignment through the northern portion of the Presidio NHLD. Doyle Drive runs past the Palace of Fine Arts on the east, westward to the toll plaza of the Golden Gate Bridge. The structure includes two viaduct structures, identified as the Marina Viaduct (Bridge 34 0014) and Presidio Viaduct (Bridge 34 0019) in the Caltrans bridge maintenance system. An at-grade segment along the bluffs near the batteries and the San Francisco National Cemetery separates the two bridges.

The Golden Gate Bridge and Highway District built Doyle Drive in 1933–1937 as part of the construction of the Golden Gate Bridge. The roadway was not designed for direct access into or out of the Presidio. This is because the Army required that base access be restricted at the time the bridge and Doyle Drive were constructed. The design also responded to the topography and the Presidio's prominent bluff. While the structure altered views of the Golden Gate and San Francisco Bay from within portions of the Presidio, it also provided new vistas of the Presidio, the Bay, and the Golden Gate Bridge to drivers and passengers traveling on Doyle Drive. Activities and functions of the property have since changed with the Army's departure and the establishment of the Presidio as a National Park.

Doyle Drive was determined eligible for and listed in the NRHP as a contributing element of the Presidio NHLD (as described in Section 4.1), and as discussed below, has also been identified as a component of the proposed Golden Gate Bridge NHL nomination. SHPO and FHWA concurred that Doyle Drive is eligible for listing in the NRHP in 1987. This evaluation found Doyle Drive's Presidio Viaduct and Marina Viaduct eligible as contributive elements of the Golden Gate Bridge.[43] Doyle Drive's eligibility, though, has generally been considered separate from the eligibility of the Golden Gate Bridge because of the division of jurisdiction between Caltrans, which manages Doyle Drive, and the GGHTD, which manages the Golden Gate Bridge. This influenced the understanding of Doyle Drive as a historic property for the purposes of this FOE. As discussed below, the NPS NHL nomination of the Golden Gate Bridge, with Doyle Drive as a contributing element, provides a means to capture the overall recognized significance of these structures in addition to their separate statuses as historic properties eligible for listing in the NRHP.

Doyle Drive's character-defining features are its alignment and its design elements that mimic features of the Golden Gate Bridge. Because of the Army's restrictions on access to the Presidio at the time of its construction, the alignment's lack of direct access to the former military reservation is a character-defining feature. The design features that mimic elements of the Golden Gate Bridge include the piers of the Presidio Viaduct, distinctive light standards, curbs, and handrails.

[43] NPS, "Presidio ... Registration Forms"; NPS, NHL Nomination, "Golden Gate Bridge," 1997; Golden Gate Bridge, HAER # CA-31 (1984); Presidio of San Francisco, HABS # CA-1100-1114, 1173, 1174, 1212-1216, 1239, and 2269; California SHPO, "Directory of Properties in the Historic Property Data File for San Francisco County," as of February 8, 2001, on file with SHPO, Sacramento; Caltrans, Structure Maintenance and Investigations, "Historical Significance – State Bridges," as of October 1, 2001; Mikesell, HRER, 1987; Snyder, Memorandum to SHPO, 1990; and Nissley, Letter to Markley, 1994.

Doyle Drive (Presidio Viaduct) from east abutment, camera facing northwest.

4.2.2 Golden Gate Bridge

The Golden Gate Bridge has been determined eligible for listing in the NRHP, and Doyle Drive is considered a contributing element of the historic property. Although the bridge itself and contributing elements adjacent to the bridge are outside the Focused APEs, the overall property is included in this discussion so that the effects on bridge property may be assessed. The NPS prepared and submitted an NHL nomination for the Golden Gate Bridge property in 1997. This nomination recognized Doyle Drive as a contributor to the nominated bridge property because Doyle Drive is "functionally and aesthetically integral to the Golden Gate Bridge."[44] Furthermore, the nomination states that the Golden Gate Bridge was determined eligible for listing on the NRHP (under Criteria A, B, and C) in 1980 and was designated as California State Historic Landmark No. 974 in 1990. According to the OHP's Historic Property Data File, the Keeper determined the Golden Gate Bridge to be eligible for the NRHP in 1977 (Status 2S1), and a consensus determination concurred in 1980, resulting in a Status 2S2 (determined eligible for separate listing). Caltrans initially evaluated the viaducts on Doyle Drive, the Presidio Viaduct (Bridge 34 0019), and Marina Viaduct (34 0014) during the department's state-wide historic bridge inventory (completed in 1986) and concluded that these two structures were not eligible for listing in the NRHP. In 1987, Caltrans Architectural Historian Stephen Mikesell re-evaluated these two structures and concluded that they were eligible for listing in the NRHP as contributive elements of the Golden Gate Bridge. SHPO concurred with this conclusion. The Golden Gate Bridge and its approaches have also been documented by the Historic American Engineering Record (HAER #CA-31), and the bridge has been recognized by the American Society of Civil Engineers on at least three separate occasions: as one of the Seven [engineering] Wonders of the World in 1955, as a National Civil Engineering Landmark in 1984, and as a Monument of the Millennium in 2001. Doyle Drive does not appear to be cited as a specific component of the Golden Gate Bridge (San Francisco City Landmark No. 222).[45]

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[44] NPS, NHL Nomination, "Golden Gate Bridge," 1997.

[45] NPS, "Presidio ... Registration Forms"; NPS, NHL Nomination, "Golden Gate Bridge," 1997; Golden Gate Bridge, HAER # CA-31 (1984); Presidio of San Francisco, HABS # CA-1100-1114, 1173, 1174, 1212-1216, 1239, and 2269; California SHPO, "Directory of Properties in the Historic Property Data File for San Francisco

The Golden Gate Bridge NHL nomination describes the bridge property as a series of interdependent structures. These basic components are the bridge, the Presidio approach road (Doyle Drive), and an ancillary structure known as the Round House. Although not itemized, the light standards and railings are also specifically identified as contributing elements of the property in that 1997 nomination. The Presidio approach road (Doyle Drive) was identified as a contributor because of its integral importance to the bridge and the fact that Strauss and Paine designed it along with the bridge, under contract to the Bridge District.[46] The boundary justification for the proposed bridge landmark states:

> The Presidio approach road is included because it constitutes a primary part of the historic construction project. Vital to the success of the Bridge, this approach road was built by the Bridge District and the City of San Francisco concurrently with the construction of the bridge proper. The various components of the Presidio approach road exhibit the same design elements as the bridge itself, including the distinctive light standards, curbs, and handrails. The Presidio approach road has been determined to begin at the east boundary of the Presidio of San Francisco (along Lyon Street) based on the historic jurisdiction of the Bridge District and based on the commencement there of the design elements that unify the entire approach road and bridge structure.[47]

The Golden Gate Bridge is one of the most well-known, internationally recognized, and frequently visited suspension bridges in the world. Combining Art Deco and Streamline Moderne design with advanced engineering technologies and situated against a dramatic coastal backdrop, the bridge has been described as an "environmental sculpture," widely noted for its harmonious blending of the natural and built environment. Located at the mouth of San Francisco Bay, the bridge spans the Golden Gate Strait, from Fort Point at the northwestern tip of the San Francisco Peninsula to Lime Point at the southeastern end of the Marin Headlands, specifically the area of East Fort Baker. The extraordinary setting intensifies the visual power of the bridge. From its north-south alignment, the bridge provides panoramic views of the rugged beauty and urban diversity that surround it, encompassing the Marin hills, the skyline of San Francisco, Alcatraz and Angel Islands of San Francisco Bay, and the wide expanse of the Pacific Ocean and coastline.

Constructed between 1933 and 1937, the bridge structure consists of two anchorages, four pylons, two piers, two towers, the main span, two side suspension spans, two bridge approaches (including the arch over Fort Point), and the Presidio approach road and Toll Plaza. Additionally, two ancillary buildings—the Toll Plaza Building and the Round House—stand in the area of the historic Toll Plaza. Construction of the Round House was not completed until 1938. The length of the bridge, measured from abutment to abutment, is 8,981 feet, the length of the main span is 4,200 feet, the navigation clearance is 220 feet (above mean high water), and the twin towers stand 746 feet above the water. The bridge is constructed primarily of concrete-and-steel foundation, concrete roadway, steel support structure, and steel cable. Architectural features and details associated with styles identified as Art Deco and Streamline Moderne—such as towers, pylons, anchorages, railings, and light standards—recur throughout the parts of the bridge and unify the design, merging artistry and utility.[48]

The character-defining elements of the Doyle Drive segment of the Golden Gate Bridge (that portion of the bridge within the Focused APEs for this project) are described in Section 4.2.1, above.

County," as of February 8, 2001, on file with SHPO, Sacramento; Caltrans, Structure Maintenance and Investigations, "Historical Significance – State Bridges," as of October 1, 2001; Mikesell, HRER, 1987; Snyder, Memorandum to SHPO, 1990; and Nissley, Letter to Markley, 1994.

[46] NPS, NHL Nomination, "Golden Gate Bridge," 10.

[47] NPS, NHL Nomination, "Golden Gate Bridge," 33.

[48] NPS, NHL Nomination, "Golden Gate Bridge," 4.

Doyle Drive (at left of photo) and Golden Gate Bridge, ca. 1937.[49]

4.2.3 Archaeological Site CA-SFr-6/26

Although the natural bluff along the northern boundary of the Presidio has been extensively altered over the last century, that portion of the defined archaeological APE has nonetheless yielded archaeological discoveries. Therefore, much of the focused APE (Archaeology) had been previously identified by the NPS as an "Indigenous Sensitivity Area". The areas of prehistoric archaeological sensitivity that are within the Doyle Drive APE include the bluff on the upper Post along and under Doyle Drive, the lower Post along the base of the bluff, and the area around the former historic extent of Crissy March.

The prediction that this area is sensitive for prehistoric resources has been informed by finds such as the shell midden first identified as the "Presidio Mound" in 1912 and recorded in 1972 as CA-SFr-6, and an adjacent single burial (CA-SFr-26) excavated from beneath the subfloor of an Army building. A second prehistoric midden site (CA-SFr-129) was recorded northeast of the focused APE (Archaeology) in 1998. Thus, despite the lack of surface indicators, the project area was nevertheless considered sensitive for prehistoric resources.

The Focused APE was also considered to be sensitive for historic archaeological resources. The lower post portion of the APE was formerly a combined freshwater/saltwater estuary that was filled with sand, soil, and post debris over a period of approximately 60 years (ca. 1860–1920). Army Quartermaster stables, gun sheds, and storage warehouses dating to the Civil War period were formerly located along the bluff's edge in the upper portion of the APE. In 1914–1915 the northeastern APE was filled and leveled to house part of the

[49] Postcard caption on reverse: "Airplane view of the Golden Gate Bridge. Preliminary surveys and test borings were started in 1929. Ground was broken for the Golden Gate Bridge February 26th, 1933, and now, just four years and three months from that date, traffic flows, uninterrupted, across the most beautiful bridge in the world. It cost $35,000,000 and will have an estimated earning capacity of 2,800,000 annually. Photo copyright 1937 - Gabriel Moulin." Collection of JRP Historical Consulting.

Panama-Pacific International Exposition, and this area was expanded westward in the 1920s for the construction of Crissy Airfield.

In October 2001, the consultant team prepared an *Archaeological Survey Report/Historic Study Report* (ASR/HSR) for the Doyle Drive Project. Previous archaeological studies conducted at the Presidio and at other Bay Area shellmound sites were used to identify prehistoric resources in the Focused APE (Archaeological). Extensive archival research was also conducted to develop field-testing strategies for locating historic archaeological sites/features. In 2001, a comprehensive research design and testing plan for the Project was undertaken and an ASR/HSR was prepared (Jones & Stokes et al. 2002). Subsequently, a Phase I/Phase II testing program in the Focused Archaeological APE was undertaken in November-December 2001. Test excavations in the APE identified the buried remains of a prehistoric shellmound first investigated by L. Loud in 1912 and subsequently designated as CA-SFr-6. No evidence of CA-SFr-26, a single Native American burial that was excavated from beneath an Army building in 1972, was found during the test excavations. Because a clear archaeological relationship was determined between CA-SFr-6 and CA-SFr-26, the boundaries of CA-SFr-6 were expanded to include the plotted location of CA-SFr-26, which is adjacent to CA-SFr-6. As a consequence the two sites were combined into a single cultural resource referred to as CA-SFr-6/26. CA-SFr-6/26 was evaluated and recommended eligible for listing in the NRHP under Criterion D (Jones & Stokes et al. 2002). The SHPO concurred with this evaluation in correspondence dated December 17, 2002. Additionally, because it has the potential to contain Native American burials, CA-SFr-6/26 may be ascribed other values exclusive of NRHP criteria.

The Phase I/Phase II testing program also targeted several areas in and adjacent to the Focused Archaeological APE where various historic structures, features, and activity areas were formerly located. Potential historic archaeological sites and features at the Presidio are collectively identified as contributing elements of the NHLD; however, the testing program failed to identify any significant historic archaeological properties in the Focused Archaeological APE for the Doyle Drive Project.

Prior to the construction of Doyle Drive, some areas of the APE are being proposed for extensive ground disturbance as part of the Presidio's environmental remediation program. Information on the potential for buried archaeological sites within the Doyle Drive APE that will be obtained during the implementation of this program will be used to design monitoring and treatment programs for the Doyle Drive Project.

4.2.4 Palace of Fine Arts

The Palace of Fine Arts is a reconstruction of an exhibit space and outdoor recreation area that was built between 1914 and 1915 as part of the Panama-Pacific International Exhibition (PPIE). The PPIE was a World's Fair commemorating the opening of the Panama Canal. The City of San Francisco rebuilt the structure in the 1960s. The Palace of Fine Arts is not located in the Presidio NHLD but does lie within the boundaries of the Focused APE (Architectural) at the east end of this project. Since the 1930s, Doyle Drive has surrounded this site on the north, west, and southwest—the approach from Marina Boulevard and the one carrying U.S. 101 from Richardson Avenue. The approaches are adjacent to, but do not intersect, the boundary of the Palace of Fine Arts property, which is defined by its legal assessor parcel number (#0916-002, see below). The Palace of Fine Arts is a park administered by the Recreation and Park Department of the City and County of San Francisco, and it is City of San Francisco Landmark #88.[50]

The PPIE consisted of three major buildings surrounded by landscaping: a rotunda; a colonnade (actually two symmetrical colonnades, one at either side of the rotunda); and a large exhibit hall that curved along the

[50] The planning department considers all San Francisco City Landmarks to be historic resources for the purposes of CEQA. San Francisco City Planning Department, Planning Code, Article 10, Appendix A, "List of Designated Landmarks"; Landmarks Preservation Advisory Board, "Final Case Report, Palace of Fine Arts, 3301 Lyon Street," approved October 20, 1976; Department of City Planning, "Notice of Designation of Landmark," July 9, 1977.

back (west) side of the rotunda and colonnades, extending to the far ends of the colonnades. Also integral to the property was a lagoon located east of the colonnade, part of which existed before construction of the Palace of Fine Arts and to which the facility was made to conform. The existing natural lagoon was modified as part of the original construction of the Palace of Fine Arts landscaping, and the buildings were designed and arranged to conform to this modified water feature. A fifth element was added west of the exhibit hall in more recent years. This parking lot is located within the Presidio NHLD; it is not on the legal Palace of Fine Arts parcel and is not part of the Palace of Fine Arts historic property.[51]

San Francisco Assessor Parcel Map showing Palace of Fine Arts.
(http://gispubweb.sfgov.org/website/sfparcel/index.htm)

[51] Marquand, William, AIA, Maybeck Foundation, "Palace of Fine Arts: National Register of Historic Places Registration Forms," prepared February 5, 2004, submitted to State Historical Resources Commission February 6, 2004.

Palace of Fine Arts, camera facing northwest.

The Palace of Fine Arts was determined eligible under Criterion A, as an early, successful example of a large, publicly and privately funded civic preservation project and under Criterion C, as a work of a master.[52] The preservation project (Criterion A) was a complete reconstruction of the colonnade, rotunda, and exhibit hall based on the original designs for the property by Bernard Maybeck.[53] Reconstructions are specifically excluded from NRHP listing unless certain strict considerations are met, and the Palace of Fine Arts appears to meet these rigorous standards (Criteria Consideration E). This property meets the conditions of this consideration because it is accurately executed in a suitable environment; it is presented in a dignified manner as part of a restoration master plan; and no other building or structure with the same associations has survived. Because it is a reconstruction, the architectural design details that are true to Maybeck's design are character-defining features, as well as its location, the arrangement of the buildings and their relationship to each other, and the landscaping east of the exhibit hall (including the lagoon).

4.2.4.1 Palace Of Fine Arts Historic Landscape

Land Uses and Activities

The historic land use and activities of the Palace of Fine Arts include use as a public exhibition space, a museum, and a park. Today, the landscape features that remain represent these historic land uses and contribute to the integrity of this area.

Response to Natural Systems

Architect Bernard Maybeck utilized an existing pond and group of Monterey cypress trees as the starting point for the landscape he designed for the Palace of Fine Arts. "Where others saw a swamp to be filled,

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[52] California State Historical Resources Commission, "Minutes: Quarterly Meeting, Sacramento, California," February 6, 2004, http://ohp.parks.ca.gov/default.asp?page_id=21754; Marquand, "Palace of Fine Arts" NRHP Registration Forms

[53] Marquand, "Palace of Fine Arts ...Registration Forms."

Maybeck saw the natural pond as an opportunity for a romantic landscape, providing a reflecting pond and a natural setting to contrast with the Classical architectural forms." The contemporary pond or lagoon at the Palace of Fine Arts corresponds to the approximate size and location of the one that existed on the site before the Palace of Fine Arts construction. "Although some water is added to the lagoon regularly, most of its continued existence is likely due to the continuing flow of groundwater from the surrounding uplands." This probably helps to explain the lack of an artificial liner in the lagoon.[54]

Spatial Organization, Clusters, Buildings, Circulation, Vegetation

The Palace of Fine Arts—a NRHP-nominated historic district consisting of the Palace of Fine Arts rotunda and two colonnades, the Exhibition Building, a lagoon, and lawn—occupies a 16.99-acre site at the western end of a residential neighborhood, the Marina District, adjacent to the Presidio of San Francisco.[55] The Palace of Fine Arts is separated from a warehouse area in the Presidio in part by approach streets to Doyle Drive (see parcel map above).

"In plan, the site resembles the section of a mushroom, with a straight stem and a rounded cap. Part of the park fills the stem of the mushroom; the building, the structures, and the rest of the park are in the rounded cap. The features of the Palace of Fine Arts are arranged so that they face the residential neighborhood to the east. The three freestanding structures a rotunda and two flanking curvilinear colonnades are at the center, visible from the residential neighborhood across the park and its lagoon. The curving exhibition building is at the rear, visually terminating the view from the east through the rotunda and colonnades."[56]

The lagoon and its setting are integral to the Rotunda and Exhibition Building of the Palace of Fine Arts. "The large central lagoon is surrounded by a grass border with scattered trees around the east end. The edge of the lagoon is irregular where it meets the park on the east, and regular where it meets the colonnades and rotunda on the west."[57]

"Two embayments of the lagoon penetrate to the curved footprints of the colonnades on either side of the rotunda where the colonnades in turn, like armatures, reach out to embrace the water. A perimeter lawn area slopes to the lagoon on the east, north and south sides while a small wooded island at its north end provides refuge for egrets, herons, and other waterfowl as it creates a framed vista of Palace structures. An asphalt path runs around the eastern, southern, and northern perimeter of the lagoon, producing a hard edge. Such a path was originally designed in 1931, with the grass between the path and the lagoon; widened in 1935, maintaining a narrow strip of grass around the lagoon; and widened again to the edge of the lagoon before 1961. In recent years, the walkway has partially slumped into the pond, necessitating an unsightly cyclone fence as a safety precaution, built around 1990. Park furniture, including benches, light poles, and trash containers have been added to the grounds without any consistent plan in the years since the end of the period of significance in 1974. Forty years after construction, mature trees along the edge of the Lagoon now largely obscure long views of the colonnades and rotunda from the east."[58]

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[54] RHAA 2003, 1.

[55] Marquand, "Palace of Fine Arts ...Registration Forms," 7-1. This description is based on the Marquand nomination, which does not include a more specific boundary definition. This FOE document assumes that the property is defined by its legal parcel boundary (APN 0916-002).

[56] Marquand, "Palace of Fine Arts ...Registration Forms," 7-1 and 7-2.

[57] Marquand, "Palace of Fine Arts ...Registration Forms," 7-3.

[58] Marquand, "Palace of Fine Arts ...Registration Forms," 7-4.

"The mature Monterey cypress trees at the northeastern corner of the site date to the time of the Harbor View Inn, a salt-water bathing establishment at the foot of Baker Street that predated the PPIE. When the reconstruction was completed in 1967, [*San Francisco*] *Chronicle* art critic Alfred Frankenstein called for a coordinated landscape plan, which has apparently never been prepared. Trees and shrubs have been added over the years, such as the 1968 gift of 110 redwood trees planted in front [and back] of the exhibition building, and the 1973 donation by Sumitomo Bank of 50 Kanzan cherry trees, planted around the colonnade and to a lesser extent around the lagoon." [59] Neither the redwood trees nor the Kanzan cherry trees were listed as contributing features in the 2004 NRHP-nominated historic district.

Palace Drive is on the west side of the exhibition hall. The arc shape of this road is in response to that of the exhibition hall. The outside (west) edge of Palace Drive is defined by a band of mature eucalyptus trees. Although, the exact age of Palace Drive and this band of trees is not known, based on aerial photographs taken in November 1936, they both appear to date from the early 1930s. During the construction of Doyle Drive in 1936, there was a gap in the band of trees on the southern end. The trees in this area were probably removed as part of Doyle Drive's construction because Richardson Avenue was built through the area where the trees had been removed. Monterey cypress trees were replanted in the portion of this area that remained after completion of the road. Another section of the trees was removed on the north end to accommodate the construction of the eastern end of Doyle Drive's Marina Viaduct.

A parking lot for the Palace of Fine Arts is located in the triangular-shaped site that was created as a result of the construction of Doyle Drive and Richardson Avenue. The Doyle Drive Marina Viaduct forms the northern boundary of this land; Richardson Avenue forms the southwestern side; and the band of eucalyptus and Monterey Cypress trees along the west side of Palace Drive forms the eastern side. This site is part of the Presidio and was open land until the mid-1930s. Then between the mid-1930 and mid-1940s, two warehouses and two smaller buildings were built in this area. At some point, these buildings were removed and the land was leased to the Palace of Fine Arts. Today, in the small strip of land (on the north side) between the paving for the parking lot and Doyle Drive, there is a row of eucalyptus trees at the eastern end of the strip and a row of pine trees at the western end of the strip. These trees were not present in aerial photographs from the late 1950s to early 1960s. Neither the Palace of Fine Arts NRHP nomination nor the *Historic Landscape Report* for the Palace addressed this triangular-shaped parking lot, and they were not listed as contributors in the 2004 NRHP nomination. The focus of these reports was on the design and features of the Palace of Fine Arts original Maybeck design and the 1960s reconstruction, based on Maybeck's original design. This parking lot area was not a part of Maybeck's original design, so neither it nor the row of trees on the north side would appear to contribute to the significance of the Palace of Fine Arts as defined in the 2004 NRHP nomination. Finally, the trees on the north side do not appear to be a historical landscape feature of the Presidio because they did not exist until after the end of the period of significance.

[59] Marquand, "Palace of Fine Arts ...Registration Forms," 7-5 to 7-6.

SECTION 5: APPLICATION OF CRITERIA OF ADVERSE EFFECT

The NHPA defines an effect as an alteration to the characteristics of a historic property that qualifies it for inclusion in or eligibility for the NRHP. Under Section 106 of this act, as codified in 36 CFR 800.4(d)(2), if there are historic properties that may be affected by a federal undertaking, the agency official shall assess adverse effects, if any, in accordance with the *Criteria of Adverse Effect* defined in 36 CFR 800.5.

> (1) Criteria of adverse effect (36 CFR 800.5 (a)(1)). An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the *National Register*. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.
>
> (2) Examples of adverse effects. Adverse effects on historic properties include, but are not limited to:
>
> > (i) Physical destruction of or damage to all or part of the property;
> >
> > (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;
> >
> > (iii) Removal of the property from its historic location;
> >
> > (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
> >
> > (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
> >
> > (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
> >
> > (vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.[60]

This section assesses the effects of the build alternatives on historic properties located within the Focused APEs for this project and is organized by project alternative, and within alternative by type of effect (direct and cumulative) on the Presidio NHLD, effects on the Presidio Cultural Landscape, effects on contributing elements of the Presidio NHLD, and effects on individual historic properties other than the Presidio NHLD. This section also assesses the cumulative effect the project may have, taking into account other past, present, and future projects.

The application of the criteria of adverse effect, however, does not present the opportunity to consider project benefits of alternatives, particularly the benefits of one alternative over another. Possible beneficial outcomes following construction of the new Doyle Drive are not part of the project being analyzed by the criteria of adverse effects. Rather, Section 106 requires the assessment of adverse effects and the mitigation of those adverse effects. The FOE process also cannot prioritize the importance of historic

[60] 36 CFR 800.5, "Assessment of adverse effects," incorporating amendments effective August 5, 2004.

properties, or portions thereof, over others because this would constitute a preference for resources of particular historic eras or particular types of resources.

The undertaking, as represented by either build alternative, would cause adverse effects to historic properties eligible for, or listed in, the NRHP. These properties are the Presidio of San Francisco NHLD (listed in the National Register NRHP), the Doyle Drive viaducts as individual historic properties (both determined eligible for listing in the NRHP), and the Golden Gate Bridge (to which Doyle Drive is a contributor) (determined eligible for listing in the NRHP). The types of adverse effects are described in the following section. There would be "no adverse effect with conditions" on archaeological site CA-SFr-6/26 (determined to be eligible for listing in the NRHP), and "no adverse effect" on the Palace of Fine Arts, which is outside the Presidio NHLD and separately eligible for listing in the NRHP.[61]

Either build alternative would result in a direct adverse effect on Doyle Drive because they both propose demolition of the Doyle Drive structure. The Golden Gate Bridge would suffer a direct adverse effect under these alternatives because Doyle Drive is one of its contributing elements. The Presidio NHLD would be directly adversely affected by both build alternatives because of the alteration or demolition of various contributing elements under these alternatives and/or their various options. Contributing elements of the Presidio NHLD that would experience a direct adverse effect under either build alternative are Park Presidio Boulevard, Lincoln Boulevard, Battery Blaney Road, and Crissy Field Avenue.

The other adverse effects identified in this document differ depending upon which alternative and alternative option(s) are ultimately selected for this undertaking. As noted, all build alternatives would have a direct adverse effect on the historic properties known as Doyle Drive Presidio Viaduct, Doyle Drive Marina Viaduct, the Golden Gate Bridge, and the Presidio NHLD. The Presidio Parkway Alternative, with the Circle Option, Hook Ramp Option and Merchant Slip Ramp Option, would directly and indirectly adversely affect the most individual buildings and structures that contribute to the Presidio NHLD (22 contributing elements and cultural landscape features). The Replace and Widen, No-Detour Alternative would adversely affect the least number of individual contributing elements (six contributing elements and cultural landscape features). As discussed below, the application of the criteria of adverse effect extends beyond counts of affected contributing elements of the Presidio NHLD. The discussion addresses the less quantifiable qualities of the NHLD in the cultural landscape analysis.

The effects findings for the build alternatives, and the build alternative options, are presented in this section of the FOE and in Appendix C. The various types of adverse effects are summarized in Tables 3 and 4 below. For a summary of all effects findings (adverse and no adverse) within the Focused APEs, refer to Table A in Appendix C. This table lists the approximately 280 contributing elements of the Presidio NHLD that are located within the Focused APEs. Approximately 210 of these would not be adversely affected by any of the alternatives because they are not in close proximity to the project alignment and will not experience a direct, indirect, or cumulative adverse effect. Thus, the project will not alter the character or use of those contributing elements of the historic property. The potential effects on the approximately 70 contributing elements of the NHLD that are in close proximity to the project area are addressed in this section, as are individually eligible historic properties located in the Focused APEs.[62]

[61] California SHPO, "Directory of Properties in the Historic Property Data File for San Francisco County," as of January 6, 2003, on file with SHPO, Sacramento; State Historical Resources Commission, Draft Minutes, Meeting held February 6, 2004; JRP, personal communication with OHP staff, September 2004.

[62] The historic technical advisory committee, SHPO, and FHWA approved this methodology for describing the historic resources in the FOE. See Section 1.2, 1.3, and 1.4 for further description regarding the Focused APEs and resources that would possibly be affected by the project.

TABLE 3 EFFECTS ON HISTORIC PROPERTIES[63]

Property Name	Alt. 1: No-Build[64]	Alt. 2: Replace & Widen, No-Detour	Alt. 2: Replace & Widen, With Detour	Alt. 5: Presidio Parkway, Diamond[65]	Alt. 5: Presidio Parkway, Circle Drive[66]
Doyle Drive Presidio Viaduct (34 0019)	No Effect	Adverse Effect	Adverse Effect	Adverse Effect	Adverse Effect
Doyle Drive Marina Viaduct (34 0014)	No Effect	Adverse Effect	Adverse Effect	Adverse Effect	Adverse Effect
Golden Gate Bridge (proposed NHL)[67]	No Effect	Adverse Effect	Adverse Effect	Adverse Effect	Adverse Effect
Presidio NHLD	No Effect	Adverse Effect	Adverse Effect	Adverse Effect	Adverse Effect
Palace of Fine Arts	No Effect	No Adverse Effect with Conditions	No Adverse Effect with Conditions	No Adverse Effect with Conditions	No Adverse Effect with Conditions
Archaeological Site CA-SFr-6/26	No Effect	No Adverse Effect with Conditions[68]	No Adverse Effect with Conditions	No Adverse Effect with Conditions	No Adverse Effect with Conditions

[63] The Presidio historic property is listed here as a "district" and is discussed in this document as a "cultural landscape" to capture the effects to the district and cultural landscape as larger, multi-component entities.

[64] The No Build Alternative would result in no historic properties affected [36CFR800.4(d)(1)].

[65] The Merchant Road slip ramp option could be used as an additional design feature with either the Diamond Option or Circle Drive Option of Alternative 5. The impacts associated with the Merchant Road slip ramp option would be in addition to the impacts of either the Diamond Option or Circle Drive Option.

[66] The Merchant Road slip ramp option could be used as an additional design feature with either the Diamond Option or Circle Drive Option of Alternative 5. The impacts associated with the Merchant Road slip ramp option would be in addition to the impacts of either the Diamond Option or Circle Drive Option.

[67] The two Doyle Drive viaducts, the Marina Viaduct and the Presidio Viaduct, have been identified as bridges that are individually eligible for the NRHP. Doyle Drive, in its entirety, has also been identified as a contributing element of the Presidio NHLD in the 1993 updated documentation on the landmark. Furthermore, Doyle Drive has been identified as a contributor to the Golden Gate Bridge National Historic Landmark nomination, which is still pending.

[68] Environmentally Sensitive Areas (ESA) will be established during construction of either alternative.

TABLE 4. EFFECTS ON CONTRIBUTING ELEMENTS OF THE PRESIDIO NHLD WITHIN THE FOCUSED APES BY ONE OR MORE ALTERNATIVE

Number	Contributing Element	Alt. 1: No-Build[69]	Alt. 2: Replace & Widen, No-Detour	Alt. 2: Replace & Widen, with Detour	Alt. 5: Presidio Parkway, Diamond[70]	Alt. 5: Presidio Parkway, Circle Drive[71]
None	Doyle Drive	None	Adverse Effect Direct (Destruction)	Adverse Effect Direct (Destruction)	Adverse Effect Direct (Destruction)	Adverse Effect Direct (Destruction)
201	Exchange Store	None	None	None	Adverse Effect Direct (Destruction)	Adverse Effect Direct (Destruction)
204	Exchange Store - Presidio Thrift Shop	None	None	None	Adverse Effect Direct (Destruction)	Adverse Effect Direct (Destruction)
230	Warehouse	None	None	None	Adverse Effect Direct (Destruction)	Adverse Effect Direct (Destruction)
670	Chemical Storehouse	None	None	None	Adverse Effect Direct (Destruction)	Adverse Effect Direct (Destruction)
1151	Indoor Swimming Pool	None	None	None	None	Adverse Effect Direct (Destruction)
1182	Warehouse	None	None	Adverse Effect Direct (Removal)	None	None
1183	Warehouse	None	None	Adverse Effect Direct (Removal)	None	None
1184	Warehouse	None	None	Adverse Effect Direct (Removal)	None	None
1185	Warehouse	None	None	Adverse Effect Direct (Removal)	None	None
None	Park Presidio Boulevard (SR 1)	None	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)

[69] The No Build Alternative would result in no historic properties affected [36CFR800.4(d)(1)].

[70] A Merchant Road slip ramp option could be used as an additional design feature with either the Diamond Option or Circle Drive Option of Alternative 5. No additional cultural resources beyond those already identified as impacted by Alternative 5 will be affected.

[71] A Merchant Road slip ramp option could be used as an additional design feature with either the Diamond Option or Circle Drive Option of Alternative 5. No additional cultural resources beyond those already identified as impacted by Alternative 5 will be affected.

Number	Contributing Element	Alt. 1: No-Build[69]	Alt. 2: Replace & Widen, No-Detour	Alt. 2: Replace & Widen, with Detour	Alt. 5: Presidio Parkway, Diamond[70]	Alt. 5: Presidio Parkway, Circle Drive[71]
None	Richardson Avenue (U.S. 101)	None	None	None	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)
2009	Bank Street	None	None	None	Adverse Effect Direct (Destruction)	Adverse Effect Direct (Destruction)
2012	Battery Blaney Road	None	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)
2040	Cowles Street	None	None	None	Adverse Effect Direct (Alteration) (Hook Ramp Option only)	Adverse Effect Direct (Alteration) (Hook Ramp Option only)
2042	Crissy Field Avenue	None	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)
2063	Girard Road	None	None	None	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)
2064	Gorgas Avenue	None	None	None	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)
2068	Halleck Street	None	None	None	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)
2094	Lincoln Boulevard	None	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)
2185	Vallejo Street	None	None	None	Adverse Effect Direct (Destruction)	Adverse Effect Direct (Destruction)
None	Young Street	None	None	None	Adverse Effect Direct (Destruction)	Adverse Effect Direct (Destruction)
None	Paved/Gravel Area at Low Viaduct	None	Adverse Effect Direct (Alteration)*	Adverse Effect Direct (Alteration)*	Adverse Effect Direct (Destruction)*	Adverse Effect Direct (Destruction)*
None	Cultural Landscape Spatial Relationship	None	None	None	Adverse Effect Direct (Alteration)*	Adverse Effect Direct (Alteration)*
None	Cultural Landscape Topographic Features	None	None	None	Adverse Effect Direct (Alteration)*	Adverse Effect Direct (Alteration)*
None	Cultural Landscape Trees/Vegetation	None	Adverse Effect Direct (Alteration)*	Adverse Effect Direct (Alteration)*	Adverse Effect Direct (Alteration)*	Adverse Effect Direct (Alteration)*

* The project will also have the following effect: Adverse Effect – Indirect (Visual)

Photographic simulations in Appendix A illustrate the discussion of effects that appears below. One series of simulations (Figures 17 through 22) are aerial views of large sections of the project alternatives. Arranged to illustrate the project alternatives from west to east, these figures show the project area near Storey Avenue, the National Cemetery, and the Main Post at the site of the proposed tunnels; near Girard Street and Gorgas Avenue; and along Mason Street and the Palace of Fine Arts. A second set of photographic simulations illustrates specific features of the proposed alignments from 20 viewpoints around the project area. The positions of the viewpoints are illustrated on Figures 23a, 23b, and 23c. These simulations (Figures 23d to 23w) are also arranged to illustrate the project area from west to east. In general, Figures 23d to 23w show how the project alternatives will appear from street level. Each viewpoint is illustrated with a photo simulation for each of the alternatives (No Build, Replace and Widen-No Detour, Replace and Widen With Detour, and Presidio Parkway); in areas where there is no variation between project alternatives, only one simulation is used. The photo simulations, along with the other graphic material included in Appendix A, are designed to enhance the written text and to give the reader an idea of how each alternative would appear when constructed. They depict the alternatives accurately to the extent possible given the size and scale of each illustration.

5.1 ALTERNATIVE 1: NO-BUILD

The No-Build Alternative represents the future year conditions if no other actions are taken in the study area beyond what is already programmed by the year 2020. The No-Build Alternative provides the baseline for existing environmental conditions and future travel conditions against which all other alternatives are compared. Figures 2, 17a, 18a, 19a, 20a, 21a, and 22a illustrate this alternative; the visual simulations presented as Figures 23d to 23w also include a No-Build view.

The No-Build Alternative has no effect on historic buildings, structures, objects, sites, districts, or the cultural landscape because it represents the existing condition with no project-related activities. This alternative would have no effects on known archaeological properties. As such, the effects analysis results in no historic properties affected for this alternative, as outlined in 36 CFR 800.4(d)(1).

5.2 ALTERNATIVE 2: REPLACE AND WIDEN

The Replace and Widen Alternative would replace the 463-meter (1,519-foot) long high viaduct and the 1,137-meter (3,730-foot) long low viaduct with wider structures that meet the most current seismic and structural design standards. The height of the high viaduct would vary from 20 to 35 meters (66 to 115 feet) above the ground surface. The low viaduct would have an average height of approximately 10 meters (33 feet) for the No Detour Option and approximately 8 meters (26 feet) for the Detour Option. The new facility would be replaced on the existing alignment and widened to incorporate improvements for increased traffic safety.

This alternative would include either six 3.6-meter (12-foot) lanes and a 3.6-meter (12-foot) eastbound auxiliary lane with a fixed median barrier or six 3.6-meter (12-foot) lanes with a moveable median barrier. The new facility would have an overall width of 38.0 meters (124 feet). Both options would include continuous 3.0-meter shoulders along the facility. The fixed median barrier option would require localized lane width reduction to 3.3 meters (11 feet) to avoid effects on the historic batteries and Lincoln Boulevard, reducing the facility width to 32.4 meters (106 feet). At the Park Presidio interchange, the two ramps connecting eastbound Doyle Drive to Park Presidio Boulevard and the ramp connecting westbound Doyle Drive to southbound Park Presidio Boulevard would be reconfigured to accommodate the wider facility. The Replace and Widen Alternative would operate similar to the existing facility except that there would be a

median barrier and shoulders to accommodate disabled vehicles. The Replace and Widen Alternative includes the two options below for the construction staging.

- **No Detour Option.** The widened portion of the new facility would be constructed on both sides and above the existing low viaduct and would maintain traffic on the existing structure. Traffic would be incrementally shifted to the new facility as it is widened over the top of the existing structure. Once all traffic is on the new structure, the existing structure would be demolished and the new portions of the facility would be connected. To allow for the construction staging using the existing facility, the new low viaduct would be constructed 2 meters (6 feet) higher than the existing low viaduct structure. Figures 3, 3a, 3b, 17b, 18b, 19b, 20b, 21b, and 22b illustrate this alternative option; and the visual simulations presented as 23d–23w also include a Replace and Widen-No Detour view.

- **With Detour Option.** A 20.4-meter (67-foot) wide temporary detour facility would be constructed to the north of the existing Doyle Drive to maintain traffic through the construction period. Access to Marina Boulevard during construction would be maintained on an elevated temporary structure south of Mason Street. On and off ramps for the mainline detour facility would connect to existing Marina Boulevard/Lyon Street intersection. Figures 4a, 4b, 17c, 18c, 19c, 20c, 21c, and 22c illustrate this alternative option; the visual simulations presented as Figure 23d–23w include a Replace and Widen with Detour View.

5.2.1 Direct Effects on Presidio NHLD, Alternative 2

Alternative 2, the Replace and Widen Alternative, both “No Detour” and “With Detour”, would cause a direct adverse effect to the Presidio NHLD by altering the cultural landscape and built resources that are contributing elements and character-defining features of the district.

The Presidio NHLD would be directly adversely affected by the Replace and Widen, With Detour Alternative because it would require the removal of Buildings 1182, 1183, 1184, and 1185, which represent four of the seven Mason Street warehouses in the Crissy Field Planning District (Figures 21b, 22b, and 23r). These buildings would be removed to accommodate the temporary detour structure proposed by this option, and this action would have a direct adverse effect on the warehouses and to the Presidio NHLD (36 CFR 800.5[a][2][ii] and [iii]). These buildings could be returned to their original locations after completion of the project, to mitigate the adverse effect caused by the removal of the individual contributing buildings and the erosion of the historic boundary in this northeastern corner of the Presidio NHLD. Nevertheless, the removal, storage, and reconstruction of the building would still result in a direct adverse effect. This alternative option is illustrated in Figures 21b, 22b, and 23r.

The cultural landscape resources of the Presidio NHLD would also be directly adversely affected. Elements that are features of the cultural landscape include circulation systems, building clusters, buildings, structures, objects, and vegetation from the period of significance (1776–1945). Circulation systems that would be directly affected are common to both the “No Detour” and “ With Detour” options. They are Battery Blaney Road, Park Presidio Boulevard, Lincoln Boulevard, Crissy Field Avenue, and Doyle Drive. Loss of landscape features, including trees, would occur in areas adjacent to the construction of the replacement structure (Figures 27 and 28). The cultural landscape would further be altered by the addition of the Doyle Drive replacement structure, which would introduce a new non-historic feature into the landscape. How these resources and other elements of the cultural landscape would be affected is described in detail in below.

There are contributing elements of the Presidio NHLD located near the existing Doyle Drive that would be located near the new Doyle Drive alignment upon its completion and would not experience a direct adverse effect from this project because the project would not diminish their historic integrity and the qualities of their significance. These contributors include the Cavalry Stables, Stilwell Hall (Building 650), the batteries along Battery Blaney Road, Building 106, and Crissy Center (Building 603).

Under the Replace and Widen Alternative, both Doyle Drive and Park Presidio Boulevard would be constructed closer to the Cavalry Stables, particularly Building 661, the closest of the stable buildings to the elevated roadway structures. Currently, Building 661 is situated 96 meters (315 feet) from Doyle Drive, 88 meters (289 feet) from Park Presidio Boulevard, and 104 meters (341 feet) from the ramp taking traffic from Park Presidio Boulevard to Doyle Drive. Following construction of this alternative Building 661 would be situated 58 meters (190 feet) from Doyle Drive, 75 meters (246 feet) from Park Presidio Boulevard, and 80 meters (263 feet) from the ramp taking traffic from Park Presidio Boulevard to Doyle Drive. This would make the new structures 15 to 40 percent closer to Building 661 than the current Doyle Drive and Park Presidio Boulevard (Figures 2, 3, 4, and 7).

There are also predicted historic archaeological resources that may be located in the APE that have been identified as contributing resources in the Presidio NHLD. While test excavations designed to locate these resources were not successful, it is still possible that they are located in the APE.

5.2.1.1 Direct Effects on Cultural Landscape, Alternative 2

There would be direct adverse effects on the cultural landscape resources of the Presidio NHLD under Alternative 2: Replace and Widen, No Detour due to the 1) alteration or removal of existing cultural landscape features and 2) the addition of new non-historic features into the cultural landscape.

The Replace and Widen Alternative would result in the destruction of the existing Doyle Drive structure, a historic circulation feature of the Presidio's cultural landscape. Doyle Drive has been determined as eligible for the NRHP, has been identified as a contributor to the proposed Golden Gate Bridge NHL, and is a contributor to the Presidio NHLD. The destruction of the existing Doyle Drive would result in a direct adverse effect under 36 CFR 800.5(a)(2)(i).

Portions of Park Presidio Boulevard (SR 1)—the Park Presidio interchange, the two ramps connecting eastbound Doyle Drive to Park Presidio Boulevard, and the ramp connecting westbound Doyle Drive to southbound Park Presidio Boulevard—would be altered to accommodate the new, wider roadway that would result from Alternative 2: Retrofit and Widen. The changes to Park Presidio Boulevard would result in a direct adverse effect under 36 CFR 800.5(a)(2)(ii).

The construction of the new at-grade roadway, the modification of the Park Presidio interchange, and the new high viaduct would result in the alteration of the stands of trees in the areas west of the Park Presidio interchange and east of the Park Presidio interchange and south of the new high viaduct:

- For the area west of the Park Presidio interchange, some of the trees would be removed in the stands that are located: 1) in the area that is north of Doyle Drive and south of Lincoln Boulevard and 2) in the area that is south of Doyle Drive, west of the high viaduct, and northeast of Storey Avenue and Rod Road (Figures 27 and 28).

- For the area east of the Park Presidio interchange and south of the new high viaduct; some of the trees in this stand would be removed (Figures 27 and 28).

In all of these areas, these stands are a portion of the Presidio forest that has regenerated over time, and for this reason there are trees of varying ages within these stands; that is, there are trees within these stands that may have grown since the end of the period of significance in 1945. However, stands of trees in these locations are visible in aerial photographs taken during and at the end of the period of significance, and the trees in this part of the Presidio are a part of the historic vegetation features of the cultural landscape. The loss of some of the trees from these specific locations would result in a direct adverse effect under 36 CFR 800.5(a)(2)(i).

During the construction of the new high viaduct structure, Crissy Field Avenue (No. 2042), a contributor to the NHLD, would be temporarily closed. It would be reopened after construction. However, after construction Crissy Field Avenue's alignment at its intersection with Lincoln Boulevard (on its east end)

would be permanently moved to the south. The permanent relocation of Crissy Field Avenue's east end alignment at the intersection with Lincoln Boulevard would result in a direct adverse effect under 36 CFR 800.5(a)(2)(i) and (ii).

As a result of the construction of the new at-grade roadway north of the National Cemetery, the following adverse effects would occur.

- Lincoln Boulevard (No. 2094), a contributing feature of the Presidio NHLD, would be adversely affected by its relocation. During construction, one lane of Lincoln Boulevard (No. 2094), a contributing feature of the Presidio NHLD, would be temporarily closed in the area east of the Crissy Field Avenue/ Lincoln Boulevard intersection and west of the Sheridan Avenue/Lincoln Boulevard intersection. After construction, this section of Lincoln Boulevard would be rebuilt and reopened. The rebuilt road would located in the same alignment, but it would be narrowed from 8 meters (26 feet) to 6.6 meters (22 feet); the southern edge of Lincoln Boulevard would remain in its existing location and the northern edge of the road would be relocated to the south by 1.4 meters (4 feet). Additionally, the sidewalk on the north side of the road would be rebuilt. The permanent relocation of the northern edge of Lincoln Boulevard to the south by 1.4 meters (4 feet) would result in a direct adverse effect under 36 CFR 800.5(a)(2)(i) and (ii).

- Trees in the area north of Lincoln Boulevard and south of the new at-grade portion of Doyle Drive would be removed. Trees in this location are visible in aerial photographs taken during and at the end of the period of significance, and the trees in this part of the Presidio are a part of the historic vegetation features of the cultural landscape. The loss of trees from this specific location would result in a direct adverse effect under 36 CFR 800.5(a)(2)(i).

- Part of unpaved Battery Blaney Road, located north of the new at-grade portion of Doyle Drive, would be removed and would result in a direct adverse effect under 36 CFR 800.5(a)(2)(ii).

The construction of the new low viaduct would result in the removal of one of the palm trees located to the north of the existing low viaduct structure in the New Commissary and Post Exchange parking lot. It was difficult to determine (from historic maps and aerial photographs) if these trees were present during the period of significance. However, given their size, the assumption was made that the three palm trees in this location are historic vegetation features. Hence, the destruction of this palm tree would result in a direct adverse effect under 36 CFR 800.5(a)(2)(i).

The construction of the new low viaduct would result in the removal of historic circulation features located in the area to the east and west of Halleck Street (south of Mason Street and north of Gorgas Avenue). Marshall Street would be removed. The paved and graveled open area under and south of the Doyle Drive viaduct, west of the Mason Street Warehouses, north of Gorgas Avenue, and east of Halleck Street would be removed, and landscaping would be added after construction (Figures 20b, 20c, 21b, 21c, 22b, 22c, 23m, and 23r). This street and the expanses of open, level, paved/graveled area are characteristic features of the cultural landscape. The removal of characteristic circulation features (Marshall Street and the paved and graveled area under and south of the Doyle Drive viaduct, west of the Mason Street Warehouses, north of Gorgas Avenue, and east of Halleck Street) and the addition of landscaping to this area would lessen the design, setting, materials, workmanship, association, and feeling that reflect the utilitarian and industrial functions of this portion of the Presidio (historically a part of the Quartermaster Depot) and would result in a direct adverse effect under 36 CFR 800.5(a)(2)(i), (iv), and (v).

The direct adverse effects on the Presidio's cultural landscape under the "With Detour" alternative would be the same as those for the "No Detour" alternative. Additionally, the construction of the new low viaduct would result in the removal of one or more of the four Monterey cypress trees located to the west of the Mason Street warehouses (Nos. 1184 and 1185). Trees in this location are visible in aerial photographs taken during and at the end of the period of significance, and these trees are a part of the historic vegetation features of the cultural landscape. The destruction of one or more of the four Monterey cypress trees would result in a direct adverse effect under 36 CFR 800.5(a)(2)(i).

5.2.1.2 Direct Effects on Contributing Buildings, Structures, and Objects, Alternative 2

The Replace and Widen Alternative, under either the No-Detour or the With Detour option (Figures 17b, 17c, 21b, 22b, 23i, 23m, 23n, 23t, and 25), would cause direct adverse effects to the following contributing elements of the Presidio NHLD because both options propose the alteration of these structures (36 CFR 800.5[a][2][ii]):

- Battery Blaney Road[72],
- Park Presidio Boulevard (SR 1),
- Lincoln Boulevard, and
- Crissy Field Avenue.

The Replace and Widen Alternative, under the With Detour option only, would cause direct adverse effects to the following contributing elements of the Presidio NHLD because this option would cause the alteration of these structures under 36 CFR 800.5(a)(2)(ii), (iii), and (iv):

- Buildings 1182, 1183, 1184, and 1185 (Mason Street Warehouses).

These warehouses would be altered by removing them from their original locations during construction of the temporary detour included in this alternative (Figures 21c, 22c, and 23r).

Other than those effects described above, the Replace and Widen Alternative (under either option) is not expected to cause any other direct adverse effects to contributing elements of the Presidio NHLD. Construction of this alternative and its operating roadway would not cause noise or vibration that would be a direct adverse effect on contributing elements of the Presidio NHLD. Possible noise impacts of this project, as described by the noise and vibration analysis conducted for this project, are not considered potential direct adverse effects because those impacts will not destroy or physically alter contributing buildings, structures, and objects of the Presidio NHLD or remove such resources from their original location. The expected noise impacts would also not introduce a new non-historic feature into the NHLD because vehicles have been traveling over Doyle Drive, itself a contributing structure to the NHLD, for nearly 70 years.[73]

Minimal risk of damage to historic buildings, structures, and objects on the Presidio from construction-induced vibration is expected if appropriate demolition and construction methods are implemented, as proposed by the project's noise and vibration experts. Additionally, no substantial changes in traffic-induced vibrations are expected with future traffic. Specifically, the noise and vibration analysis used a standard for "ruins and historic monuments" as the upper level of vibrations to which the historic buildings, particularly those of masonry construction, should be subjected. This standard is 2.0 millimeters per second of peak particle velocity (PPV). The worst-case ground vibration expected during construction of the project is predicted to be less than 2 mm/sec PPV at a distance of 60 meters from historic buildings. This distance is included in the noise and vibration report's proposed mitigation measures for the buffer zone to be used

[72] Although Battery Blaney Road will be adversely affected, the construction of the high viaduct and road construction on the bluff under any build alternative will not affect any of the four historic batteries, even partially buried Battery Baldwin. "Gary Kennerley, Parsons Brinckerhoff, meeting with cultural resources subconsultants, September 16, 2004."

[73] Environmental Science Associates (ESA), "Final Noise and Vibration Study, South Access to the Golden Gate Bridge," December 2004, 2-1 to 2-3 and 6-1 to 6-17.

while pile driving near historic buildings.[74] This assessment is based on the information available regarding predicted vibration levels and related impacts that could occur within the NHLD. Once additional project details are known and the condition of historic properties within the APE is determined, it may be necessary to reassess the potential for vibration impacts. This process is outlined in the *Conceptual Mitigation Plan* provided in Appendix D and will be included as a stipulation in the MOA.

5.2.2 Indirect Effects on Presidio NHLD, Alternative 2

The Replace and Widen Alternative would not introduce visual, auditory, or atmospheric elements that would diminish the integrity of the significant historic features of the Presidio NHLD. In terms of assessing adverse effects on historic properties, this alternative would replace the existing Doyle Drive structures with new structures of similar function, design, and location, and its operation would result in noise and vibration levels similar to existing conditions. The noise and vibration from construction of this alternative would also not cause indirect adverse effects, if measures are taken as proposed by the project's noise and vibration experts.[75] (See Section 5.2.2.2 for additional discussion of noise and vibration effects.) At the time it was constructed in 1937–1938, Doyle Drive provided no direct access to the Presidio. The Replace and Widen Alternative similarly provides no direct access to the Presidio; thus, the new construction would not alter the interrelationship, linkage of the contributing elements, or the basic physical plan of the district and would not cause an indirect adverse effect to the Presidio NHLD.

The Replace and Widen Alternative would not cause neglect of the Presidio NHLD in such a way that would cause its deterioration (36 CFR 800.5[a][2][vi]). As stated in the community impact assessment for this project, "the temporary disruptions and long-term affect (sic) of the implementation of a new Doyle Drive would not alter the existing land use of the Presidio [NHLD] or hinder the planned future uses for each planning area outlined in the PTMP."[76] Furthermore, the alternative does not propose the transfer, lease, or sale of property out of federal ownership and does not have an indirect adverse effect of this type (36 CFR 800.5[a][2][vii]).

There are contributing elements of the Presidio NHLD located near the existing Doyle Drive that would be located near the new Doyle Drive alignment upon its completion. These contributors would not experience an indirect adverse effect from this project because the project would not diminish their historic integrity or the qualities of their significance. These contributors include the Cavalry Stables, Stilwell Hall (Building 650), the batteries along Battery Blaney Road, Building 106, and Crissy Center (Building 603).

The Replace and Widen Alternative (under either option) is not expected to cause any other indirect adverse effects to the Presidio NHLD.

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[74] Environmental Science Associates (ESA), "Final Noise and Vibration Study, South Access to the Golden Gate Bridge," December 2004, ES-3, 9-1 to 9-5, and 9-13 to 9-17. The 2mm/sec PPV standard for "ruins and historical monuments" is from: Caltrans Technical Advisory, Vibration, TAV-02-01-R9601, "Transportation Related Earthborne Vibrations (Caltrans Experiences)," February 20, 2002. Few conclusions are drawn in the vibration chapter of this report regarding specific historic buildings. Analysis is provided regarding vibration from future traffic on Building 106 (page 9-18), for example, that predicts ground vibration produced by trucks on the new Doyle Drive will not exceed the 2mm/sec PPV standard and that "heavier" buildings like Building 106 react less to vibration than contemporary structures.

[75] ESA, "Final Noise and Vibration Study, South Access to the Golden Gate Bridge," December 2004, 7-1 to 7-6, 8-7, and 9-15 to 9-16.

[76] Parsons Brinckerhoff, "Final Community Impact Assessment, South Access to the Golden Gate Bridge," (October 2004), ES-4.

5.2.2.1 Indirect Effects on Cultural Landscape, Alternative 2

There would be indirect visual effects on the Presidio's cultural landscape under Alternative 2: Replace and Widen. Unless specified the following discussion applies to both the No-Detour and With Detour Options.

Currently, Doyle Drive is clearly visible from Crissy Field and is a prominent feature in views toward the south, southeast, and southwest from Crissy Field. Key visual characteristics of the views of Doyle Drive from Crissy field are: 1) the bridge's materials, color, form, massing, scale and 2) the structure's decreasing elevation from west to east, reflecting the decreasing elevation of the natural topography of the bluff. Alternative 2's effects on key visual characteristics are described below.

- Under Alternative 2, the existing Doyle Drive structure would be demolished and replaced with a new Doyle Drive structure that would be visible from Crissy Field. The new structure would be built on the existing structure's alignment. It would have a similar relationship to the natural topography of the bluff as the existing structure, reflecting the decrease in elevation of the natural bluff from west to east. The new structure's materials, color, and form would be similar to that of the existing structure, but the new structure would be wider and higher under the No Detour Option than the existing Doyle Drive. From a distance, the increased width and height of the new structure would be comparable in massing and scale to that of the existing structure (Figure 23i). However, the increased width and height would increase the structure's visual presence and would alter the integrity of feeling in the areas immediately adjacent to Doyle Drive. This would be noticeable in the Stables Area (Figures 23g and 23j) and along the low viaduct area and therefore would constitute an indirect adverse effect on the integrity of feeling under 36 CFR 800.5(a)(2)(iv) to the areas immediately adjacent to in those areas.

- Under Alternative 2: Replace and Widen With Detour, a temporary structure would be built north of the existing Doyle Drive. This temporary structure would be visible from Crissy Field and would result in a new non-historic structure being visible during the construction period. This temporary structure would be removed at the end of the construction.

Doyle Drive is also visible from various points south of the structure. Key locations for views of Doyle Drive include the upper Storey Avenue residential area in Fort Scott, the lower Storey Avenue residential area, the stables complex, the National Cemetery, the Main Post, and the Letterman area. These viewing areas are discussed in the following bulleted list.

  - Current views from the upper Storey Avenue residential area include views to the north and northeast of the side of Doyle Drive and of traffic on Doyle Drive. Although the new structure would be wider than the existing structure, it would have a similar horizontal and vertical alignment. The views of the new structure from the upper Storey Avenue residences would be similar to the existing ones (Figures 17b and 17c).

  - Current views from the lower Storey Avenue residential area include views to the north of the high viaduct and to the west of the Park Presidio viaduct. Although the new structure would be wider than the existing structure, it would have a similar horizontal and vertical alignment. The views of the new structure from the lower Storey Avenue residences would be similar to the existing ones (Figure 17f)

  - Current views from the Stables Area include views to the north of the side and support structure of the high viaduct (in the foreground); of the south side of Stillwell Hall and Crissy Field; and of the Bay (in the background). Since its construction in 1937, Doyle Drive has partially blocked the views to Crissy Field and the Bay. The new Doyle Drive high viaduct would be located closer to the stables, but the views of the new structure from the Stables Area would be similar to the existing ones, and the views to Crissy Field and the Bay would be similar to the existing ones. In fact, the increased spacing of support columns would allow for a slightly larger view of

the areas to the north (including the Bay and Golden Gate Bridge) from under the structure as compared to the existing structure and view (Figures 23g, 23h, and 23j).

- Current views from the National Cemetery include views to the northeast of the sides of Doyle Drive, of traffic on Doyle Drive, and of the Bay. These views are buffered by the trees that are located along the strip of land north of Lincoln Boulevard and south of Doyle Drive. These trees would be removed during the construction of the new Doyle Drive structure. The new structure would be wider than the existing structure but would have a similar horizontal and vertical alignment. While the new views of the new structure from the National Cemetery would be similar to the existing ones, they may be more prominent due to the loss of the trees. The new views to the Bay from the National Cemetery would be similar to the existing ones (Figures 18b and 18c).

- Current views from the Main Post include views to the northwest, north, and northeast of the sides of Doyle Drive and of traffic on Doyle Drive. The trees and buildings that are located between Doyle Drive and the Main Post limit the visibility of Doyle Drive in views from the Main Parade Ground area, and it is not a prominent visual feature from the Main Parade Ground. Under the No Detour Option, the new low viaduct structure would be higher and wider than the existing structure, although it would have a similar horizontal and vertical alignment. The With Detour Option would be wider than the existing structure, but it would also have a similar horizontal and vertical alignment as the existing structure. Under both options, views of the new structure from the Main Parade Ground would be similar to the existing ones (Figures 19b, 19c, and 23l).

The existing Doyle Drive structure is highly visible in views north from Halleck Street. Also, Crissy Field and the Bay are visible under the existing Doyle Drive structure. The new structure would have a similar high visibility in views north from Halleck and would maintain the views of Crissy Field and the Bay.

- Current views from the Letterman area include views to the north, northeast, and northwest of the Doyle Drive low viaduct structure. Under the No Detour Option, the new low viaduct structure would be higher and wider than the existing structure, however, it would have a similar horizontal and vertical alignment. The With Detour Option would be wider than the existing structure, but it would also have a similar horizontal and vertical alignment as the existing structure. Under both options, views of the new structure from the Letterman area would be similar to the existing ones.

5.2.2.2 Indirect Effects on Contributing Buildings, Structures, and Objects, Alternative 2

The Replace and Widen Alternative would not introduce visual or auditory elements, or vibrations, that would diminish the integrity of the significant historic features of contributing buildings of the Presidio NHLD. In terms of assessing adverse indirect effects on historic properties, this alternative would replace the existing Doyle Drive structures with new structures of similar function, design, and location and would cause noise and vibration levels during both construction and operation that are similar to existing conditions. As discussed in Section 5.2.1.2 (regarding direct adverse effects on contributing buildings, structures, and objects), minimal risk of damage to historic buildings on the Presidio from construction-induced vibration is expected if appropriate demolition and construction methods are implemented. Additionally, no substantial changes in traffic-induced vibrations are expected with future traffic. The potential for visual effects on individual contributors provided in the analysis of visual effects on the Presidio NHLD is discussed in Section 5.2.2.1.

The noise and vibration study concludes that the "overall noise environment is not expected to change noticeably, regardless of alternative selected." Noise levels of the new Doyle Drive built under the Replace and Widen Alternative are expected to be lower in some locations within the Presidio NHLD and marginally higher in others, but mostly by only 1 to 3 decibels, a level of change is typically not detectable to the human ear in an exterior setting. Increases of 1 to 2 decibels are expected at the Cavalry Stables and the Crissy

Center / Building 603, but a decrease of 1 decibel is expected at Stilwell Hall / Building 650, for example. Some of the increases within the Presidio NHLD will raise the noise to a level whereby noise and vibration experts state measures would need to be taken to control the expected noise, but most of these sites are not adjacent to contributors to the NHLD. An exception is Building 129, which is predicted to have a 5-decibel increase of noise level under the Replace and Widen Alternative. This increase would be audibly perceptible and be the largest single increase of noise cited in the noise and vibration report to a contributing building within the Presidio NHLD. Nevertheless, this increase would not alter the qualities that make Building 129 eligible as a contributor to the Presidio NHLD, nor would it alter the use of this building. Thus, the potential noise impacts of this project do not constitute a change in the building's use or its physical features within its setting that contribute to its historic significance, nor would it introduce "audible elements that diminish the integrity of the property's significant features." Thus, potential noise impacts do not constitute an indirect adverse effect on contributing elements of the Presidio NHLD.[77]

In conclusion, even though some elements of the Replace and Widen Alternative would be built in close proximity to contributing elements of the district (Figures 17b, 17c, 23r, 23s, 23p, and 23l), these project activities would not cause an indirect adverse effect to the Presidio NHLD because they would not "diminish the integrity of the property's significant historic features" (36 CFR 800.5[a][2][v]). If specific noise abatement measures were proposed, such as noise barriers or window retrofitting, their possible effect on historic properties and contributors to the NHLD would need to be analyzed.[78] The Replace and Widen Alternative would not cause neglect of contributing buildings of the Presidio NHLD in such a way that would cause their deterioration (36 CFR 800.5[a][2][vi]), nor does the alternative propose the transfer, lease, or sale of property out of federal ownership (36 CFR 800.5[a][2][vii]). As stated in the community impact assessment for this project, "the temporary disruptions and long-term affect (sic) of the implementation of a new Doyle Drive would not alter the existing land use of the Presidio [NHLD] or hinder the planned future uses for each planning area outlined in the PTMP."[79]

The Replace and Widen Alternative (under either option) is not expected to cause any other indirect adverse effects to contributing elements of the Presidio NHLD.

5.2.3 Summary of Direct and Indirect Effects on NHLD, Alternative 2

The Replace and Widen Alternative would have an adverse effect on the Presidio NHLD (including the cultural landscape). The adverse effects on the cultural landscape under Alternative 2 can be organized into adverse effects on historic vegetation features, historic circulation features, and the integrity of feeling. Adverse effects on vegetation features include the loss of trees immediately adjacent to the corridor of the proposed Presidio Parkway:

- The construction of the new high viaduct and reconfiguration of the Parkway Presidio interchange would result in the alteration of the stand of trees in the area west of the Park Presidio interchange. Some of the trees would be removed in the stands that are located 1) in the area north of Doyle

[77] ESA, "Final Noise and Vibration Study, South Access to the Golden Gate Bridge," December 2004, 6-3 to 6-15, 7-1 to 7-6, 8-7, and 9-15 to 9-17; and 36 CFR 800.5(2)(iv)-(v). As explained in Section 2-3 of ESA's report, a three decibel change is "just-perceivable" in a setting outside of a laboratory. A five decibel change would be noticeable and a ten decibel change would be perceived as an approximate doubling in loudness.

[78] ESA, "Final Noise and Vibration Study, South Access to the Golden Gate Bridge," December 2004, 6-3 to 6-15, 7-1 to 7-6, 8-7, and 9-15 to 9-17.

[79] Parsons Brinckerhoff, "Final Community Impact Assessment, South Access to the Golden Gate Bridge," (October 2004), ES-4.

Drive and south of Lincoln Boulevard and 2) in the area south of Doyle Drive, west of the Park Presidio viaduct, and northeast of Storey Avenue and Rod Road.

- The construction of the new high viaduct would result in the alteration of the stand of trees in the area east of the Park Presidio interchange and south of the new high viaduct; some of the trees in this stand would be removed.

- The construction of the new high viaduct would result in the removal of some of the trees located in the area north of Lincoln Boulevard in the vicinity of the National Cemetery.

Other losses of trees would include the removal of one or more of the three palm trees located north of the existing low viaduct structure in the New Commissary and Post Exchange parking lot and one or more of the four Monterey cypress trees located to the west of the Mason Street warehouses (Nos. 1184 and 1185).

The Replace and Widen Alternative would result in the alteration or destruction of some of the historic circulation features located adjacent to the proposed Presidio Parkway corridor. These would include the destruction of Doyle Drive, the relocation south of the east end of Crissy Field Avenue where it intersects Lincoln Boulevard, and the narrowing of Lincoln Boulevard in the vicinity of the National Cemetery (the northern edge of Lincoln Boulevard would be relocated to the south by 1.4 meters [4 feet]). Alterative 2 would result in the removal of the existing paved and graveled area under and south of the Doyle Drive viaduct in the area west of the Mason Street warehouses and east of Halleck Street. This open space and paving are a characteristic circulation and spatial feature associated with the historic supply functions of the former Quartermaster Depot in this portion of the Lower Post.

The Replace and Widen, No Detour Alternative would directly adversely affect the Presidio NHLD by removal of the contributing element of the district known as Doyle Drive. This alternative would also directly adversely affect the district by altering the alignment of the following contributing roads: Park Presidio Boulevard, Battery Blaney Road, Crissy Field Avenue, and Lincoln Boulevard.

The increased massing and scale of the new Doyle Drive structure would indirectly adversely affect the integrity of feeling in the areas immediately adjacent to the new structure. Under the Replace and Widen Alternative, both Doyle Drive and Park Presidio Boulevard would be constructed closer to the Cavalry Stables, particularly Building 661, the closest of the stable buildings to the elevated roadway structures. Currently, Building 661 is situated 96 meters (315 feet) from Doyle Drive, 88 meters (289 feet) from Park Presidio Boulevard, and 104 meters (341 feet) from the ramp taking traffic from Park Presidio Boulevard to Doyle Drive. Following construction of this alternative, Building 661 would be situated 58 meters (190 feet) from Doyle Drive, 75 meters (246 feet) from Park Presidio Boulevard, and 80 meters (263 feet) from the ramp taking traffic from Park Presidio Boulevard to Doyle Drive. This would make the new structures 15 to 40 percent closer to Building 661 than the current Doyle Drive and Park Presidio Boulevard (Figures 2, 3, 4, and 7).

The Replace and Widen, With Detour Alternative would have the same types of adverse effects as the “No Detour” Alternative on historic properties in general and would directly adversely affect the same contributing roads. This alternative would also result in additional adverse effects on other contributing elements of the Presidio NHLD, specifically, the removal of Buildings 1182, 1183, 1184, and 1185. These warehouses date to the World War I period and are located in the Crissy Field Planning District. Although the removal of the buildings is an adverse direct and cumulative effect, their replacement would minimize both the boundary erosion and the loss of contributing elements in this area at the northeastern corner of the Presidio NHLD.

There are also predicted historic archaeological resources that may be located in the APE that have been defined as contributing resources in the Presidio NHLD. While test excavations designed to locate these resources were not successful, it is still possible that they are located in the APE, and if present, they could be adversely affected by the implementation of Alternative 2.

5.2.4 Cumulative Effects on Presidio NHLD, Alternative 2

This cumulative effects analysis considers the potential for the Replace and Widen Alternative, in combination with known past, present, and future projects in the area, to adversely affect the Presidio NHLD.[80] There have been several major projects on the Presidio in the past decade, and many projects are planned or underway within the Presidio NHLD. The Presidio Trust, along with its partners, including the NPS, GGNRA, and the Golden Gate National Parks Conservancy, are working on various efforts in and around the Focused APEs. State and local transportation agencies, and the Department also have past, present, and future projects in and near the Focused APEs. The following projects were considered in combination with the options of the Replace and Widen Alternative to capture potential cumulative effects: [81]

- Seismic Retrofit of Presidio Viaduct and Marina Viaduct Structures of Doyle Drive—completed;
- Transfer of Presidio from US Army to National Park Service—completed;
- Crissy Marsh Restoration, Main Field—completed;
- Richardson Avenue Slip Ramp—completed;
- Letterman Digital Arts Center—completed;
- Rehabilitation of the Palace of Fine Arts—ongoing;
- Highway 101 Widening, Interchange and HOV Projects—ongoing;
- Historic Building Restoration, Presidio NHLD—ongoing;
- Trails and Scenic Overlook Improvements, Presidio NHLD—ongoing;
- Natural Areas and Wildlife Projects, Presidio NHLD—ongoing;
- Historic Forest Reforestation Projects, Presidio NHLD—ongoing;
- Designed Landscapes Studies, Maintenance and Rehabilitation, Presidio NHLD—ongoing;
- Presidio Transit Center (new building north of Lincoln Boulevard, east of Building 210), Presidio NHLD —ongoing
- Tennessee Hollow Watershed Enhancement, Presidio NHLD—planning (environmental assessment);
- Main Parade Ground Improvements – planning—(environmental assessment);
- Presidio Viaduct Repaint & Rehabilitation Project—construction anticipated 2006.

For this analysis, these known past, present, and future undertakings have been considered in conjunction with adverse effects identified in this document for the options of the Replace and Widen Alternative, as well as compared to the existing conditions on the Presidio as described in the 1993 updated documentation of the Presidio NHLD. Since the 1993 inventory, 39 buildings and structures that were contributors to the Presidio NHLD, and which would have been located within the Focused APEs, have been removed. These

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[80] Identification of cumulative effects is based on predicted permanent adverse cumulative effects. Effects such as changes in traffic, noise, or road closures during the construction phase of the project, are temporary and would not cause permanent adverse effects to the Presidio NHLD within the Focused APEs under this alternative.

[81] These projects were identified from review of the following sources: Parsons Brinckerhoff, "Final Community Impact Assessment, South Access to the Golden Gate Bridge," (October 2004), 5-1 and 5-2; Presidio Trust, "Park Projects," accessed October 2005, www.presidio.gov/Projects/. Projects still defined as being in the "preliminary planning" stage, and without additional information, are not included.

contributors were primarily located in the east and west ends of the Crissy Field Planning District and were demolished to accommodate the rehabilitation of Crissy Marsh.[82] A few buildings were also removed from the Crissy Field and Letterman Planning Districts during other projects. The northeastern corner of the Presidio NHLD currently falls in both of these planning districts, and portions of the northeastern corner have also historically been known as the North Cantonment, or Quartermaster Depot. The 39 buildings and structures removed from these areas since 1993 dated to the twentieth century, and most were built just before or during the first years of World War II (ca. 1940–1942). These buildings and structures (including the railroad line) were identified as contributing elements of the landmark district, even though many were described in the 1993-updated documentation as having "marginal integrity" because of demolition of other nearby buildings and various additions and modifications.[83] At least eight NHLD contributing buildings and structures located near (north of) the Mason Street warehouses at the east end of Crissy Field were demolished as part of past projects.

The cumulative effect of the previous demolition of contributing elements, in conjunction with the Replace and Widen Alternative, differs depending upon the option under consideration. The Replace and Widen, No Detour Alternative, would not result in an adverse cumulative effect to the Presidio NHLD. This alternative would not contribute to the erosion of the Crissy Field Planning District (or North Cantonment historic functional area) because it does not require the removal of additional contributing elements, other than Doyle Drive. The new Doyle Drive structures built under this option would resemble the existing Doyle Drive facility in overall location, material, color, and form, and although they would be larger in scale and massing, they would not result in a cumulative adverse effect to the Presidio NHLD. The potential for this alternative to result in a cumulative effect to the Presidio NHLD, when considered in conjunction with past, present, and future projects, is low and a cumulative effect is not predicted (36 CFR 800.5[a][1]).

The Replace and Widen, With Detour Alternative, could result in an adverse cumulative effect on the Presidio NHLD. Although the new Doyle Drive structures built under this option would resemble the existing Doyle Drive facility in overall location, material, color, and form, this alternative would add to the erosion of contributing elements located in the Crissy Field Planning District, at the northeast corner of the NHLD, because it would require the removal of additional contributing elements—four of the Mason Street warehouses (Buildings 1182, 1183, 1184, and 1185)—from their original locations. Past projects have resulted in the demolition of at least eight NHLD contributing elements in this part of the former North Cantonment, just north of the Mason Street warehouses. The construction of this alternative, therefore, would increase the loss of contributing elements in this area of the Presidio NHLD where few contributing buildings and structures remain. The removal of the four warehouses could result in this area becoming a non-contributing portion of the Presidio NHLD, and in this way erode the boundary of the district because it would no longer contain contributing elements. It is possible, therefore, for this alternative to result in an

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[82] The buildings and structures removed include: Building 274. WWII Temporary. 1941; Building 275. WWII temporary, 1941; Building 277. WWII temporary. 1941; Building 280. Engineering. 1941; Building 282. Shop. 1942; Building 283. Warehouse. 1924; Building 284. Electric shop. 1941; Building 285. Paint shop. 1942; Building 288. Carpenter shop. 1943; Building 901. WWII temporary warehouse. 1945; Building 902. WWII barracks. 1942; Building 903. WWII barracks. 1942; Building 904. WWII day room. 1941; Building 905. WWII barracks. 1942; Building 906. WWII barracks. 1942; Building 907. WWII day room. 1940; Building 908. WWII temporary. 1940; Building 909. WWII barracks. 1942; Building 910. WWII barracks. 1942; Building 911. WWII day room. 1941; Building 912. WWII temporary. 1941; Building 913. WWII barracks. 1942; Building 914. WWII barracks. 1942; Building 915. WWII day room. 1940; Building 916. WWII temporary. 1940; Building 917. WWII barracks. 1942; Building 918. WWII barracks. 1942; Building 919. WWII day room. 1941; Building 945. Grease rack. 1921; Building 946. Signal hut. 1921; Building 949. Vehicle shed. 1940; Building 950. Vehicle shed. 1940; Building 973. Vehicle shed. 1940; Building 974. Vehicle shed. 1940; Building 979. Mine storage. ca. 1908; Building 1006. Laboratory. 1915; Building 1049. Ward. 1917; Building 1065. Service station. 1919; railroad tracks, sidings, and switches along Mason Street.

[83] NPS, "Presidio ... Registration Forms," page 7-181.

adverse cumulative effect on the Presidio NHLD, when considered in conjunction with past, present, and future projects (36 CFR 800.5[a][1]).

Additional information was requested during agency coordination for this project regarding potential benefit to the Presidio NHLD that could result from the replacement of Doyle Drive—specifically, the potential benefit that might occur if an alternative could return elements of the landscape that existed prior to the construction of Doyle Drive. This analysis recognizes the potential adverse effects of past, present, and future projects on the Presidio's historic resources, but cannot address potential benefits of the proposed alternative. The criteria of adverse effects do not present an opportunity to consider potential benefits of alternatives. Also, the FOE process cannot prioritize the importance of historic properties, or portions thereof, because this would constitute a preference for resources of particular historic eras or particular types of resources. It is reasonable to recognize, however, that under the Replace and Widen Alternative, resources and landscape elements that remain following construction would present opportunities to meet the cultural resource management goals for the Presidio NHLD, including interpretation, treatment, preservation, rehabilitation, and restoration.

5.2.5 Direct Effects on Individual Historic Properties, Alternative 2

Doyle Drive Presidio Viaduct (Bridge 34 0019)

The Replace and Widen Alternative, under either the No-Detour or With Detour Option, would cause a direct adverse effect to the Presidio Viaduct (Bridge 34 0019) on Doyle Drive, a historic property determined individually eligible for the NRHP. Because either option would cause the destruction of the Presidio Viaduct on Doyle Drive, this activity would constitute a direct adverse effect (36 CFR 800.5[a][2][i]).

Doyle Drive Marina Viaduct (Bridge 34 0014)

The Replace and Widen Alternative, under either the No-Detour or With Detour Option, would cause a direct adverse effect to the Marina Viaduct (Bridge 34 0014) on Doyle Drive, a historic property determined individually eligible for the NRHP. Because either option would cause the destruction of the Marina Viaduct on Doyle Drive, this activity would constitute a direct adverse effect [36 CFR 800.5[a][2][i]).

Golden Gate Bridge

The Replace and Widen Alternative, under either the No-Detour or With Detour Option, would cause a direct adverse effect to the Golden Gate Bridge (a historic property determined individually eligible for the NRHP and a proposed NHL) through the destruction of Doyle Drive, which is a contributing element of the Golden Gate Bridge.

Archaeological Site CA-SFr-6/26

Projects affect archaeological resources generally through ground disturbance or other direct effects resulting from construction activities. Direct effects on archaeological resources can effectively alter or destroy site morphology and reduce or eliminate its capacity for yielding important data. Secondary or cumulative effects on archaeological resources generally occur after project construction. Vandalism or other disturbance of archaeological sites may result from increased traffic in the project area. Indirect effects of project construction can also lead to increased exposure, instability, or erosion of adjacent archaeological resources.

There is one known archaeological site (CA-SFr-6/26) in the Focused APE (Archaeology) (Figure 24). CA-SFr-6/26 is located adjacent and west of the Commissary building, which will need to be demolished under Alternative 2 with Detour. The current boundaries of CA-SFr-6/26 are not within areas that will be subjected to construction effects; the eastern boundary of the site has not been relocated due to the area on the west side of the Commissary being covered by concrete parking bays.

The site is currently covered with fill to a depth of 1.7 meters (5.6 feet). Grading plans reviewed for the Commissary indicate that the area was quite flat prior to constructing the building. To level the building pad and prepare the site for construction, 3000 cubic yards of soil were placed on the building site, and it appears that little grading of native soils was required to prepare the building pad. This suggests that if CA-SFR-6/26 extended to where the Commissary was constructed, it may be preserved under fill.[84]

The area would be designated a Environmentally Sensitive Area (ESA) by establishing the vertical extent that ground disturbing activities would be permitted within the known and predicted extent of CA-SFr-6/26.

The area where the site is located is not proposed for construction, and the area would be excluded from use as a staging area. During construction of the detour, the Commissary building would be removed, but the slab on which it sits would remain in place. The MOA will specify measures to be implemented to ensure that CA-SFr-6/26 is not adversely affected. Specifically, any unanticipated effects on CA-SFr-6/26 would be avoided through implementation of a site monitoring/treatment plan during removal of the Commissary building. In addition, the known and predicted extent of CA-SFr-6/26 would be protected by establishing the area as an ESA that would establish the vertical limits of ground disturbance permitted in the site area. This information would then be placed on project plans and specifications to inform construction personnel about constraints in the site area. Because an ESA would be used to protect CA-SFr-6/26, the effect would be considered no adverse effect with conditions. In addition, the treatment plan would analyze and resolve any unanticipated potential to affect CA-SFr-6/26 (e.g., need for excavation or discovery of shallow site deposits) on an as-needed basis and while the overall project is in progress.

Unknown Archaeological Resources

Because many areas of the APE could not be test excavated due to a variety of practical constraints, including a high water table, numerous underground utilities, and the prohibition to test under the existing Doyle Drive, it is likely that inadvertent discoveries of either prehistoric or historical archaeological resources could occur during the course of construction. Therefore, additional measures to locate and treat unanticipated archaeological resources that might be located in the APE are being considered for implementation in advance of and during construction. It is anticipated that additional pre-construction testing will be possible once utilities are turned off and other practical limitations to testing are removed from consideration. These efforts would be designed to reduce the potential for inadvertent discoveries during construction and also allow for archaeological site avoidance measures where feasible. For example, impacts from piers and other projects elements might be avoidable through design modifications in areas where preconstruction excavation and monitoring revealed the presence of significant archaeological resources. A process to implement such measures would be defined as part of the development of the MOA and be outlined in a construction monitoring and data recovery plans.

Palace of Fine Arts

The Replace and Widen Alternative (under either the No-Detour or With Detour Option) would not cause a direct adverse effect to the Palace of Fine Arts, a historic property located within the Focused APE (Architectural) for this project (Figures 22b, 22c, 23r, and 23t) because the project will not physically demolish, remove, or damage any portion that contributes to this historic property.

Specifically, construction of this alternative and the operation of the new Doyle Drive adjacent to this property are not expected to cause vibration that would be a direct adverse effect to the Palace of Fine Arts. Although the noise and vibration study draws few conclusions in the vibration chapter regarding specific historic buildings or structures within the Focused APEs and there is no data specifically provided for potential vibration at the Palace of Fine Arts, minimal risk of damage to historic buildings and structures

[84] Department of the Army, Sacramento District Corps of Engineers, "Presidio of San Francisco Commissary Building Site Grading and Drainage Plan" 1987.

within the Focused APEs is expected from construction-induced vibration if appropriate demolition and construction methods are implemented throughout the project, as proposed by the project's noise and vibration experts. As noted above, the noise and vibration analysis used a standard employed for "ruins and historic monuments" as the upper level of vibrations to which the historic buildings, particularly those of masonry construction, should be subjected. This standard is 2.0 millimeters per second of PPV. The worst-case ground vibration expected during construction of the project is predicted to be less than 2 mm/sec PPV at a distance of 60 meters from historic buildings. This distance is included in the noise and vibration report's proposed mitigation measures for a buffer zone to be used while pile driving near historic buildings. Also, no substantial changes in traffic-induced vibrations are expected with future traffic. Thus, if the buffer zone is implemented as planned during construction, there would be no direct adverse effect to Palace of Fine Arts buildings and its clay-lined lagoon because of vibration caused by this alternative.[85] This assessment is based on available information regarding predicted vibration levels and related impacts that could occur within the NHLD. Once additional project details are known and the condition of historic properties within the APE is determined, it may be necessary to reassess the potential for vibration impacts. This process is outlined in the *Conceptual Mitigation Plan* provided in Appendix D and will be included as a stipulation in the MOA.

In the Replace and Widen Alternative No Detour, tree cover over Doyle Drive would be removed from the north end of the planting island that borders the west side of Palace Drive, with trunks and some limbs remaining intact (Figure 27). These trees on the west side of Palace Drive are associated with the Palace of Fine Arts, not with the Presidio NHLD. Based on information from aerial photographs, trees were planted in this area in the early 1930s, prior to the construction of Doyle Drive, when the Palace of Fine Arts was a part of San Francisco's park system.

A NRHP registration form was prepared for the Palace of Fine Arts in November 2004 by the Maybeck Foundation and approved by the State Historical Resources Commission in February 2005, but it has not been listed on the NRHP as of December 2005. Although the listing of the Palace of Fine Arts in the NRHP is expected, the final approval by the Keeper of the National Register has not been granted, and the nomination that is ultimately accepted could include information that differs from the November 2004 registration form. However, the November 2004 registration form was the most current available and was used as the basis of the analysis of effects of the Replace and Widen Alternative on trees on the west side of Palace Drive.

The November 2004 registration form found the Palace of Fine Arts significant under Criterion A (as an exceptional example of conservation) and under Criterion C (as both a faithful reproduction of the work of a master architect and as an ensemble possessing high artistic values) for the years 1964–1967 and 1973–1974. Only built structures (the lagoon, the rotunda and its two flanking curvilinear colonnades, and the exhibition building) were listed as contributing features; no non-contributing features were listed. While some vegetation features were described, the trees on the west side of Palace Drive were not described, nor was their relationship to the Palace of Fine Arts discussed.

These trees have been located on the west side of Palace Drive from the 1930s to the present. Although they were present during the period of significance of the Palace (1964–1967 and 1973–1974), they were not associated with the reconstruction efforts that are the basis of the Palace of Fine Art's significance under Criteria A and C on the November 2004 NRHP registration form, nor do they appear to have been associated with the initial work of Maybeck that is the basis of the significance under Criterion C. The removal of the tree cover from the north end of the planting along the west side of Palace Drive under the Replace and Widen Alternative (No Detour) would not adversely affect the significance or contributing features of the Palace of Fine Arts and would not result in a direct adverse effect.

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[85] ESA, "Final Noise and Vibration Study, South Access to the Golden Gate Bridge," December 2004, ES-3, 9-1 to 9-5, and 9-13 to 9-18. As discussed in Section 5.2.1.2, noise impacts are not considered to have potential adverse effects.

No trees (or tree cover) would be removed in this location under the Replace and Widen Alternative with Detour.

5.2.6 Indirect Effects on Individual Historic Properties, Alternative 2

Doyle Drive Presidio Viaduct (Bridge 34 0019)

The Replace and Widen Alternative would not cause an indirect adverse effect to the Presidio Viaduct (Bridge 34 0019) on Doyle Drive because this historic property would be destroyed under either option for this alternative. This action constitutes a direct adverse effect, and therefore this action would not cause an indirect effect (36 CFR 800.5[a][2][v]). The Replace and Widen Alternative would not cause neglect of the Presidio Viaduct on Doyle Drive in such a way that would cause its deterioration (36 CFR 800.5[a][2][vi]) nor is Doyle Drive federally owned (36 CFR 800.5[a][2][vii]).

Doyle Drive Marina Viaduct (Bridge 34 0014)

The Replace and Widen Alternative would not cause an indirect adverse effect to the Marina Viaduct (Bridge 34 0014) on Doyle Drive because this historic property would be destroyed under either option for this alternative. This action constitutes a direct adverse effect, and therefore this action would not cause an indirect effect (36 CFR 800.5[a][2][v]). The Replace and Widen Alternative would not cause neglect of the Marina Viaduct on Doyle Drive in such a way that would cause its deterioration (36 CFR 800.5[a][2][vi])] nor is Doyle Drive federally owned (36 CFR 800.5[a][2][vii]).

Golden Gate Bridge

The Replace and Widen Alternative would not have an indirect adverse effect on the Golden Gate Bridge. As stated in previous sections, the destruction of Doyle Drive would cause a direct adverse effect to this historic property under this alternative, diminishing the bridge's historic integrity. While the new Doyle Drive would not retain the historic integrity of the original Doyle Drive, and the new viaducts and roadway would be both larger and taller than the existing structure, the new design would be sufficiently similar in location, function, and general design to provide a reference to the former structure. The existing steel / concrete girder Marina Viaduct will be replaced by a similar deck structure, for example. The new Doyle Drive would convey elements of the feeling of and provide association with the destroyed structure's historic character. This alternative would therefore not cause an indirect visual adverse effect to the Golden Gate Bridge because it would preserve elements of the original structure's form, providing a sense of the property's history and providing a physical link to the original Doyle Drive. In addition to a lack of indirect visual adverse effect, the new structure would likely also not cause indirect adverse effects of noise and vibration because those levels will be similar to existing conditions.[86] Furthermore, the Replace and Widen Alternative would not cause neglect of the Golden Gate Bridge in such a way that would cause its deterioration (36 CFR 800.5[a][2][vi]), and the property is not federally owned, negating potential regulatory impact of any future ownership transfer (36 CFR 800.5[a][2][vii]). Taken together, this alternative would not

[86] ESA, "Final Noise and Vibration Study, South Access to the Golden Gate Bridge," December 2004. The noise and vibration study does not specifically predict noise and vibration for the construction and operation of the new Doyle Drive as it might impact the Golden Gate Bridge. The analysis predicts only a one-decibel increase of noise at the two most westerly noise receptors at Building 966 and 1659 (page 6-5), which would not be a perceptible change. As noted above, few conclusions are drawn in the vibration chapter of the noise and vibration report regarding specific historic buildings or structures. Analysis provided regarding vibration from future traffic on Building 106 (page 9-18), for example, predicts ground vibration produced by trucks on the new Doyle Drive will not exceed the 2mm/sec PPV standard. Thus, it is assumed that if there is little to no noise and vibration impact at these locations, thus there will be no adverse effect to the Golden Gate Bridge that results from changes in noise and vibration because of this project.

cause an adverse indirect effect to the Golden Gate Bridge because it would not diminish the integrity of the bridge's significant historic features other than the direct adverse effect on Doyle Drive (36 CFR 800.5[a][2][v]).

Archaeological Site CA-SFr-6/26

There will be no indirect effects on known archaeological resources as a result of implementing Alternative 2 With Detour or No Detour.

Palace of Fine Arts

The Replace and Widen Alternative would not introduce visual elements that would diminish the integrity of the Palace of Fine Arts historic property (Figures 22b, 22c, 23r, and 23t). In terms of assessing indirect adverse effects on historic properties, this alternative would replace the existing Doyle Drive structures with new structures of similar function, design, and location and would cause noise levels, during both construction and operation, similar to existing conditions. The noise and vibration study concludes that the "overall noise environment is not expected to change noticeably, regardless of alternative selected." Noise levels of the construction of the new Doyle Drive and its predicted traffic, as built under the Replace and Widen Alternative, are expected to be lower near the Palace of Fine Arts than existing conditions. Therefore, noise will not constitute an indirect adverse effect on the Palace of Fine Arts.[87]

While some elements of the Replace and Widen Alternative would be built in close proximity to the Palace of Fine Arts property, these project activities would not cause an indirect adverse effect to the property because they would not "diminish the integrity of the property's significant historic features" (36 CFR 800.5[a][2][v]). If specific noise abatement measures were proposed, such as noise barriers or window retrofitting, their possible effect on the Palace would need to be analyzed.[88] The Replace and Widen Alternative would not cause neglect of the Palace of Fine Arts in such a way that would cause its deterioration (36 CFR 800.5[a][2][vi]), and the property is not federally owned (36 CFR 800.5[a][2][vii]), negating potential regulatory impact of any future ownership transfer.

5.2.7 Summary of Direct and Indirect Effects on Individual Historic Properties, Alternative 2

The Replace and Widen Alternative would directly adversely affect the Doyle Drive historic property through its removal and replacement with new structures. This alternative would directly adversely affect Doyle Drive as an individual historic property and the Golden Gate Bridge historic property through the removal of Doyle Drive, which is a contributing element of the bridge. The Replace and Widen Alternative would not have an adverse effect on the Palace of Fine Arts. The Replace and Widen Alternative would not have an adverse effect on archaeological site CA-SFr-6/26.

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[87] ESA, "Final Noise and Vibration Study, South Access to the Golden Gate Bridge," December 2004, 6-3 to 6-15 and 8-8. Possible effects from vibrations are discussed as a potential direct adverse effect to historic properties. As stated in Section 5.2.5 regarding direct adverse effects to individual historic properties, minimal risk of damage to historic buildings on the Presidio from construction-induced vibration is expected if appropriate demolition and construction methods are implemented and no substantial changes in traffic-induced vibrations are expected with future traffic.

[88] ESA, "Final Noise and Vibration Study, South Access to the Golden Gate Bridge," December 2004, 6-3 to 6-15, 7-1 to 7-6, 8-7, and 9-15 to 9-17.

5.2.8 Cumulative Effects on Individual Historic Properties, Alternative 2

This cumulative effects analysis considers the potential for the Replace and Widen Alternative, in combination with known past, present, and future projects in the area, to adversely effect individual historic properties within the Focused APEs (refer to Section 5.2.4 for a list of these other projects).[89] The structures of Replace and Widen Alternative would resemble the existing Doyle Drive facility in overall location, material, color, and form, but they would be larger in scale and massing (a result of the increased width and height). This effects analysis has already identified the direct and indirect adverse effects that this alternative would cause to the historic properties within the Focused APEs. The potential for this alternative to result in a cumulative effect on the historic properties, when considered in conjunction with past, present, and future projects, is described below by individual property (36 CFR 800.5[a][1]).

The Doyle Drive viaducts would not experience a cumulative effect under the Replace and Widen Alternative because they would experience a direct adverse effect under this alternative. The Doyle Drive viaducts would be destroyed under both options of the Replace and Widen alternative. This action constitutes a direct adverse effect, and therefore no cumulative effect is predicted when compared with past, present, or future projects (36 CFR 800.5[a][1]).

The Replace and Widen Alternative would likely cause an adverse cumulative effect on the Golden Gate Bridge historic property. As described in previous sections, this property would experience a direct adverse effect under both options of this alternative through the removal of Doyle Drive, which is a contributing element of the bridge property. It is possible that this effect, in combination with other current and future projects, would be cumulatively adverse (36 CFR 800.5[a][1]). Other projects that involve the Golden Gate Bridge that have recently been completed include the Golden Gate Bridge Seismic Retrofit Project and the Golden Gate Bridge Public Safety Railing Project. In addition, the Richardson Avenue Slip Ramp has been completed on Doyle Drive, which is a contributing element to the Golden Gate Bridge. Projects that are on-going include the Golden Gate Bridge Movable Median Barrier Project and the Golden Gate Bridge Cable Restoration Project. It is not clear which features of the Golden Gate Bridge Property will retain integrity once all of these projects are completed, but it is presumed that these proposed projects would not threaten the NHL eligibility of the Golden Gate Bridge. It may be necessary, however, to re-define the contributing elements of the bridge property upon completion of the current project.

The Replace and Widen Alternative would not cause an adverse cumulative effect on the Palace of Fine Arts property, and it would remain eligible for the NRHP. This historic property would not experience direct or indirect adverse effects under either option of this alternative. This alternative would not cause an adverse cumulative effect when considered in conjunction with past, present, and future projects (36 CFR 800.5[a][1]). The Richardson Avenue Slip Ramp project received a no adverse effect determination, and the Palace of Fine Arts projects are unlikely to cause adverse effects. It is assumed that the rehabilitation project will be accomplished in a manner consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines [36 CFR 800.5[a][2][ii]) and will not “diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association” (36 CFR 800.5[a][1]) of the Palace of Fine Arts property.

The Replace and Widen Alternative would not cause an adverse cumulative effect on archaeological site CA-SFr-6/26, and it would remain eligible for the NRHP. This alternative would not cause direct or indirect adverse effects on known archaeological resources, nor does it appear that other known current and future projects would cause adverse effects to these resources that would be cumulative when considered with the current project.

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[89] Identification of cumulative effects is based on predicted permanent adverse cumulative effects. Effects such as changes in traffic, noise, or road closures during the construction phase of the project are temporary and would not cause permanent adverse effects to the Presidio NHLD within the Focused APEs under this alternative.

5.3 ALTERNATIVE 5: PRESIDIO PARKWAY

The Presidio Parkway Alternative would replace the existing facility with a new six-lane facility and an eastbound auxiliary lane between the Park Presidio interchange and the new Presidio access at Girard Road (Figure 5). The new facility would consist of two 3.3-meter (11 foot) lanes and one 3.6-meter (12 foot) outside lane in each direction with 3.0-meter outside shoulders and 1.2-meter inside shoulders. In addition, a 3.3-meter (11 foot) auxiliary lane runs along southbound Doyle Drive from the Park Presidio Interchange to the Girard Road exit ramp. The width of the proposed landscaped median varies from 5.0 meters (16 feet) to 12.5 meters (41 feet). To minimize impacts to the park, the footprint of the new facility would include a large portion of the existing facility's footprint east of the Park Presidio interchange.

A 450-meter-long (1,476-foot-long) high viaduct would be constructed between the Park Presidio interchange and the San Francisco National Cemetery. The height of the high viaduct would vary from 20 to 35 meters (66 to 115 feet) above the ground surface. Shallow cut-and-cover tunnels would extend 240 meters (787 feet) past the cemetery to east of Battery Blaney. The facility would then continue towards the Main Post in an open depressed roadway with a wide, heavily landscaped median.

From Building 106 (Band Barracks) cut-and-cover tunnels up to 310 meters long (984 feet) would extend to east of Halleck Street. The amount of fill over the tunnels is being coordinated with the Trust based on requirements of the *Vegetation Management Plan.* The expected minimum depth is 2 meters (6 feet). The facility would then rise slightly on a low level causeway 160 meters (525 feet) long over the site of the proposed Tennessee Hollow restoration and a depressed Girard Road. The low causeway would rise to approximately 4 meters (13 feet) above the surrounding ground surface at its highest point. East of Girard Road the facility would return to existing grade north of the Gorgas warehouses and connect to Richardson Avenue. The proposed facility would provide a transition zone starting from the Main Post tunnel to reduce vehicle speeds prior to entering city streets. A motor control and switchgear room to operate the tunnel life safety equipment would be integrated with the Main Post tunnels.

The Presidio Parkway Alternative would include an underground parking facility up to 4 meters (12 feet) deep at the eastern end of the alignment between the Mason Street warehouses and Gorgas Street warehouses. The parking garage would supply approximately 500 spaces to maintain the existing parking supply in the area and improve pedestrian and vehicular access between the Presidio and the Palace of Fine Arts.

- **Merchant Road Option**. At the intersection with Merchant Road, just east of the toll plaza, a design option has been developed for a Merchant Road slip ramp (Figure 10). This option would provide an additional new connection from westbound Doyle Drive to Merchant Road. This ramp would provide direct access to the Golden Gate Visitors' Center and alleviate the congested weaving section where northbound Park Presidio Boulevard merges into Doyle Drive.

The Park Presidio interchange would be reconfigured due to the realignment of Doyle Drive to the south. The exit ramp from eastbound Doyle Drive to southbound Park Presidio Boulevard would be replaced with standard exit ramp geometry and widened to two lanes. The loop of the westbound Doyle Drive exit ramp to southbound Park Presidio Boulevard would be improved to provide standard exit ramp geometry. Likewise, the northbound Park Presidio Boulevard connection to westbound Doyle Drive would be realigned to provide standard entrance ramp geometry. Alternative 5 (all options) is illustrated in Figures 5–10 and simulated in Figures 17d, 17e, 18d, 19d, 20d, 21d, 22d, 22e and in the visual simulations presented as Figure 23d–23w.

There are two options for the northbound Park Presidio Boulevard ramp to an eastbound Doyle Drive connection.

- **Loop Ramp Option.** Replace the existing ramp with a loop ramp to the left to reduce construction close to the Cavalry Stables and provide standard entrance and exit ramp geometry (Figure 6).

- **Hook Ramp Option.** Rebuild the ramp with a similar configuration as the existing directional ramp with a curve to the right and improved exit and entrance geometry (Figure 7).

The Presidio Parkway Alternative includes two options for direct access to the Presidio and Marina Boulevard at the eastern end of the project.

- **Diamond Option.** The Diamond Option would provide direct access to the Presidio and indirect access to Marina Boulevard in both directions via access ramps from Doyle Drive connecting to an extension of Girard Road. East of the new Letterman garage, Gorgas Avenue is a one-way street that connects to Richardson Avenue with access to Palace Drive via a signalized intersection at Lyon Street (Figure 8).
- **Circle Drive Option.** This option would provide direct access to the Presidio and indirect access to Marina Boulevard for eastbound traffic via access ramps connecting to an extension of Girard Road. Westbound traffic from Richardson Avenue would access the Presidio through a jug handle intersection to Gorgas Avenue (Figure 9).

5.3.1 Direct Effects on Presidio NHLD, Alternative 5

The Presidio Parkway Alternative would cause a direct adverse effect to the Presidio NHLD through the destruction of contributing elements of the Presidio NHLD. The contributing elements proposed for destruction under this alternative are as follows: Doyle Drive, Building 201, Building 204, Building 230, Building 670, Bank Street, and Vallejo Street. Building 1151 is also removed under the Presidio Parkway Alternative, Circle Option only. The removal of these contributing elements would constitute physical destruction of part of the Presidio NHLD property (36 CFR 800.5[a][2][i]). These buildings and roadways would be destroyed because they are located within the footprint of all of the options of the Presidio Parkway Alternative, except for Building 1151, which would only be demolished under the Circle Option.

The Presidio Parkway Alternative would cause direct adverse effects to the Presidio NHLD through the alteration of the following contributing elements: Park Presidio Boulevard (SR 1), Richardson Avenue (U.S. 101), Battery Blaney Road, Crissy Field Avenue, Cowles Street (under the Presidio Parkway Alternative, Hook Ramp Option only), Girard Road, Gorgas Avenue, Halleck Street, and Lincoln Boulevard (36 CFR 800.5[a][2][ii]). The proposed changes to these contributing elements would occur regardless of which option is selected, unless otherwise noted in the following section. Other than those described above, the Presidio Parkway Alternative (and its various options) is not expected to cause any other direct adverse effects to the Presidio NHLD. Construction and operation of this alternative would not cause noise or vibration that would be a direct adverse effect on the Presidio NHLD.[90] See Section 5.3.1.2 for discussion of potential noise and vibration effects on contributing buildings on the Presidio NHLD. Some contributing elements of the Presidio NHLD located near the existing Doyle Drive, which would be located near the new Doyle Drive alignment upon its completion, would not experience a direct adverse effect from this project because the project would not diminish their historic integrity and the qualities of their significance. See Section 5.3.1.2 for discussion of nearby contributing resources that will not be adversely affected by this alternative, such as Buildings 966, 967, 228, 1163, 106, and the Cavalry Stables.

There are also predicted historic archaeological resources that may be located in the APE that have been identified as contributing resources in the Presidio NHLD. While test excavations designed to locate these resources were not successful, many areas of the APE could not be test excavated due to a variety of practical constraints, including a high water table, numerous underground utilities, and the prohibition to test under the existing Doyle Drive. As a result, project area is considered sensitive for the presence of historic archaeological sites and features and therefore additional measures to locate and treat additional archaeological resources that might be located in the APE also being considered for implementation in

[90] ESA, "Final Noise and Vibration Study, South Access to the Golden Gate Bridge," December 2004.

advance of construction. These efforts would be designed to reduce the potential for inadvertent discoveries and also allow for archaeological site avoidance measures where feasible. Even with these measures archaeology discoveries during construction are anticipated..

5.3.1.1 Direct Effects on Cultural Landscape, Alternative 5

There would be direct adverse effects on the Presidio NHLD under the Presidio Parkway Alternative due to the alteration and removal of historic features of the cultural landscape and due to the addition of non-historic features into the cultural landscape.

The construction of the new Doyle Drive structure would result in the destruction of the existing Doyle Drive structure, a contributing feature to the Presidio NHLD. Doyle Drive's viaducts have also been determined as eligible for the NRHP as contributors to the proposed Golden Gate Bridge NHL. The destruction of Doyle Drive would constitute "physical destruction of or damage to all or part of the property" and as such is a direct adverse effect under 36 CFR 800.5(a)(2)(i).

The construction of the new Doyle Drive structure would result in the destruction of a portion of the existing Park Presidio Boulevard (SR 1)—a contributing feature to the Presidio NHLD—an activity that would result in a direct adverse effect under 36 CFR 800.5(a)(2)(ii). Park Presidio Boulevard (SR 1) would be replaced with new aerial structures at its interchange with Doyle Drive under all options, including the Merchant Road Slip Ramp Option (Figures 6, 7, and 17e).[91] Richardson Avenue would be altered to provide an intersection for access to the Palace of Fine Arts and Gorgas Street on the Presidio, under the Diamond and Circle Options (Figures 22d and 22e). Battery Blaney Road and Crissy Field Avenue would be realigned at their intersection, and Crissy Field Avenue would be realigned at its intersection with Lincoln Boulevard, both to accommodate construction of the east end of the new high viaduct structure. Girard Road would be widened and extended to the northeast to intersect with Gorgas and Marina Boulevard (Figures 20d, 21d, 22d, 22e, 23t, and 23w). The western portion of Gorgas Avenue, from Marshall to Halleck, would be removed and the grade of the remaining portion of Gorgas Avenue in the vicinity of its new intersection with Girard would be lowered by roughly 1 meter (Figure 23t). The grade of Halleck Street would be raised to pass over the eastern portal of the easternmost tunnel proposed by the Presidio Parkway Alternative (Figures 20d, 22c, 22d, 23p, 23q, and 23r). These changes would be direct adverse effects on these contributing elements of the Presidio NHLD landscape (36 CFR 800.5[a][2][ii])

Lincoln Boulevard would be altered near the cemetery to accommodate the western tunnel structure (Figures 18d and 19d). These activities would include removal of a portion of the roadway and sidewalks, installation of the tunnel structure, and then reconstruction of Lincoln Boulevard over the top of the tunnel structure. Under the Hook Ramp Option of this alternative, Lincoln Boulevard would be also be realigned near Park Presidio Boulevard (just west of the stables) to accommodate new aerial structures for the Park Presidio interchange. This activity would require alteration of the intersection of Lincoln Boulevard and Cowles Street. The changes to Lincoln Boulevard and Cowles Street would be direct adverse effects on these contributing elements of the Presidio NHLD (36 CFR 800.5[a][2][ii]). This work would not require changes to the San Francisco National Cemetery (also a contributing element of the Presidio NHLD) and would not constitute an adverse effect to the cemetery (Figures 17d, 17e, 18d, 19d, and 26).

The construction of the new high viaduct and reconfiguration of the Parkway Presidio interchange would result in the alteration of the stand of trees in the area west of the Park Presidio interchange. Some of the trees would be removed in the stands that are located: 1) in the area that is north of Doyle Drive and south of

[91] The Presidio Parkway Alternative, under either the Diamond, Circle, Hook Ramp, or Loop Ramp options would require alteration of the Park Presidio interchange aerial structures, which are contributing elements of the Presidio NHLD. The construction of the Merchant Slip Ramp Option would also require alteration of the interchange structures. This is the only direct effect of the Merchant Slip Ramp Option, and would cause an adverse effect to the district and this contributing element.

Lincoln Boulevard and 2) in the area that is south of Doyle Drive, west of the Park Presidio viaduct, and northeast of Storey Avenue and Rod Road. The construction of the new high viaduct would result in the alteration of the stand of trees in the area east of the Park Presidio interchange and south of the new high viaduct; some of the trees in this stand would be removed (Figure 29). These stands of trees are a portion of the Presidio forest that has regenerated over time, and for this reason there are trees of varying ages within these stands (i.e., there are trees within these stands that may have grown since the end of the period of significance in 1945). However, stands of trees in these locations are visible in aerial photographs taken during and at the end of the period of significance, and the trees in this part of the Presidio are a part of the historic vegetation features of the cultural landscape. The loss of some of the trees from these specific locations would result in a direct adverse effect under 36 CFR 800.5(a)(2)(i).

During the construction of the new high viaduct structure, Crissy Field Avenue (No. 2042) would be temporarily closed, but it would be reopened after construction. However, after construction, the portion of Crissy Field Avenue's alignment between Lincoln Boulevard and Incinerator Road would be removed. A new section of roadway, beginning at Lincoln Boulevard and ending at Incinerator Road would be constructed south of the original alignment. This destruction and alteration of a portion of Crissy Field Avenue's alignment would be a direct adverse effect under 36 CFR 800.5(a)(2)(i) and (ii).

To accommodate the east end of the new high viaduct structure, unpaved Battery Blaney Road's alignment would be altered where it intersects Crissy Field Avenue, and this would result in a direct adverse effect under 36 CFR 800.5(a)(2)(ii).

As a result of the construction of the new tunnels in the area north of the National Cemetery:

- During the construction of the new tunnels, Lincoln Boulevard (No. 2094) would be temporarily closed in the area east of the Lincoln Boulevard/Crissy Field Avenue intersection and west of the Lincoln Boulevard/Sheridan Avenue intersection. After construction, this section of Lincoln Boulevard would be rebuilt and reopened. The rebuilt road would be in the same alignment and to the same width (8 meters/26 feet) as the existing road. Additionally, the sidewalk on the north side of the road would be rebuilt. The intersection of Lincoln Boulevard with Crissy Field Avenue would be moved south (west) to avoid the new tunnel portal. This destruction and alteration of a portion of Lincoln Boulevard's alignment would be a direct adverse effect under 36 CFR 800.5(a)(2)(i) and (ii).

- The existing grade of the bluff in this area, a historic topographic feature of the Presidio cultural landscape, would be altered (Figures 18d and 19d). This alteration of the topography of the existing bluff would result in a direct adverse effect under 36 CFR 800.5(a)(2)(i) and (ii)

- Trees that are located in the area north of Lincoln Boulevard and south of Doyle Drive would be removed. Trees in this location are visible in aerial photographs taken during and at the end of the Presidio NHL district's period of significance, and the trees in this part of the Presidio are a part of the historic vegetation features of the cultural landscape. The loss of trees from this specific location result in a direct adverse effect under 36 CFR 800.5(a)(2)(i).

The construction of the new at-grade section in the area north of Lincoln Boulevard, between the intersection of Lincoln/Sheridan and the intersection of Lincoln/Montgomery, would have the following results.

- The bluff in this area, a historic topographic feature of the Presidio cultural landscape, would be altered. The existing topography of the bluff would be altered and an engineered wall would be built. This alteration of the topography of the existing bluff and introduction of a new wall would result in a direct adverse effect under 36 CFR 800.5(a)(2)(i) and (ii).

- Trees in this location are visible in aerial photographs taken during and at the end of the Presidio NHL district's period of significance, and the trees in this part of the Presidio are a

part of the historic vegetation features of the cultural landscape. The loss of trees from these specific locations result in a direct adverse effect under 36 CFR 800.5(a)(2)(i).

The construction of the new tunnels in the area north of the Main Post and the new causeway in the area east of Halleck Street would result in the following.

- Removal of the bluff through the alteration of the historic topography in this portion of the Presidio (Figures 20d, 21d, 22d, 22e, 22m, 23n, 23o, 23p, 23r, and 23s). The presence of a continuous bluff is a character-defining feature of the Presidio. Its removal or alteration would cause a direct adverse effect to the integrity of the Presidio and would lessen the understanding of the development of the Presidio over time. In particular, the historic reasons for the location of the Main Post and the historic topographic and spatial relationship between the Main Post and the Lower Post areas on Crissy Field would be less apparent. The Main Post, located on land that slopes down toward the north, was sited along the edge of this natural bluff that overlooks the San Francisco Bay. This location served both practical and symbolic functions. It provided for views of the Bay and the Golden Gate and symbolized the Spanish control of these features. This location provided convenient access to the area along the water's edge that provided safe anchorage for ships.
- Removal of north portion of Bank Street and three sets of concrete steps. These features were built in response to the natural topography of this area (upland, bluff, lowland) and to meet the need to navigate this landscape characteristic. These features represent the functional connection between the portions of the Main Post located above the bluff and the service areas located below it.
- Removal of portions of the northern end of the Halleck Street corridor. The two service buildings that remain to define the west side of this corridor will be removed: Building 204 and the low concrete retaining wall located at the base (north side) of the bluff (Figure 23n) and Building 201, which defines the western edge of the corridor on its north end (Figures 23o and 23p). Built in 1896, these were the first two buildings constructed along the Halleck Street service corridor that developed during the last decade of the nineteenth and first decades of the twentieth centuries in response to the growing service and supply functions of the Lower Post (Quartermaster Depot). Additionally, Building 230, built in 1917 as a warehouse, would be removed from the north end on the east side of the street.
- Removal of historic circulation features. Historic streets (Marshall Street, Vallejo Street [No. 2185], Young Street, and the portion of Gorgas Avenue [No. 2064] between Marshall and Halleck) would be removed. The paved and graveled open area under and south of the existing Doyle Drive viaduct, west of the Mason Street Warehouses, north of Gorgas Avenue, and east of Halleck Street would be removed and landscaping would be added after construction. These streets and the expanses of open, level, paved/graveled area existed to support the supply and warehouse functions (Figures 20d, 21d, 22d, and 22e).
- Alteration of Halleck Street's (No. 2068) vertical alignment (Figures 20d, 21d, 23o, 23p, 23r, and 23s). Historically, Halleck Street provided a transition corridor between the Main Post's administrative and residential functions and the utilitarian and supply activities of the Lower Post Area. Halleck Street spans the bluff area and provides a physical transition from the higher ground above the bluff, over the bluff, and down to the lowland on the north side of the bluff.

The alteration and destruction of these historic topographic, circulation, and spatial organization features of the cultural landscape features would lessen the design, materials, workmanship, setting, feeling, and association that reflect: 1) the spatial relationship of the Main Post, located on upland, to the Lower Post and 2) the service and supply land uses and activities and the related utilitarian nature of this portion of the Presidio. This would constitute "physical destruction of or damage to all or part of the property" and "change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance" and as such is a direct adverse effect under 36 CFR 800.5(a)(2)(i) and (iv).

The construction of the new tunnels in the area north of the Main Post would result in:

- Removal of trees located on the bluff; trees are visible in this area in aerial photographs during and at the end of the period of significance.
- Removal of one or more of the three palm trees that are located to the north of the existing low viaduct structure in the New Commissary and Post Exchange parking lot.

The destruction of these trees would result in a direct adverse effect under 36 CFR 800.5(a)(2)(i).

The construction of the new tunnels and causeway would result in the addition of the following new, non-historic features.

- Tunnels and causeway structure, both new circulation features in the cultural landscape.
- Earthen cover over the new tunnels, a new topographic feature in the cultural landscape. The earthen cover over the new tunnels will extend the "upland" portion of the Main Post north and thereby would eliminate the historic bluff and the historic lower elevation of this portion of the Presidio (Figures 19d, 20d, 21d, 22d, 22e, 23m, 23p, and 23r).
- Alignment for Girard Road (No. 2063). Girard Road would be widened and extended north to intersect with Gorgas Avenue (Figures 23t and 23u).
- Topographic and circulation features associated with the new intersection of Girard Road and Gorgas Avenue.
- Landscaping, in the area north of Gorgas Avenue, south of Mason Street, west of the Mason Street Warehouses, and east of the New Commissary parking lot.

The addition of these new non-historic features would introduce visual elements that diminish the integrity of the property's significant historic features and would result in a direct adverse effect under 36 CFR 800.5(a)(2)(v).

Diamond Interchange

There would be no additional direct adverse effects on the cultural landscape in the area of the Diamond Interchange Option.

Circle Drive

There would be no additional direct adverse effects on the cultural landscape in the area of the Circle Drive Option.

Merchant Road Slip Ramp

The construction of the Merchant Road Slip Ramp would result in the addition of non-historic circulation features into the cultural landscape, which would be a direct adverse effect under 36 CFR 800.5(a)(2)(v).

The construction of the Merchant Road Slip Ramp would result in the alteration of the stand of trees in the area north of Doyle Drive (Figure 29). Some of the trees would be removed. These stands of trees are a portion of the Presidio forest that has regenerated over time, and for this reason there are trees of varying ages within these stands (i.e., there are trees within these stands that may have grown since the end of the period of significance in 1945). However, trees in this location are visible in aerial photographs taken during and at the end of the Presidio NHL district's period of significance, and the trees in this part of the Presidio are a part of the historic vegetation features of the cultural landscape. The loss of some of the trees from this area would result in a direct adverse effect under 36 CFR 800.5(a)(2)(i).

5.3.1.2 Direct Effects on Contributing Buildings, Structures, and Objects, Alternative 5

Alternative 5 would cause a direct adverse effect to the Presidio NHLD as a whole because the direct effects involve some contributing elements of the district. The Parkway Presidio Alternative would cause direct adverse effects to the following contributing elements of the Presidio NHLD under 36 CFR 800.5(a)(2)(i) and (ii) because all of its options would cause the destruction of:

- Doyle Drive;
- Building 201 (Figures 23o and 23p);
- Building 204 (Figures 23n and 23p);
- Building 230 (Figure 20d);
- Building 670;
- Building 1151 (under the Presidio Parkway Alternative, Circle Option only) (Figure 23r);
- Bank Street; and
- Vallejo Street.

The Presidio Parkway Alternative would cause direct adverse effects to the following contributing elements of the Presidio NHLD because its options would include the alteration of these buildings and structures (36 CFR 800.5[a][2][ii], [iii], and [iv]):

- Park Presidio Boulevard (SR 1), [92]
- Battery Blaney Road,[93]
- Crissy Field Avenue,
- Girard Road,
- Gorgas Avenue,
- Halleck Street,
- Lincoln Boulevard,
- Cowles Street (under the Hook Ramp Option only), and
- Richardson Avenue.

Other than those described above, the Presidio Parkway Alternative (and its various options) is not expected to cause any other direct adverse effects to contributing elements of the Presidio NHLD. Construction of this

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[92] The Presidio Parkway Alternative, under either the Diamond, Circle, Hook Ramp, or Loop Ramp options would require alteration of the Park Presidio interchange aerial structures, which are contributing elements of the Presidio NHLD. The construction of the Merchant Slip Ramp Option would also require alteration of the interchange structures. This is the only direct effect of the Merchant Slip Ramp Option, and would cause an adverse effect to the district and this contributing element.

[93] Although Battery Blaney Road will be affected, the construction of the high viaduct and road construction on the bluff under any build alternative will not touch any of the four historic batteries, even partially buried Battery Baldwin. "Gary Kennerley, Parsons Brinckerhoff, meeting with cultural resources subconsultants, September 16, 2004."

alternative and the new roadway's operation would not cause noise or vibration that would be a direct adverse effect on contributing elements of the Presidio NHLD. The noise and vibration study predicts minimal risk of damage to historic buildings on the Presidio from construction-induced vibration; if appropriate, demolition and construction methods are implemented as proposed by the project's noise and vibration experts. Additionally, no substantial changes in traffic-induced vibrations are expected with future traffic. The noise and vibration analysis used a standard employed for "ruins and historic monuments" as the upper level of vibrations to which the historic buildings, particularly those of masonry construction, should be subjected. This standard is 2.0 millimeters per second of PPV. The worst-case ground vibration expected during construction of the project is predicted to be less than 2 mm/sec PPV at a distance of 60 meters from historic buildings. This distance is included in the report's proposed mitigation measures for the buffer zone to be used while pile driving near historic buildings.[94] This assessment is based on the information available regarding predicted vibration levels and related impacts that could occur within the NHLD. Once additional project details are known and the condition of historic properties within the APE is determined, it may be necessary to reassess the potential for vibration impacts. This process is outlined in the *Conceptual Mitigation Plan* provided in Appendix D and will be included as a stipulation in the MOA.

The Presidio Parkway Alternative, Merchant Slip Ramp Option, includes construction of a new ramp structure on the north side of Doyle Drive (Figure 17d). The ramp would terminate on Merchant Road and pass 18 meters (59 feet) south of Buildings 966 and 967, which are contributing elements of the Presidio NHLD (Figures 23d and 23e). This action does not represent a "change of the character of the property's use, or of physical features within the property's setting, that contribute to its historic significance" (36 CFR 800.5[a][2][iv]) and would not be a direct adverse effect (36 CFR 800.5[a][2][ii]).

The Presidio Parkway Alternative would require changes in street grade adjacent to two contributing elements of the Presidio NHLD: Building 228 on Halleck Street and Building 1163 on Gorgas Avenue (Figures 20d, 21d, 22d, and 22e). The grade of Halleck Street would be raised roughly 0.6 meter (2 feet) at the northwest corner of Building 228, rising from the current grade south of the building (Figures 23o and 23p). The grade of Gorgas Avenue would be lowered roughly 2 meters (6 feet) at the northwest corner of Building 1163 (Figures 23t and 23u). Both these changes in street grades would be accomplished near the buildings, but would not require alteration of the buildings themselves. This portion of the project would modify the setting on a single side of each of these buildings; while the grade changes would alter their immediate setting, both buildings would continue to be able to convey their significance by retaining historic integrity of location, design, materials, workmanship, feeling, or association (36 CFR 800.5[a][1]). These changes thus would not have a direct adverse effect on the adjacent buildings (36 CFR 800.5[a][2][ii]). The Presidio Parkway Alternative proposes temporary stabilization of Building 106 during nearby retaining wall construction activities (Figures 5b, 5c, 19d, and 23l).[95] The stabilization would consist of approximately 30 meters (98 feet) of temporary underpinning to provide structural stabilization during construction that would be removed following construction. The placement, and subsequent removal, of the underpinning would protect the integrity of the property's location, design, setting, materials, workmanship, feeling, and association [36 CFR 800.5[a][1]). This activity would not cause a direct adverse effect because the

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[94] ESA, "Final Noise and Vibration Study, South Access to the Golden Gate Bridge," December 2004, ES-3, 9-1 to 9-5, and 9-13 to 9-17. The 2mm/sec PPV standard for "ruins and historical monuments" is from: Caltrans Technical Advisory, Vibration, TAV-02-01-R9601, "Transportation Related Earthborne Vibrations (Caltrans Experiences)," February 20, 2002. The noise and vibration study draws few conclusions in the vibration chapter regarding specific historic buildings or structures. Analysis provided regarding vibration from future traffic on Building 106 (page 9-18), for example, predicts ground vibration produced by trucks on the new Doyle Drive will not exceed the 2mm/sec PPV standard.

[95] The underpinning of Building 106 is intended to avoid inadvertent damage to Building 106, and was suggested as an activity that would help the project avoid adverse effects to this building (Gary Kennerley, Parsons Brinckerhoff, meeting with cultural resources subconsultants, September 16, 2004). Figure 5b illustrates a typical underpinning similar to what will be used to support Building 106.

placement and removal of the underpinning would be accomplished in a manner consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 68) and other appropriate guidance.[96]

The Presidio Parkway Alternative, under all options, includes construction of a new high viaduct structure that is closer to the stables (Buildings 661, 662, and 667), which are contributing elements of the Presidio NHLD (Figures 17d, 17e, 23g, 23h, and 23j). Under the Presidio Parkway Alternative, both Doyle Drive and Park Presidio Boulevard would be constructed closer to the Cavalry Stables, particularly Building 661, which is the closest of the stable buildings to the elevated roadway structures. Currently, Building 661 is situated 96 meters (315 feet) from Doyle Drive, 88 meters (289 feet) from Park Presidio Boulevard, and 104 meters (341 feet) from the ramp taking traffic from Park Presidio Boulevard to Doyle Drive. Following construction of this alternative with the Loop Ramp Option, Building 661 would be situated 43 meters (141 feet) from Doyle Drive and 78 meters (256 feet) from Park Presidio Boulevard. The Loop Ramp Option would eliminate the ramp from Park Presidio Boulevard to Doyle Drive from passing near Building 661. Following construction of this alternative with the Hook Ramp Option, Building 661 would be situated 42 meters (138 feet) from Doyle Drive, 70 meters (230 feet) from Park Presidio Boulevard, and 47 meters (154 feet) from the ramp taking traffic from Park Presidio Boulevard to Doyle Drive. This alternative would make the new structures 11 to 55 percent closer to Building 661 than the current Doyle Drive and Park Presidio Boulevard under the Loop Ramp Option and 20 to 56 percent closer to Building 661 than the current Doyle Drive and Park Presidio Boulevard under the Hook Ramp Option (Figures 2, 6, and 7). This action does not represent a "change of the character of the property's use, or of physical features within the property's setting, that contribute to its historic significance" (36 CFR 800.5[a][2][iv]) and would not be a direct adverse effect (36 CFR 800.5[a][2][ii]). See Section 5.3.2.1 for discussion of the new high viaduct's impact to the cultural landscape at the stables. The Presidio Parkway Alternative, under all options, also includes construction of a temporary ramp structure to carry traffic as the high viaduct is replaced. This temporary construction would occur near Building 650 (Stilwell Hall), a contributing element of the Presidio NHLD, but would not involve alteration of the building and would not cause a direct adverse effect to it or the district (36 CFR 800.5[a][2][ii] and [iv]).

5.3.2 Indirect Effects on Presidio NHLD, Alternative 5

The Presidio Parkway Alternative would introduce visual elements that would diminish the integrity of the significant historic features of the Presidio NHLD. The two earth-covered tunnel structures would change the visual character of the views at batteries on the bluff between the San Francisco National Cemetery and Crissy Field, as well as between the Main Parade Ground, Halleck Street, and Crissy Field (Figures 19d and 21d). The design of Doyle Drive would also change between these two tunnel structures because an at-grade roadway would replace what is now an aerial structure (Figure 20d). The configuration and design of the aerial structures between the Gorgas Avenue warehouses and the Mason Street warehouses would also change because the Presidio Parkway Alternative and its options would result in more at-grade roadway in this area. At the time it was constructed in 1933–1937, Doyle Drive provided no direct access to the Presidio. Because Alternative 5 would provide direct access, these changes would alter the interrelationship, or linkage of the contributing elements and physical plan of the district. Overall, the Presidio Parkway Alternative would cause indirect adverse effects to the Presidio NHLD because these changes would "diminish the integrity of the property's significant historic features" (36 CFR 800.5[a][2][v]).

The Presidio Parkway Alternative would not introduce auditory or vibratory elements that would diminish the integrity of the significant historic features of the Presidio NHLD (36 CFR 800.5[a][2][v]). The noise and vibration from construction of this alternative would also not cause indirect adverse effects, if measures are

[96] Communications and teleconferences between Caltrans Headquarters, Caltrans District 4, Jones & Stokes, and JRP Historical Consulting, October 20 through November 2, 2004. An example of other appropriate guidance to be used is NPS *Preservation Tech Note* Temporary Protection Number 3 "Protecting a Historic Structure During Adjacent Construction" (NPS Technical Preservation Services for Historic Buildings, July 2001).

taken as proposed by the project's noise and vibration experts, and the noise and vibration levels of the new structure would be similar to existing conditions.[97]

The Presidio Parkway Alternative would not cause neglect of the Presidio NHLD in such a way that would cause its deterioration and would not cause an indirect effect of this type (36 CFR 800.5[a][2][vi]). As stated in the community impact assessment for this project, "the temporary disruptions and long-term affect (sic) of the implementation of a new Doyle Drive would not alter the existing land use of the Presidio [NHLD] or hinder the planned future uses for each planning area outlined in the PTMP."[98] Furthermore, the alternative does not propose the transfer, lease, or sale of property out of federal ownership and does not have an indirect adverse effect of this type (36 CFR 800.5[a][2][vii]).

Other than those described above, the Presidio Parkway Alternative and its options are not expected to cause any other indirect adverse effects to the Presidio NHLD.

Contributing elements of the Presidio NHLD located near the existing Doyle Drive that would be located near the new Doyle Drive alignment upon its completion would not experience an indirect adverse effect from this project because the project would not diminish their historic integrity or the qualities of their significance. These contributors include Stillwell Hall (Building 650), the batteries along Battery Road, Building 106, and the Crissy Center (Building 603).

5.3.2.1 Indirect Effects on Cultural Landscape, Alternative 5

There would be indirect adverse visual effects on the Presidio's cultural landscape under Alternative 5: Presidio Parkway.

Currently, Doyle Drive is clearly visible from Crissy Field and is a prominent feature in views toward the south from Crissy Field. Key visual characteristics of the views of Doyle Drive from Crissy field are the bridge's materials, color, form, and massing and the structure's decreasing elevation, from west to east, that reflects the decreasing elevation of the natural topography of the bluff.

- The existing Doyle Drive structure would be replaced with a new Doyle structure that would be visible from Crissy Field. The new high viaduct structure would be similar to the existing structure in location, materials, color, and form. Views from Crissy Field to the new high viaduct structure would be similar to existing views and so there would be no adverse indirect effect.

- Shallow cut-and-cover tunnels would replace the existing viaduct structure in the area north of the National Cemetery. Currently, trees located north of Doyle Drive block the view of this section of the existing Doyle Drive structure from Crissy Field. Although a portion of the trees immediately adjacent to the proposed tunnels will be removed, the majority of the trees in this area would remain. These remaining trees would also block the views of the new, shallow cut-and-cover tunnels, so there would be no adverse indirect effect.

- The new Doyle Drive structure would include an at-grade section from the vicinity of the intersection of Lincoln Boulevard and Sheridan Avenue (on the west side) to the intersection of Lincoln Boulevard and Montgomery Street (on the east). The new at-grade section would be visible from Crissy Field, and this new view would be an indirect adverse visual effect.

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[97] ESA, "Final Noise and Vibration Study, South Access to the Golden Gate Bridge," December 2004, 7-1 to 7-6, 8-7, and 9-15 to 9-16.

[98] Parsons Brinckerhoff, "Final Community Impact Assessment, South Access to the Golden Gate Bridge," (October 2004), ES-4.

- A new tunnel would replace the existing low viaduct structure from the vicinity of the intersection of Lincoln Boulevard and Montgomery Street (on the west) to just east of Halleck Street. The construction of this tunnel would require the addition of a new earthen cover over the tunnels, which would result in the addition of a new topographic feature in the cultural landscape. From Crissy Field, the existing view of the low viaduct structure would be replaced with the view south of this new low hill, which would remove the visual relationship between the Main Post (on the upland) and lower post that is associated with the historic spatial organization and land uses of the cultural landscape. This would lessen the integrity of setting, association, and feeling in this part of the Presidio and would constitute an adverse indirect effect under 36 CFR 800.5(a)(2)(v).

- Currently the view from the portion of Crissy Field east of Halleck Street is of the low viaduct structure. Under Alternative 5, this portion of the existing structure would be replaced with a causeway and at-grade roadway that would be located farther south than the existing structure. New views from the portion of Crissy Field east of Halleck Street would include views of Palace of Fine Arts (the Palace had been visible from Crissy Field before the construction of Doyle Drive in 1937). Alternative 5 would replace the existing pavement with landscaping in the area south of Mason Street, between Halleck Street (on the west) and the Mason Street warehouses (on the east). The new views would include the level area with landscaping, which is a new non-historic vegetation feature in this portion of the Presidio. The view of the existing expanse of open, level, paved area that is a historic circulation feature of this portion of the Presidio's cultural landscape and associated with the historic supply and warehouse land uses of the Quartermaster Depot would be lost. This would lessen the integrity of setting, association, and feeling in this part of the Presidio and would constitute as adverse indirect effect under 36 CFR 800.5(a)(2)(v).

Doyle Drive is also visible from various points south of the existing structure. Key locations for views of Doyle Drive include the upper Storey Avenue residential area in Fort Scott; the lower Storey Avenue residential area; the Stables Area from the National Cemetery; the Main Post; and the Letterman area.

- Current views from the upper Storey Avenue residential area include views to the north and northeast of the side of Doyle Drive and of traffic on Doyle Drive. The new structure would be slightly lower and wider than the existing structure; it would have a similar horizontal and vertical alignment. The views of the new structure from the upper Storey Avenue residences would be similar to the existing ones, so there would be no adverse indirect effect.

- Current views from the lower Storey Avenue residential area include views to the northeast and east of the side and support structure of the high viaduct and Park Presidio viaduct. The new structure would be wider than the existing structure. However, the views of the new structure from the lower Storey Avenue residences would be similar to the existing ones, so there would be no adverse indirect effect.

- Current views from the Stables Area include views to the north of the side and support structure of the high viaduct, in the foreground; of the south side of Stillwell Hall and Crissy Field; and of the Bay, in the background. Since its construction in 1937, Doyle Drive has partially blocked the views of Crissy Field and the Bay. The new Doyle Drive high viaduct would be closer to the stables. However, the views of the new structure from the stables area would be similar to the existing ones, and the views of Crissy Field and the Bay would be similar to the existing ones. Thus, there would be no adverse indirect effect. See Sections 5.2.2.1 and 5.2.3.

- Current views from the National Cemetery include views to the northeast of the sides of Doyle Drive, of traffic on Doyle Drive, and of the Bay. These views are buffered by trees located along the strip of land north of Lincoln Boulevard and south of Doyle Drive. Shallow cut-and-cover tunnels would replace the existing viaduct structure in the area north of the National Cemetery. In the process of constructing these tunnels, the topography of the existing bluff area would be altered. The elevation of the soil that would be placed on top of the new tunnels would be

similar to the existing grade, and it would look more uniform or engineered than the existing bluff. Because the new structure would be lower in elevation, this portion of Doyle Drive would not be visible from the Cemetery. However, the views to the Bay would remain, and there would be no adverse indirect effects related to views from this area.

- Current views from the Main Post include views to the northwest, north, and northeast of the sides of Doyle Drive and of traffic on Doyle Drive. The trees and buildings located between Doyle Drive and the Main Post limit the visibility of Doyle Drive, and it is not a prominent visual feature from the Main Post. The construction of the new tunnels to the north of the Main Post area would require the addition of a new earthen cover over the tunnels that would be at a higher elevation that the existing grade. This would result in the addition of a new topographic feature—a low hill —into the landscape. Some trees would be removed, and the existing bluff would be altered as a result of this construction. This new hill would be highly visible in views north from Halleck Street. The view would now be of a slight rise and would remove the visual relationship between the Main Post (on the upland) and lower post that is associated with the historic spatial organization and land uses of the cultural landscape. This would lessen the integrity of setting, association, and feeling in this part of the Presidio and would constitute an adverse indirect effect under 36 CFR 800.5(a)(2)(v).

- Current views from the Letterman area include views to the north, northeast, and northwest of the Doyle Drive low viaduct structure. Under Alternative 5, a new causeway structure would be built to the southwest of the existing low viaduct structure. New views to the northwest from Gorgas Street would include the new topographic features associated with the construction of the causeway. Instead of the current view of flat land between this area and the Bay (in the background), there would be a view of a slight rise or hill (a new non-historic topographic feature). This would lessen the integrity of setting, association, and feeling in this part of the Presidio and would constitute an adverse indirect effect under 36 CFR 800.5(a)(2)(v).

5.3.2.2 Indirect Effects on Contributing Buildings, Structures, and Objects, Alternative 5

The Presidio Parkway Alternative would not introduce visual, auditory, or vibratory elements that would diminish the integrity of the significant historic features of the Presidio NHLD (36 CFR 800.5[a][2][v]). The contributing elements of the district would not experience an indirect effect because the project activities would not decrease the ability of the property's contributing elements, those that are not experiencing a direct adverse effect, to convey their significance (36 CFR 800.5[a][2][v]).

Noise and vibration levels, during both construction of this alternative and the operation of the new Doyle Drive, would be similar to existing conditions. The noise and vibration study concludes that the "overall noise environment is not expected to change noticeably, regardless of alternative selected." As stated, minimal risk of damage to historic buildings on the Presidio from construction-induced vibration is expected if appropriate demolition and construction methods are implemented. Additionally, no substantial changes in traffic-induced vibrations are expected with future traffic. Noise levels of the new Doyle Drive built under the Presidio Parkway Alternative are expected to be lower in some locations within the Presidio NHLD, such as at the Crissy Center / Building 603, where the noise level is predicted to decrease by 9 or 10 decibels, and at Stilwell Hall, where the noise level is predicted to decrease 1 to 2 decibels. In other locations in the Presidio NHLD the noise level is predicted to be marginally higher, mostly by only 1 to 3 decibels. This level of change is typically not detectable to the human ear in an exterior setting. For example, increases of 1 to 3 decibels are expected at the Storey Avenue houses, Stable Building 667, Battery Baldwin, and Gorgas Avenue warehouses (Buildings 1161, 1162, 1163, and 1170). Some of the increases will raise the noise level up to 10 decibels higher, which would be perceptible. This would increase the noise levels in some locations to a level whereby the noise and vibration experts state that measures would be need to be taken to control the expected noise. Building 966 (Figure 10), for example, is predicted to have a 9 or 10 decibel increase of noise level under the options of the Presidio Parkway Alternative, the largest single increase of

noise cited in the noise and vibration report to a contributing building within the Presidio NHLD for this alternative.[99] Nevertheless, this increase would not alter the qualities that make Building 966 eligible as a contributor to the Presidio NHLD, nor would it alter the use of this building. Thus, the potential noise impacts of this project do not constitute a change in the building's use or of its physical features within its setting that contribute to its historic significance, nor would the project introduce "audible elements that diminish the integrity of the property's significant features." Therefore, potential noise impacts do not constitute an indirect adverse effect on contributing elements of the Presidio NHLD. If specific noise abatement measures were proposed, such as noise barriers or window retrofitting, their possible effect on historic properties and contributors to the NHLD would need to be analyzed.[100]

The Presidio Parkway Alternative would not cause neglect of contributing elements of the Presidio NHLD in such a way to cause their deterioration and would not cause indirect effects of this type (36 CFR 800.5[a][2][vi]). As stated in the community impact assessment for this project, "the temporary disruptions and long-term affect (sic) of the implementation of a new Doyle Drive would not alter the existing land use of the Presidio [NHLD] or hinder the planned future uses for each planning area outlined in the PTMP."[101] Furthermore, the alternative does not propose the transfer, lease, or sale of property out of federal ownership and does not have an adverse effect of this type (36 CFR 800.5[a][2][vii]).

Other than those described above, the Presidio Parkway Alternative and its options are not expected to cause any other indirect adverse effects to contributing elements of the Presidio NHLD.

The Presidio Parkway Alternative, under all options, includes construction of a new high viaduct structure that is closer to Buildings 661, 662, and 667 (stables), which are contributing elements of the Presidio NHLD. The new structure does not constitute an introduction of a new visual element because a high viaduct is currently in place near this location. See Section 5.3.2.1 for discussion of the high viaduct's impact on the cultural landscape at the stables. Furthermore, this action would not diminish the integrity these elements of the historic property (36 CFR 800.5[a][2][v]) and would not be an indirect adverse effect.

5.3.3 Summary of Direct and Indirect Effects on NHLD, Alternative 5

The Presidio Parkway Alternative would have an adverse effect on the Presidio NHLD, including the cultural landscape. The adverse effects on the cultural landscape under Alternative 5 can be organized into adverse effects on historic vegetation features, historic circulation features, and historic topographic and spatial relationships.

- The construction of the new high viaduct and reconfiguration of the Parkway Presidio interchange would result in the alteration of the stand of trees in the area west of the Park Presidio interchange. Some of the trees would be removed in the stands that are located: 1) in the area north of Doyle Drive and south of Lincoln Boulevard and 2) in the area south of Doyle Drive, west of the Park Presidio viaduct, and northeast of Storey Avenue and Rod Road.

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[99] ESA, "Final Noise and Vibration Study, South Access to the Golden Gate Bridge," December 2004, 6-3 to 6-15, 7-1 to 7-6, 8-7, and 9-15 to 9-17.

[100] ESA, "Final Noise and Vibration Study, South Access to the Golden Gate Bridge," December 2004, 6-3 to 6-15, 7-1 to 7-6, 8-7, and 9-15 to 9-17; and 36 CFR 800.5(2)(iv)-(v). As explained in Section 2-3 of ESA's report, a three-decibel change is "just-perceivable" in a setting outside of a laboratory. A five-decibel change would be noticeable and a ten-decibel change would be perceived as an approximate doubling in loudness.

[101] Parsons Brinckerhoff, "Final Community Impact Assessment, South Access to the Golden Gate Bridge," (October 2004), ES-4.

- The construction of the new high viaduct would result in the alteration of the stand of trees in the area east of the Park Presidio interchange and south of the new high viaduct; some of the trees in this stand would be removed.

- The construction of the new tunnels in the area north of National Cemetery would result in the removal of trees that are located in the area north of Lincoln Boulevard and south of Doyle Drive.

- The trees located in the bluff area between the intersection of Lincoln Boulevard/Sheridan Avenue and Lincoln Boulevard/Montgomery Street would be removed.

- Trees located on the bluff in the area north of the Main Post would be removed.

- Merchant Road Slip Ramp would result in the removal of some of the trees in the area north of Doyle Drive.

- Loss of one or more of the three palm trees located north of the existing low viaduct structure in the New Commissary and Post Exchange parking lot.

The Presidio Parkway Alternative would result in the addition of landscaping to the currently paved and graveled area under and south of the Doyle Drive viaduct in the area west of the Mason Street warehouses and east of Halleck Street. This open space and paving are a characteristic circulation and spatial feature associated with the historic supply functions of this portion of the Lower Post.

The Presidio Parkway Alternative would result in the alteration or destruction of some of the historic circulation features located adjacent to the proposed Presidio Parkway corridor. These would include the destruction of Doyle Drive; the realignment of Crissy Field Avenue south between Lincoln Boulevard and Incinerator Road; removal of Vallejo Street (No. 2185) in the area west of Halleck Street and north of the existing low viaduct structure; removal of Young Street in the area west of Halleck Street and south of the existing low viaduct structure; removal of the north portion of Bank Street; removal of the open paved and graveled area under and south of the Doyle Drive viaduct in the area west of the Mason Street warehouses and east of Halleck Street; removal of the portion of Gorgas Avenue (No. 2064) west of Marshall and east of Halleck; and alteration of the vertical alignment for the portion of Halleck Street (No. 2068) that is north of Building No. 228.

In addition to the new Presidio Parkway, other new non-historic circulation features would be added as a result of The Presidio Parkway Alternative. These include the addition of the Merchant Road slip ramp; the widening of Girard Road's (No. 2063) alignment in the area north of Lincoln Boulevard to its intersection with Gorgas Avenue; and the addition of a new intersection at Girard Road (No. 2063) and Gorgas Avenue (No. 2064).

The Presidio Parkway Alternative would result in the alteration or destruction of historic topographic features and alteration of spatial relationships adjacent to the proposed Presidio Parkway corridor. These include alteration of the existing grade in the area north of Lincoln Boulevard in the vicinity of the National Cemetery; alteration of the existing grade of the bluff between the intersection of Lincoln Boulevard/Sheridan Avenue and Lincoln Boulevard/Montgomery Street; and alteration of the exiting grade of the bluff in the area north of the Main Post. The addition of the proposed tunnels and the earthen cover over the new tunnels in the area north of the Main Post would add a new topographic feature and alter historic spatial and visual relationships between the Main Post (on the upland) and the Lower Post.

The Presidio Parkway Alternative (both the Diamond and Circle Options) would directly adversely affect the Presidio NHLD by removal of the contributing element of the district known as Doyle Drive. These alternatives would require the demolition of Buildings 201, 204, 230, and 670, causing an adverse effect to the NHLD. The directly adversely affected contributing buildings date to various eras and planning districts: Buildings 201, and 204 date to the 1890s and are located in the Main Post Planning District. Buildings 230

and 670 date to 1917 and 1921, respectively, but are located farther apart from one another in the Main Post and Crissy Field Planning Districts.

The Presidio Parkway, Alternative (both the Diamond and Circle Options) would directly adversely affect the Presidio NHLD by altering the alignment of NHLD contributing roads: Park Presidio Boulevard;[102] Richardson Avenue; Bank Street; Battery Blaney Road; Crissy Field Avenue; Girard Road; Halleck Street; Gorgas Avenue; Lincoln Boulevard; and Vallejo Street. The earliest streets date between 1870 and 1885 (Lincoln Boulevard, Bank Street, and Halleck Street); some date to the period between 1900 and 1920 (Battery Blaney Road, Girard Road, Gorgas Avenue, and Vallejo Street), while Park Presidio Boulevard and Richardson Avenue were built in the 1930s as access to the Golden Gate Bridge.

The Presidio Parkway Alternative, Circle Option, would have the same adverse effects as described above, but it would also have an additional direct adverse effect on the NHLD resulting from the demolition of Building 1151 (built in 1945 and located in the Letterman Planning District). The Presidio Parkway Alternative, Hook Ramp Option, would also have an additional direct adverse effect on the NHLD resulting from the alteration of Cowles Street, a street established in 1912 near the stables in the Crissy Field Planning District. There are also predicted historic archaeological resources which may be located in the APE that have been defined as contributing resources in the Presidio NHLD. Although test excavations designed to locate these resources were not successful, it is still possible that they are located in the APE, and if present, they could be adversely affected by the implementation of Alternative 5.

5.3.4 Cumulative Effects on Presidio NHLD, Alternative 5

This cumulative effects analysis considers the potential for the Presidio Parkway Alternative, in combination with known past, present, and future projects in the area, to adversely affect the Presidio NHLD.[103] There have been several major projects on the Presidio in the past decade, and many projects are planned or underway within the Presidio NHLD. The Presidio Trust, along with its partners, including the NPS, GGNRA, and the Golden Gate National Parks Conservancy, are working on various efforts in and around the Focused APEs. State and local transportation agencies and the Department also have past, present, and future projects in and near the Focused APEs. The following projects were considered in combination with the options of the Presidio Parkway Alternative to capture potential cumulative effects[104]:

- Seismic Retrofit of Presidio Viaduct and Marina Viaduct Structures of Doyle Drive—completed;
- Transfer of Presidio from US Army to National Park Service—completed;
- Crissy Marsh Restoration, Main Field—completed;
- Richardson Avenue Slip Ramp—completed;
- Letterman Digital Arts Center—completed;

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[102] The Presidio Parkway, Merchant Slip Ramp Option Alternative would have an additional adverse effect on the NHLD resulting from the alteration of Park Presidio Boulevard.

[103] Identification of cumulative effects is based on predicted permanent adverse cumulative effects. Effects such as changes in traffic, noise, or road closures during the construction phase of the project, are temporary and would not cause permanent adverse effects to the Presidio NHLD within the Focused APEs under this alternative.

[104] These projects were identified from review of the following sources: Parsons Brinckerhoff, "Final Community Impact Assessment, South Access to the Golden Gate Bridge," (October 2004), 5-1 and 5-2; Presidio Trust, "Park Projects," accessed May 2005, www.presidio.gov/Projects/. Projects still defined as being in the "preliminary planning" stage, and without additional information, are not included.

- Rehabilitation of the Palace of Fine Arts—ongoing;
- Highway 101 Widening, Interchange and HOV Projects—ongoing;
- Historic Building Restoration, Presidio NHLD—ongoing;
- Trails and Scenic Overlook Improvements, Presidio NHLD—ongoing;
- Natural Areas and Wildlife Projects, Presidio NHLD—ongoing (Crissy Field Marsh Expansion Studies; Environmental Cleanup of Fill Site 6A, Main Post);
- Historic Forest Reforestation Projects, Presidio NHLD—ongoing;
- Designed Landscapes Studies, Maintenance and Rehabilitation, Presidio NHLD—ongoing;
- Presidio Transit Center (new building north of Lincoln Boulevard, east of Building 210), Presidio NHLD—ongoing;
- Tennessee Hollow Watershed Enhancement, Presidio NHLD—planning (environmental assessment);
- Main Parade Ground Improvements—planning (environmental assessment);
- Presidio Viaduct Repaint & Rehabilitation Project—construction anticipated 2006.

For this analysis, these known past, present, and future undertakings have been considered in conjunction with adverse effects identified in this document for the options of the Presidio Parkway Alternative, as well as compared to the existing conditions on the Presidio as described in the 1993 updated documentation of the Presidio NHLD. Since the 1993 inventory, 39 buildings and structures that were contributors to the Presidio NHLD, and which would have been located within the Focused APEs, have been removed. These contributors were primarily located in the east and west ends of the Crissy Field Planning District and were demolished to accommodate the rehabilitation of Crissy Marsh.[105] A few buildings were also removed from the Crissy Field and Letterman Planning Districts during other projects. The area in the northeastern corner of the Presidio NHLD, which currently falls in both of these planning districts, as well as areas historically known as the North Cantonment, or Quartermaster Depot. The 39 buildings and structures removed from these areas since 1993 dated to the twentieth century, and most were built just before or during the first years of World War II (ca. 1940–1942). These buildings and structures (including the railroad line) were identified as contributing elements of the landmark district, even though many were described in the 1993 update as having “marginal integrity” because of demolition of other nearby buildings and various additions

[105] The buildings and structures removed include: Building 274. WWII Temporary. 1941; Building 275. WWII temporary, 1941; Building 277. WWII temporary. 1941; Building 280. Engineering. 1941; Building 282. Shop. 1942; Building 283. Warehouse. 1924; Building 284. Electric shop. 1941; Building 285. Paint shop. 1942; Building 288. Carpenter shop. 1943; Building 901. WWII temporary warehouse. 1945; Building 902. WWII barracks. 1942; Building 903. WWII barracks. 1942; Building 904. WWII day room. 1941; Building 905. WWII barracks. 1942; Building 906. WWII barracks. 1942; Building 907. WWII day room. 1940; Building 908. WWII temporary. 1940; Building 909. WWII barracks. 1942; Building 910. WWII barracks. 1942; Building 911. WWII day room. 1941; Building 912. WWII temporary. 1941; Building 913. WWII barracks. 1942; Building 914. WWII barracks. 1942; Building 915. WWII day room. 1940; Building 916. WWII temporary. 1940; Building 917. WWII barracks. 1942; Building 918. WWII barracks. 1942; Building 919. WWII day room. 1941; Building 945. Grease rack. 1921; Building 946. Signal hut. 1921; Building 949. Vehicle shed. 1940; Building 950. Vehicle shed. 1940; Building 973. Vehicle shed. 1940; Building 974. Vehicle shed. 1940; Building 979. Mine storage. ca. 1908; Building 1006. Laboratory. 1915; Building 1049. Ward. 1917; Building 1065. Service station. 1919; railroad tracks, sidings, and switches along Mason Street.

and modifications.[106] At least eight NHLD contributing buildings and structures located near (north of) the Mason Street warehouses at the east end of Crissy Field, were demolished as part of past projects.

The Presidio Parkway Alternative (either option) could result in an adverse cumulative effect on the Presidio NHLD. First, this alternative would introduce new structural and visual elements into a part of the Presidio NHLD that has already lost historic integrity through the demolition of contributing buildings and structures. The viaducts, tunnels, and at-grade portions of Presidio Parkway Alternative that would be constructed in this northeast corner of the Presidio NHLD would not resemble the existing Doyle Drive facility in overall location, massing, and scale.[107] Secondly, the Presidio Parkway Alternative would require the destruction of additional contributing elements. The Presidio Parkway Alternative, under the Diamond Option, would result in the destruction of Buildings 201, 204, and 230, all of which are located in the former Quartermaster Depot functional area of what is now the Main Post Planning District. The Presidio Parkway Alternative, under the Circle Drive Option, would result in the destruction of the same three buildings, as well as Building 1151, which is located in the Letterman Planning District. Both options would require alteration of contributing roadways, including Young Street, Halleck Street, Gorgas Avenue, Girard Road, and Vallejo Street. Thus, the Presidio Parkway Alternative would result in both the introduction of new construction and the destruction of contributing buildings and structures under both options and, when considered in conjunction with past, present, and future projects, would result in an adverse cumulative effect to the Presidio NHLD (36 CFR 800.5[a][1]).

Additional information was requested during agency coordination for this project regarding potential benefit to the Presidio NHLD that could result from the construction of the Presidio Parkway Alternative, specifically the potential benefit that might occur if this alternative could return elements of the landscape that existed prior to the construction of Doyle Drive. The application of the criteria of adverse effect does not present an opportunity to consider benefits of alternatives in this manner, and it would not be appropriate for this FOE to consider potential benefit from the destruction of one of the Presidio NHLD's contributing elements in order to achieve a specific cultural resource management goal (i.e. returning the Presidio to a pre-Doyle Drive appearance). This possible outcome is not part of the project being analyzed by the criteria of adverse effects, and including it in the analysis would seemingly relegate Doyle Drive's role as a contributor to the NHLD to a lower status than other contributing elements. Furthermore, the removal of the existing Doyle Drive does not guarantee the return of an earlier landscape, as there have been many other changes made on the Presidio since Doyle Drive's construction, and, as discussed earlier, there are several elements of the Presidio Parkway Alternative that would produce a different landscape than existed prior to Doyle Drive's construction. It is reasonable to recognize, however, that under the Presidio Parkway Alternative, resources and landscape elements that remain following construction would present opportunities to meet the cultural resource management goals for the Presidio NHLD, including interpretation, treatment, preservation, rehabilitation, and restoration.

5.3.5 Direct Effects on Individual Historic Properties, Alternative 5

Doyle Drive Presidio Viaduct (Bridge 34 0019)

The Presidio Parkway Alternative would cause a direct adverse effect to the Presidio Viaduct (Bridge 34 0019) on Doyle Drive, a historic property determined individually eligible for the NRHP. This alternative and its various options all propose destruction of Doyle Drive and would therefore be an adverse effect to the Presidio Viaduct on Doyle Drive (36 CFR 800.5[a][2][i]).

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[106] NPS, "Presidio ... Registration Forms," page 7-181.

[107] The direct adverse effects (specifically demolition of NHLD contributing elements) caused by the Presidio Parkway Alternative are not located at the edges of the district and are not predicted to result in erosion of the boundary of the Presidio NHLD.

Doyle Drive Marina Viaduct (Bridge 34 0014)

The Presidio Parkway Alternative would cause a direct adverse effect to the Marina Viaduct (Bridge 34 0014) on Doyle Drive, a historic property determined individually eligible for the NRHP. This alternative and its various options all propose destruction of Doyle Drive and would therefore be an adverse effect to the Marina Viaduct on Doyle Drive (36 CFR 800.5[a][2][i]).

Golden Gate Bridge

The Presidio Parkway Alternative would cause a direct adverse effect to the Golden Gate Bridge (a historic property determined eligible for the NRHP and a proposed NHL) through the destruction of Doyle Drive, which is a contributing element of the Golden Gate Bridge. The removal of Doyle Drive would constitute physical destruction of part of the Golden Gate Bridge property (36 CFR 800.5[a][2][i]).

Archaeological Site CA-SFr-6/26

Under Alternative 5 (all options), there would be no potential for direct adverse effects on CA-SFr-6/26. The area where the site is located is not proposed for construction. The area would be excluded from use as a staging area, and an ESA would be established to limit the ground disturbance in the vicinity of the site's known and predicted extent.

Unknown Archaeological Sites

Because many areas of the APE could not be test excavated due to a variety of practical constraints, including a high water table, numerous underground utilities, and the prohibition to test under the existing Doyle Drive, it is likely that inadvertent discoveries of either prehistoric or historical archaeological resources will occur during the course of construction. Therefore, impacts on unknown buried prehistoric and historic-period archaeological resources could occur during the construction of Alternative 5. Monitoring for the presence of unknown sites will be conducted throughout the construction of Alternative 5; however, the areas where tunneling will occur will be quite difficult to monitor due to the deep excavation construction methods that will be used. In addition, if buried archaeological sites are discovered during the construction of Alternative 5, it may be difficult or impossible to redesign the project to avoid significant archaeological resources, especially in areas where the tunnel will be constructed. To address the potential for these impacts, additional measures to locate and treat unanticipated archaeological resources that might be located in the APE will be implemented in advance of and during construction. These efforts would be designed to reduce the potential for inadvertent discoveries during construction and also allow for archaeological site avoidance measures where feasible. Such measures would be defined as part of the MOA development process and outlined in a construction monitoring and data recovery plans.

Palace of Fine Arts

The Presidio Parkway Alternative would not cause a direct adverse effect to the Palace of Fine Arts, a historic property located within the Focused APE (Architectural) for this project because the project will not physically demolish, remove, or damage any portion that contributes to this historic property.

Specifically, construction of this alternative and the operation of the new Doyle Drive adjacent to this property are not expected to cause vibrations that would have a direct adverse effect on the Palace of Fine Arts. Although the noise and vibration study draws few conclusions in the vibration chapter regarding specific historic buildings or structures within the Focused APEs, and there is no data specifically provided for potential vibration at the Palace of Fine Arts, minimal risk of damage to historic buildings and structures within the Focused APEs is expected from construction-induced vibration if appropriate demolition and construction methods, as proposed by the project's noise and vibration experts, are implemented throughout the project. As noted above, the noise and vibration analysis used a standard employed for "ruins and historic monuments" as the upper level of vibrations to which the historic buildings, particularly those of masonry construction, should be subjected. This standard is 2.0 millimeters per second PPV. The worst-

case ground vibration expected during construction of the project is predicted to be less than 2 mm/sec PPV at a distance of 60 meters from historic buildings. This distance is included in the noise and vibration report's proposed mitigation measures for a buffer zone to be used while pile driving near historic buildings. Also, no substantial changes in traffic-induced vibrations are expected with future traffic. Thus, if the buffer zone is implemented as planned during construction, there would be no direct adverse effect to Palace of Fine Arts buildings and its clay-lined lagoon because of vibrations caused by this alternative.[108] This assessment is based on the information available regarding predicted vibration levels and related impacts that could occur within the NHLD. Once additional project details are known and the condition of historic properties within the APE is determined, it may be necessary to reassess the potential for vibration impacts. This process is outlined in the *Conceptual Mitigation Plan* provided in Appendix D and will be included as a stipulation in the MOA.

In the Presidio Parkway Alternative, tree cover would be removed from the north end of the planting island that borders the west side of Palace Drive, with trunks and some limbs remaining intact (Figure 29). These trees on the west side of Palace Drive are associated with the Palace of Fine Arts, not with the Presidio. Based on information from aerial photographs, trees were planted in this area in the early 1930s, prior to the construction of Doyle Drive, when the Palace of Fine Arts was a part of San Francisco's park system.

A NRHP registration form was prepared for the Palace of Fine Arts in November 2004 by the Maybeck Foundation and approved by the State Historical Resources Commission in February 2005, but it has not been listed on the NRHP as of December 2005. Although the listing of the Palace of Fine Arts on the NRHP is expected, it has not been finalized, and the nomination ultimately accepted could include information that differs from the November 2004 NRHP registration form. However, the November 2004 NRHP registration form was the most current available, and it was used as the basis of the analysis of the effects of the Presidio Parkway Alternative on the trees on the west side of Palace Drive.

The November 2004 NRHP registration form found the Palace of Fine Arts significant under Criterion A (as an exceptional example of conservation) and Criterion C (as both a faithful reproduction of the work of a master architect and as an ensemble possessing high artistic values) for the years 1964–1967 and 1973–1974. Only built structures (the lagoon, the rotunda and its two flanking curvilinear colonnades, and the exhibition building) were listed as contributing features; no non-contributing features were listed. Although some vegetation features were described, the trees on the west side of Palace Drive were not described, nor was their relationship to the Palace of Fine Arts discussed.

These trees have been located on the west side of Palace Drive from the 1930s to the present. While they were present during the period of significance (1964–1967 and 1973–1974), they were not associated with the reconstruction efforts that are the basis of the Palace of Fine Art's significance under Criteria A and C on the November 2004 NRHP registration form. Nor do they appear to have been associated with the initial work of Maybeck that is the basis of the significance under Criterion C. The removal of tree cover from the north end of the planting along the west side of Palace Drive under the Presidio Parkway Alternative would not adversely affect the significance or contributing features of the Palace of Fine Arts and would not result in direct adverse effect.

5.3.6 Indirect Effects on Individual Historic Properties, Alternative 5

Doyle Drive Presidio Viaduct (Bridge 34 0019)

The Presidio Parkway Alternative would not cause an indirect adverse effect on the Doyle Drive Presidio Viaduct (Bridge 34 0019) because this historic property would be destroyed under all options for this

[108] ESA, "Final Noise and Vibration Study, South Access to the Golden Gate Bridge," December 2004, ES-3, 9-1 to 9-5, and 9-13 to 9-18. As discussed in Section 5.2.1.2, noise impacts are not considered to have potential adverse effects.

alternative. This action constitutes a direct adverse effect; therefore, this action would not cause an indirect effect (36 CFR 800.5[a][2][v]). The Presidio Parkway Alternative would not cause neglect of the Presidio Viaduct on Doyle Drive in such a way that would cause its deterioration (36 CFR 800.5[a][2][vi]), nor is the property federally owned (36 CFR 800.5[a][2][vii]).

Doyle Drive Marina Viaduct (Bridge 34 0014)

The Presidio Parkway Alternative would not cause an indirect adverse effect on the Doyle Drive Marina Viaduct (Bridge 34 0014) because this historic property would be destroyed under all options for this alternative. This action constitutes a direct adverse effect, and therefore this action would not cause an indirect effect (36 CFR 800.5[a][2][v]). The Presidio Parkway Alternative would not cause neglect of the Marina Viaduct on Doyle Drive in such a way that would cause its deterioration (36 CFR 800.5[a][2][vi]), nor is the property federally owned (36 CFR 800.5[a][2][vii]).

Golden Gate Bridge

The Presidio Parkway Alternative would have an indirect adverse effect on the Golden Gate Bridge. The new Doyle Drive structures under this alternative would include the introduction of tunnel structures and would place portions of the roadway at-grade where it is currently carried on an aerial structure. These changes would cause an adverse indirect visual effect to the bridge property because it would diminish the integrity of the bridge's significant historic features, specifically the type of structures and the alignment that originally composed Doyle Drive (36 CFR 800.5[a][2][v]). Most of the new structure would not reference the original Doyle Drive's historic character, though it would include a steel truss deck viaduct similar to the current Presidio Viaduct. The Presidio Parkway Alternative overall, and particularly at the east end of the new design, would not provide a sense of the destroyed portion of the Golden Gate Bridge property. Only the new high viaduct would provide a partial physical link to the former historic structure. The new Doyle Drive would thus not convey sufficient feeling of or association with the original Doyle Drive. While this alternative would cause an indirect adverse visual effect, it would not introduce auditory or vibratory elements that would diminish the integrity of the Golden Gate Bridge (36 CFR 800.5[a][2][v]) because noise and vibration levels, during construction and operation, would be similar to existing conditions.[109] The Presidio Parkway Alternative would also not cause neglect of the Golden Gate Bridge in such a way that would cause its deterioration (36 CFR 800.5[a][2][vi]), nor is the property federally owned, which negates potential regulatory impact of any future ownership transfer (36 CFR 800.5[a][2][vii]).

Archaeological Site CA-SFr-6/26

There will be no indirect effects on known archaeological resources as a result of implementing Alternative 5 (all options).

[109] ESA, "Final Noise and Vibration Study, South Access to the Golden Gate Bridge," December 2004. The noise and vibration study does not specifically predict noise and vibration for the construction and operation of the new Doyle Drive as it might impact the Golden Gate Bridge. The analysis predicts only a one decibel increase of noise, which would be imperceptible, would occur at the two most westerly noise receptors at Building 966 and 1659 (page 6-5). As noted above, few conclusions are drawn in the vibration chapter of the noise and vibration report regarding specific historic buildings or structures, and there is no specific data regarding vibration impacts to the Golden Gate Bridge. However, the worst-case ground vibration expected during construction of the project is predicted to be less than 2 mm/sec PPV at a distance of 60 meters from historic buildings. This distance is included in the noise and vibration report's proposed mitigation measures for a buffer zone to be used while pile driving near historic buildings. Thus, if the buffer zone is implemented as planned during construction, there would be no indirect adverse effect to the Golden Gate Bridge as a result of noise and vibration from this alternative.

Palace of Fine Arts

The Presidio Parkway Alternative would not cause an indirect adverse effect to the Palace of Fine Arts historic property. This alternative would not introduce visual elements that would diminish the integrity of the property because the new Doyle Drive structures in the vicinity of the Palace of Fine Arts would be of similar function, design, and location under the options for this alternative. The various structures proposed for construction under the Presidio Parkway Alternatives include both at-grade roadway and viaducts near the Palace of Fine Arts. This construction would result in a new roadway that is similar in design, location, and appearance to the existing approaches to Doyle Drive. While some of the new structures would be built in close proximity to the Palace of Fine Arts property, these project activities would not cause an indirect adverse effect to the property because they would not "diminish the integrity of the property's significant historic features" (36 CFR 800.5[a][2][v]). The Presidio Parkway Alternative would not introduce auditory or vibratory elements that would diminish the integrity of the significant historic features of the Presidio NHLD [36 CFR 800.5[a][2][v]) because noise and vibration levels, during construction and operation, would be similar to existing conditions. The noise and vibration report concludes that the "overall noise environment is not expected to change noticeably, regardless of alternative selected." As stated, minimal risk of damage to historic buildings on the Presidio from construction-induced vibration is expected if appropriate demolition and construction methods are implemented. Additionally, no substantial changes in traffic-induced vibrations are expected with future traffic. Noise levels of the new Doyle Drive built under the Presidio Parkway Alternative are expected to be lower near the Palace of Fine Arts by 1 to 8 decibels, a level of change that may not be detectable to the human ear in an exterior setting.[110] As stated, for the purposes of the analysis under the Section 106 criteria of adverse effect, it is assumed that the project would include appropriate noise and vibration abatement measures, as proposed in the noise and vibration study. The Presidio Parkway Alternative would not cause neglect of the Palace of Fine Arts in such a way that would cause its deterioration (36 CFR 800.5[a][2][vi]), nor is the property federally owned, which negates potential regulatory impact of any future ownership transfer (36 CFR 800.5[a][2][vii]).

5.3.7 Summary of Direct and Indirect Effects on Individual Historic Properties, Alternative 5

The Presidio Parkway Alternative would directly and indirectly adversely affect the Doyle Drive historic property through its removal and replacement with new structures. This alternative would indirectly adversely affect the Golden Gate Bridge property through the removal of Doyle Drive, which is a contributing element of the bridge property. The Presidio Parkway Alternative would not have an adverse effect on the Palace of Fine Arts property or the archaeological site CA-SFr-6/26.

5.3.8 Cumulative Effects on Individual Historic Properties, Alternative 5

This cumulative effects analysis considers the potential for the Presidio Parkway Alternative, in combination with known past, present, and future projects in the area, to adversely affect individual historic properties within the Focused APEs. (Please refer to Section 5.3.4 for a list of these other projects.)[111] The Presidio Parkway Alternative would introduce tunnels, a type of structure not currently used in Doyle Drive. Furthermore, portions of the new alignment would be shifted away from the existing Doyle Drive alignment. This effects analysis has already identified the direct and indirect adverse effects that this alternative would cause to the historic properties within the Focused APEs. The potential for this alternative to have a

[110] ESA, "Final Noise and Vibration Study, South Access to the Golden Gate Bridge," December 2004, 6-3 to 6-15, 7-1 to 7-6, 8-7, and 9-15 to 9-17.

[111] Identification of cumulative effects is based on predicted permanent adverse cumulative effects. Effects such as changes in traffic, noise, or temporary road closures during the construction of the project, are temporary and would not cause permanent adverse effects to the Presidio NHLD within the Focused APEs under this alternative.

cumulative effect on the historic properties, when considered in conjunction with past, present, and future projects, is described below by individual property (36 CFR 800.5[a][1]).

The Doyle Drive viaducts would not experience a cumulative effect under the Presidio Parkway Alternative because they would experience a direct adverse effect under this alternative. The Doyle Drive viaducts would be destroyed under the options of the Presidio Parkway Alternative. This action constitutes a direct adverse effect, and thus no cumulative effect is expected when compared with past, present, or future projects (36 CFR 800.5[a][1]).

The Presidio Parkway Alternative would likely cause an adverse cumulative effect on the Golden Gate Bridge historic property. This property would experience a direct adverse effect under the options of this alternative through the removal of Doyle Drive, which is a contributing element of the bridge property. It is possible that this effect, in combination with other current and future projects, would be cumulatively adverse (36 CFR 800.5[a][1]). Other projects involving the Golden Gate Bridge are ongoing, but the scope of the effects of these projects on the remaining portions of the Golden Gate Bridge property are not known at this time. These other projects are the Golden Gate Bridge Seismic Retrofit Project, the Golden Gate Bridge Movable Median Barrier Project, Golden Gate Bridge Public Safety Railing Project, Golden Gate Bridge Cable Restoration, and the Richardson Avenue Slip Ramp Project. It is not clear which features of the Golden Gate Bridge property will retain integrity once these projects are completed, but it is presumed that these proposed projects will not threaten the NHL eligibility of the Golden Gate Bridge. It may be necessary, however, to re-define the contributing elements of the bridge property upon completion of the current project.

The Presidio Parkway Alternative would not have an adverse cumulative effect on the Palace of Fine Arts property, and it would remain eligible for listing on the NRHP. This historic property would not experience direct or indirect adverse effects under either option of this alternative. This alternative would not cause an adverse cumulative effect when considered in conjunction with past, present, and future projects (36 CFR 800.5[a][1]). The Richardson Avenue Slip Ramp Project received a no adverse effect determination, and the Palace of Fine Arts projects are unlikely to cause adverse effects because it is assumed that the rehabilitation would be accomplished in a manner consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines (36 CFR 800.5[a][2][ii]) and would not “diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association” (36 CFR 800.5[a][1]) of the Palace of Fine Arts Property.

The Presidio Parkway Alternative would not cause an adverse cumulative effect on archaeological site CA-SFr-6/26, and it would remain eligible for listing on the NRHP. This alternative would not cause direct or indirect adverse effects on known archaeological resources, nor it does not appear that other known current and future projects would cause adverse effects to these resources that would be cumulative when considered with the current project.

SECTION 6: CONCLUSIONS

6.1 REPLACE AND WIDEN (ALTERNATIVE 2)

The Replace and Widen Alternative (No Detour or With Detour) would cause adverse effects to the Presidio NHLD, the cultural landscape, individual contributors to the landmark district, and individual historic properties. The Replace and Widen Alternative, No Detour would adversely affect the Presidio NHLD by removing Doyle Drive, a contributing element of the Presidio NHLD. This alternative would also adversely affect the district by altering the alignment of the following contributing roads: Park Presidio Boulevard, Battery Blaney Road, Crissy Field Avenue, and Lincoln Boulevard. These roads date to 1870 (Lincoln Boulevard) and to the period between 1900 and the 1930s. All are located in the Crissy Field Planning District, except Doyle Drive and Lincoln Boulevard, which also extend into the Main Post and Letterman Planning Districts. The increased width and height of the new structure would increase the structure's visual presence in areas immediately adjacent to the structure and alter the integrity of feeling in these areas. Additionally, the Replace and Widen Alternative (No Detour and With Detour) would adversely affect the Presidio NHLD by the addition of the new Doyle Drive structure.

The Replace and Widen Alternative, With Detour would have the same adverse effects on historic properties and contributing roads as the Replace and Widen Alternative, No Detour, in addition to other adverse effects. The Replace and Widen Alternative, With Detour would also result in other adverse effects on the Presidio NHLD and some of its contributing elements—specifically, the removal of Buildings 1182, 1183, 1184, and 1185. These warehouses date to the World War I period and are located in the Crissy Field Planning District. The removal of the buildings is an adverse direct and cumulative effect. The replacement of these warehouses after construction would mitigate the loss of contributing elements and potential boundary erosion in this northeastern corner of the Presidio NHLD, but the effect of removal, storage, and reconstruction would still result in an adverse effect.

The Replace and Widen Alternative (No Detour and With Detour) would adversely affect the Doyle Drive viaducts as historic properties through their removal and replacement with new structures. This alternative would cause an adverse direct effect to the Golden Gate Bridge property through the removal of Doyle Drive, which is a contributing element of the bridge property. The Replace and Widen Alternative would not have an adverse effect on the Palace of Fine Arts property and would have a no adverse effect with conditions on archaeological site CA-SFr-6/26. If prehistoric or historic period archaeological sites are identified before or during construction, then the construction of the Replace and Widen Alternative could adversely affect them.

6.2 PRESIDIO PARKWAY (ALTERNATIVE 5)

The Presidio Parkway Alternative (under both the Diamond and Circle Options) would cause adverse effects to the Presidio NHLD, the cultural landscape, and individual contributors to the NHLD, and to individual historic properties. Under either option, the alternative would adversely affect the Presidio NHLD by removal of Doyle Drive, a contributing element of the NHLD. The alternative would also require the demolition of Buildings 201, 204, 230, and 670, causing an adverse effect to the NHLD. Buildings 201 and 204 date to the 1890s, while Building 230 dates to 1917. These buildings were once part of the Quartermaster Depot area in what is now the northeastern portion of the Main Post Planning District. Building 670 dates to 1921 and is located in the Crissy Field Planning District.

The Presidio Parkway Alternative (both the Diamond and Circle Options) would adversely affect the Presidio NHLD by altering the alignment of the following contributing roads: Park Presidio Boulevard,[112] Richardson Avenue, Bank Street, Battery Blaney Road, Crissy Field Avenue, Girard Road, Halleck Street, Gorgas Avenue, Lincoln Boulevard, and Vallejo Street. The earliest streets date between 1870 and 1885 (Lincoln Boulevard, Bank Street, and Halleck Street). Some date to the period between 1900 and 1920 (Battery Blaney Road, Girard Road, Gorgas Avenue, and Vallejo Street), while Park Presidio Boulevard and Richardson Avenue were built in the 1930s as access to the Golden Gate Bridge. Bank Street, Girard Road, Halleck Street, Gorgas Avenue, and Vallejo Street were once part of the Quartermaster's Depot functional area in what are now the Crissy Field and Letterman Planning Districts. Two other roads (Battery Blaney Road and Crissy Field Avenue) are completely within the Crissy Field Planning District. Many of the roads also serve as partial boundaries between planning districts (e.g., Park Presidio Boulevard, Richardson Avenue, Halleck Street, Lincoln Boulevard, and parts of Doyle Drive).

The Presidio Parkway Alternative would adversely affect the Presidio NHLD by removing and/or altering a portion of the historic bluff in the area north of the Main Post and by creating a non-historic topographic feature of a gentle slope. The presence of a continuous bluff separating the upper and lower posts is a character-defining feature of the Presidio. Its removal or alteration would impact the integrity of the Presidio and lessen the understanding of the development of the Presidio over time. In particular, the historic reasons for location of the Main Post and the historic topographic and spatial relationships between the Main Post and the Lower Post areas on Crissy Field would be less apparent.

The Presidio Parkway Alternative, Circle Option would have all the same adverse effects described above and would also have an additional adverse effect on the NHLD resulting from the demolition of Building 1151 (built in 1945 and located in the Letterman Planning District). The Presidio Parkway Alternative, Hook Ramp Option would also have an additional adverse effect on the NHLD resulting from the alteration of Cowles Street, a street established in 1912 near the stables in the Crissy Field Planning District.

The Presidio Parkway Alternative would adversely affect the Doyle Drive viaducts through their removal and replacement with new structures. This alternative would adversely affect the Golden Gate Bridge property directly through the removal of Doyle Drive (a contributing element of the bridge property) and indirectly through the introduction of new Doyle Drive structures that are dissimilar to the existing roadway structures. The Presidio Parkway Alternative would not adversely affect the Palace of Fine Arts property and would have no adverse effect with conditions on known archaeological site CA-SFr-6/26. If prehistoric or historic period archaeological sites are identified prior to or during construction, then the construction of the Presidio Parkway Alternative could adversely affect them.

6.3 COMPARISON OF EFFECTS OF ALTERNATIVE 2 AND ALTERNATIVE 5

Both of the build alternatives of the Doyle Drive Project—the Replace and Widen and Presidio Parkway Alternatives—will have adverse effects on the Presidio NHLD and other historic properties in the Focused APEs. Implementation of either alternative would adversely affect individual historic properties and the historic district as a whole, as well as cause adverse effects to buildings, structures, objects, and the cultural landscape that contribute to the NHLD. Both the Replace and Widen Alternative (with Detour and No Detour) and the Presidio Parkway Alternative (all options) would also require that Doyle Drive, a contributor to the Presidio NHLD and a contributing element of the Golden Gate Bridge historic property, be removed, thus resulting in an adverse effect on both properties.

[112] The Presidio Parkway, Merchant Slip Ramp Option Alternative would have cause an adverse effect to the NHLD resulting from the alteration of Park Presidio Boulevard.

The Replace and Widen Alternative, With Detour and both options of the Presidio Parkway Alternative would have an adverse cumulative effect on the Presidio NHLD, when considered in conjunction with past, present, and future projects in and near the Focused APEs. Both alternatives could have an adverse cumulative effect on the Golden Gate Bridge property, when combined with other past, present, and future projects. Neither alternative would adversely cumulatively affect the Palace of Fine Arts historic property or the known archaeological site CA-SFr-6/26.

In terms of the potential to adversely affect unknown prehistoric or historic period archaeological resources, the Replace and Widen Alternative may present more opportunities for avoidance than the Presidio Parkway Alternative. Specifically, while preconstruction measures to identify sites have the same possibility of success for both build alternatives, the ability to avoid any identified sites will likely be more limited with the Presidio Parkway Alternative, especially concerning where the tunnels will be constructed. Conversely, site avoidance could be more feasible under the Replace and Widen Alternative if column or piling placement can be modified to avoid sites. The Replace and Widen low viaduct may provide some opportunity to relocate specific footings, but avoidance opportunities will still be very limited because of the tight constraints created by construction sequencing and existing ground conditions.

The Replace and Widen Alternative has fewer quantifiable adverse effects than the Presidio Parkway Alternative because the alignment and structure types of the Replace and Widen Alternative more closely resemble the existing Doyle Drive facility. The Replace and Widen Alternative would share the general alignment, materials, color, form, and relationship to the natural topography of the bluff as the original Doyle Drive structures. The new structures would be wider, and higher under the No Detour Option, than the original Doyle Drive structures. From a distance, the increased width and height of the new structures would be comparable in massing and scale to that of the existing structure. However, the increased width and height would increase the structure's visual presence in the areas immediately adjacent to Doyle Drive, and this would alter the integrity of feeling in these areas. Of the two options for the Replace and Widen Alternative, implementation of the With Detour Option would cause more direct and cumulative adverse effects because it would require the removal of four Mason Street Warehouses (Buildings 1182, 1183, 1184, and 1185). Although the removal of these contributors would be an adverse effect, their replacement upon completion of the project would mitigate the loss of the individual contributing buildings and potential boundary erosion at the northeast corner of the Presidio NHLD.

The Presidio Parkway Alternative would require the removal of either four or five buildings, depending on whether the Circle or Diamond Option was selected. Although these buildings are located at various points within the Focused APEs and are not a cluster of buildings like the Mason Street Warehouses, three (Buildings 201, 204, and 230) date to World War I and before and are related to the historic functional area known as the Quartermaster Depot. The Presidio Parkway Alternative also results in adverse effects on the cultural landscape by removing or destroying character-defining features of the landscape and by introducing non-historic landscape elements that diminish the qualities that make the NHLD significant. Some significant changes that would result from implementing the Presidio Parkway Alternative include constructing cut and cover tunnels that would alter the topography of the bluff and obliterate the definition of the upper and lower post, a character-defining feature of the Presidio; losing a portion of the historic bluff; and adding a new non-historic topographic feature (the cover for the cut and cover tunnels). The raising of Halleck Street will also result in significant adverse effects on the cultural landscape, as will the realignment and removal of historic streets, the removal of trees, and the introduction of numerous non-historic features into the historic landscape.

The Presidio Parkway Alternative would be constructed closer to the Cavalry Stables, in particular closer to Building 661, than the Replace and Widen Alternative, except that Park Presidio Boulevard would be 3 meters (10 feet) closer to Building 661 under the Replace and Widen Alternative than the Loop Ramp Option of the Presidio Parkway Alternative. Doyle Drive would be 15 to 16 meters (49 to 52 feet) closer to Building 661 under the Park Presidio Alternative than it would be under the Replace and Widen Alternative, and the ramp taking traffic from Park Presidio to Doyle Drive would be 33 meters (108 feet) closer to Building 661 under the Park Presidio Alternative, Hook Ramp Option than under the Replace and Widen Alternative.

Cooperating agencies have requested information about the potential benefit to the Presidio NHLD that may result from the construction of the Presidio Parkway Alternative. Potential benefits could exist after completion of the project because this alternative could return elements of the landscape that existed prior to the construction of Doyle Drive. However, Section 106 regulations and the application of the criteria of adverse effect (36 CFR 800.5) do not present the opportunity to consider benefits of alternatives, particularly the benefits of one alternative over another. Rather, the application of the criteria of adverse effect is a process that identifies adverse effects to historic properties, and the Section 106 regulations encourage mitigation of those adverse effects. It would not be appropriate for this FOE to purport that the Presidio NHLD would benefit from the destruction of one of its contributing elements to achieve a specific cultural resource management goal (i.e., returning the Presidio to a pre–Doyle Drive appearance). The FOE process cannot prioritize the importance of certain historic properties, or portions thereof, because this would constitute a preference for resources of particular historic eras or particular types of resources. The possible resource management outcome or benefit is not part of the project effects being analyzed by this process, and including it in the analysis would relegate Doyle Drive's role as a contributor to the NHLD to a lower status than other contributing elements. Furthermore, the removal of the existing Doyle Drive does not guarantee the return of an earlier landscape because there have been many other changes made on the Presidio since Doyle Drive's construction, and there are several elements of the Presidio Parkway Alternative that would produce a different landscape than existed prior to Doyle Drive's construction. Nonetheless, it is reasonable to recognize that, regardless of which alternative is selected (Replace and Widen or Presidio Parkway), the remaining resources and landscape elements will present opportunities to meet the Presidio's cultural resource management goals, including interpretation, treatment, preservation, rehabilitation, and restoration.

In terms of the magnitude of effects of the two build alternatives, the completed structures and alignment of the Replace and Widen Alternative (under both No Detour and With Detour) would more closely resemble the existing Doyle Drive facility and would cause fewer adverse effects (direct, indirect, or cumulative) than the Presidio Parkway Alternative (all options), especially in terms of both the cultural landscape and contributing elements of the NHLD. The Replace and Widen Alternative would also adversely affect contributing features in geographically smaller areas than the Presidio Parkway Alternative, thus having less impact on the integrity of the historical functional areas of the Presidio. The Replace and Widen Alternative would not provide direct access to the Presidio, which would cause fewer adverse effects to historic properties.

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APPENDIX A

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Figure 7: Alternative 5 – Presidio Parkway with Hook Ramp Option
Figure 8: Alternative 5 – Presidio Parkway with Diamond Option
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Figure 19b: Tunnel - Alternative 2 – No Detour, Looking East
Figure 19c: Tunnel – Alternative 2 – With Detour, Looking East
Figure 19d: Tunnel – Alternative 5 – Looking East
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Figure 20b: Halleck Street – Alternative 2 – No Detour, Looking South
Figure 20c: Halleck Street – Alternative 2 – With Detour, Looking South
Figure 20d: Halleck Street – Alternative 5, Looking South
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Figure 21b: Girard Street/Gorgas Avenue – Alternative 2 – No Detour, Looking Southwest
Figure 21c: Girard Street/Gorgas Avenue – Alternative 2 – With Detour, Looking Southwest
Figure 21d: Girard Street/Gorgas Avenue – Alternative 5, Looking Southwest
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Figure 22c: Mason Street/Palace of Fine Arts – Alternative 2 – With Detour, Looking West
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Figure 23f: View 3 – Lincoln, Facing West
Figure 23g: View 4 – Cavalry Stables, Facing North
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Figure 23i: View 6 – Crissy Field, Facing South
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Figure 26: Alternative 5 – Vicinity of Batteries and Lincoln Boulevard
Figure 27: Location of Tree Removal under Alternative 2 – Replace and Widen – No Detour
Figure 28: Location of Tree Removal under Alternative 2 – Replace and Widen – With Detour
Figure 29: Location of Tree Removal under Alternative 5

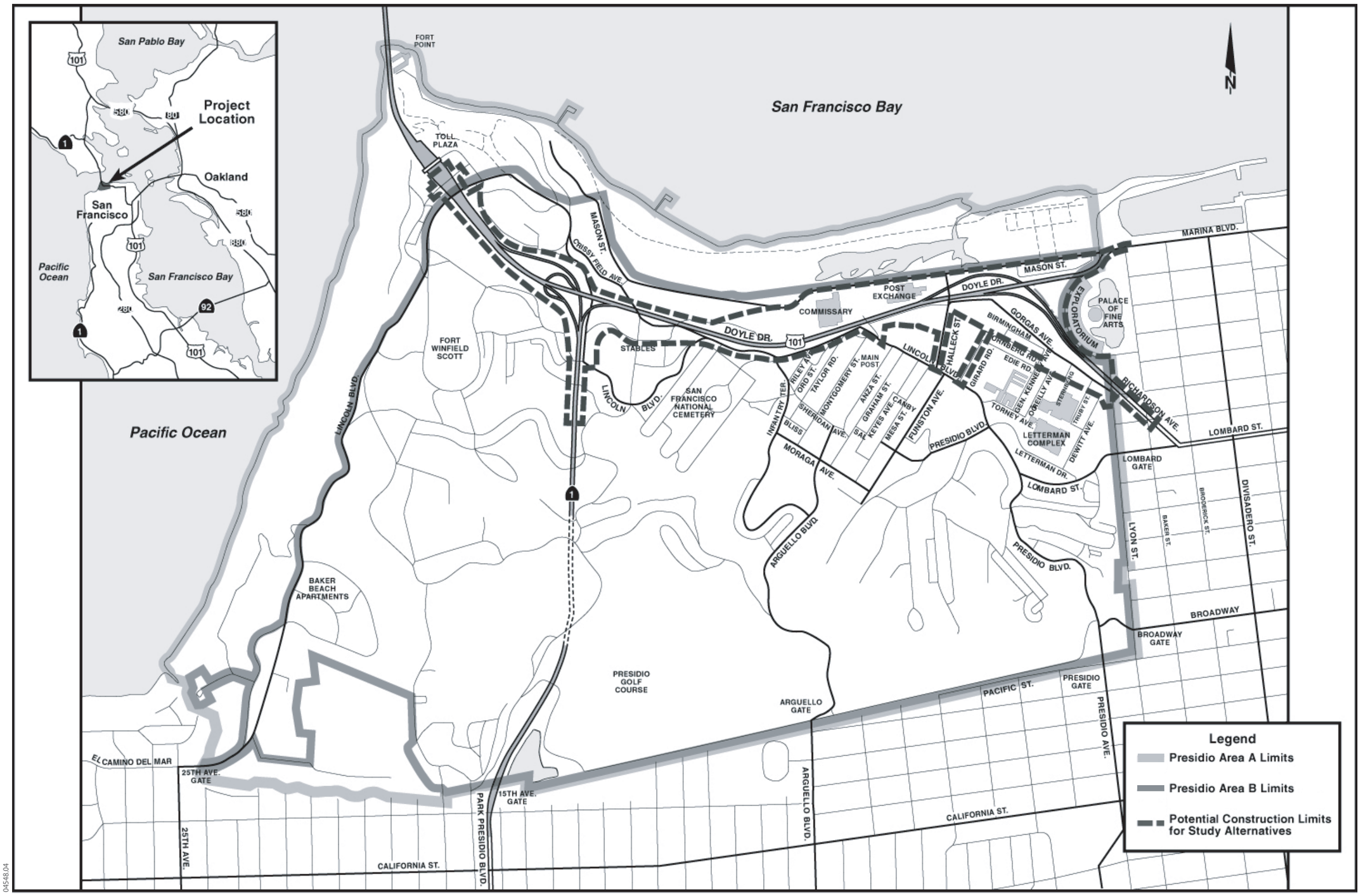
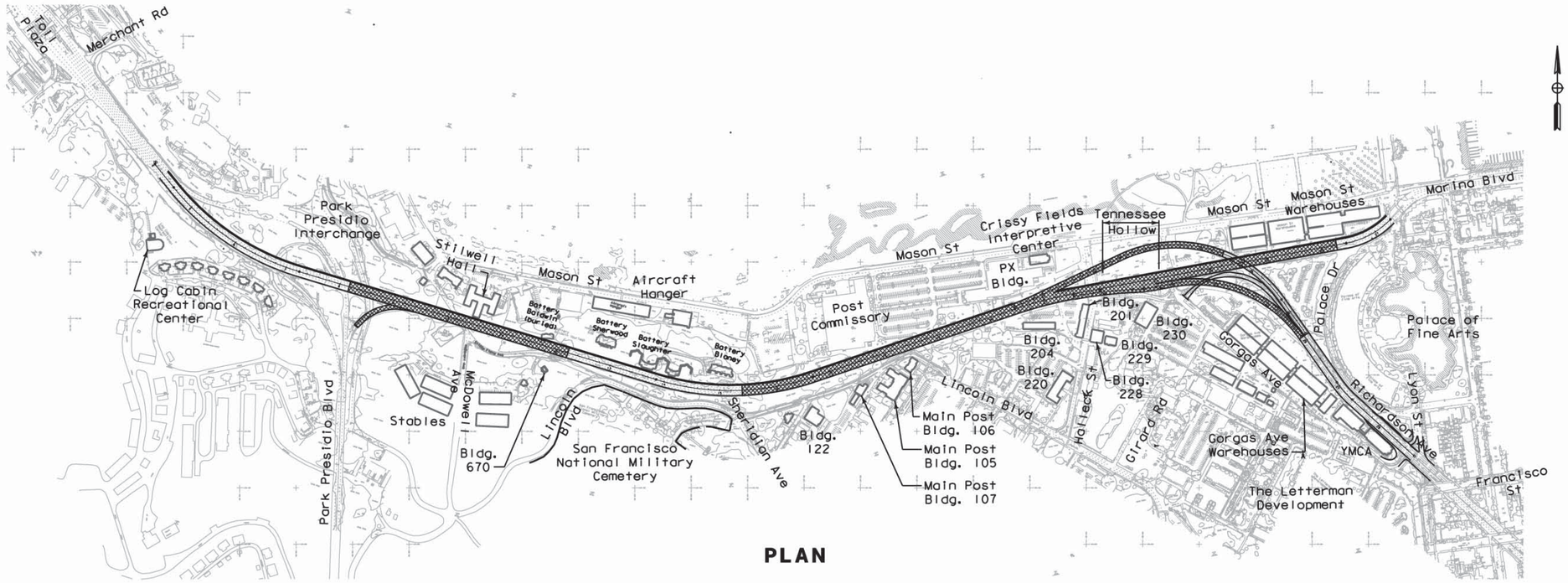
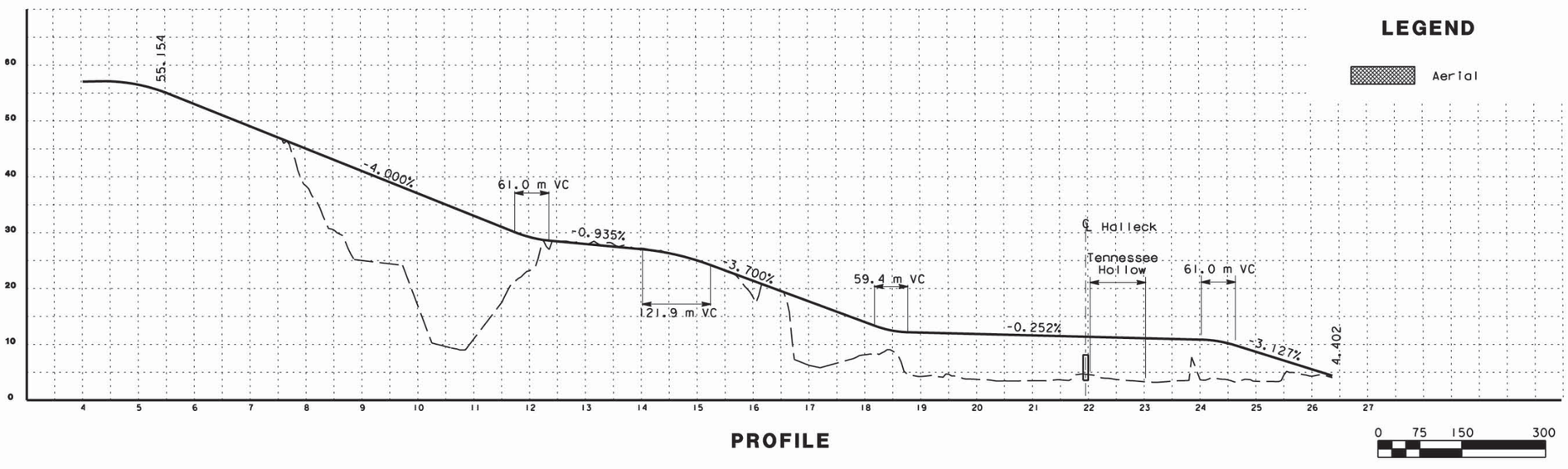


Figure 1
Project Location and Vicinity

1. No Build



PLAN



PROFILE

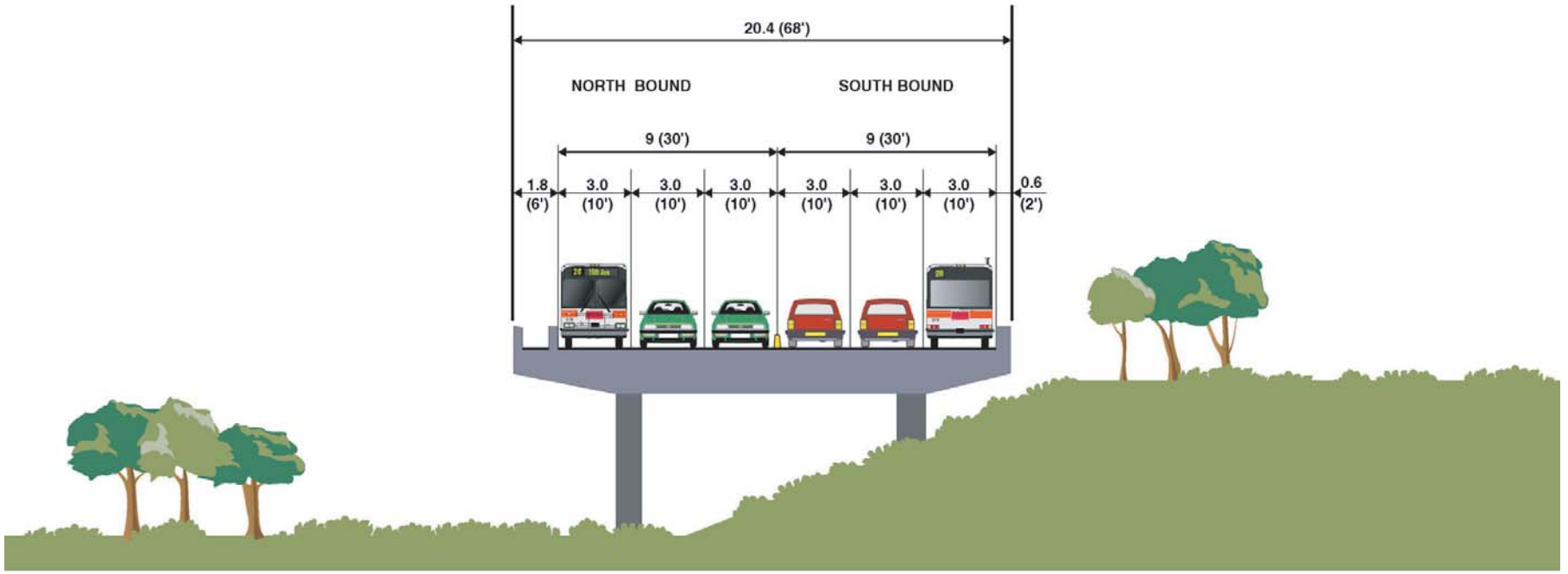
LEGEND

Aerial

0 75 150 300

04548.04

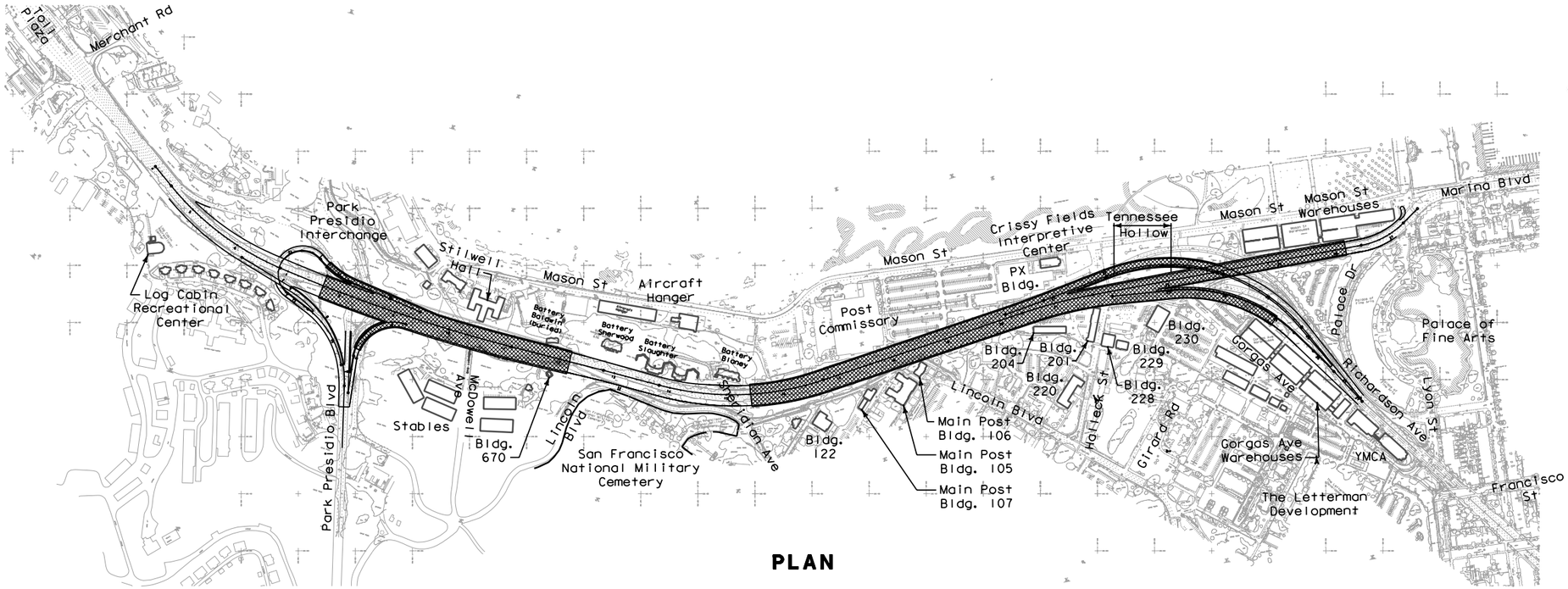
Figure 2
No Build Alternative



04548.04

Figure 2a
No Build Alternative
Typical Section

2. Replace and Widen - No Detour



04548.04

Figure 3
Alternative 2—Replace and Widen – no Detour

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
.	.	.	.		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — EXP. — STATE OF CALIFORNIA

PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.
303 SECOND STREET, SUITE 700 N
SAN FRANCISCO, CA 94107

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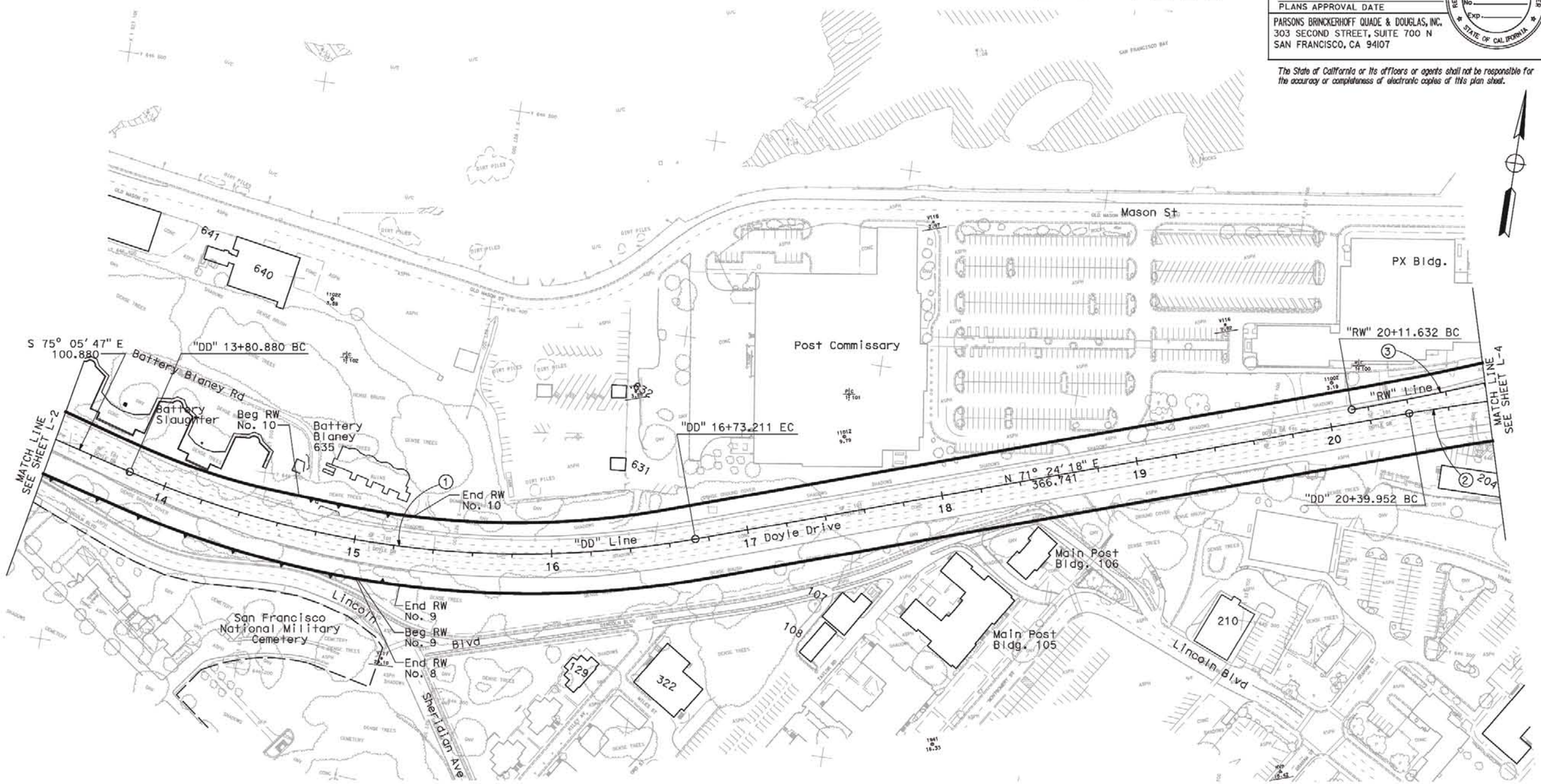

CURVE DATA

NO.	R	△	T	L	X	Y
①	500.000	33°29'55"	150.477	292.332	1,827,277.534	646,251.466
②	900.000	8°08'31"	64.055	127.893	1,827,828.462	646,436.821
③	1,510.200	2°41'50"	35.555	71.097	1,827,772.407	646,425.242

ALTERNATIVE 2
REPLACE AND WIDEN - NO DETOUR LAYOUT

SCALE: 1:1000

L-3

Figure 3a
Alternative 2—Replace and Widen – no Detour
Detail Near Batteries and Building 106

CURVE DATA

NO.	R	△	T	L	X	Y
①	900.000	8°08'31"	64.055	127.893	1,827,828.462	646,436.821
②	138.378	34°58'40"	43.601	84.477	1,828,404.981	646,543.185
③	301.200	71°48'12"	218.046	377.465	1,828,119.220	646,560.406
④	272.667	49°10'19"	124.756	234.006	1,828,154.183	646,468.179
⑤	1000.000	2°41'50"	35.555	71.097	1,827,772.407	646,425.242

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
.	.	.	.		

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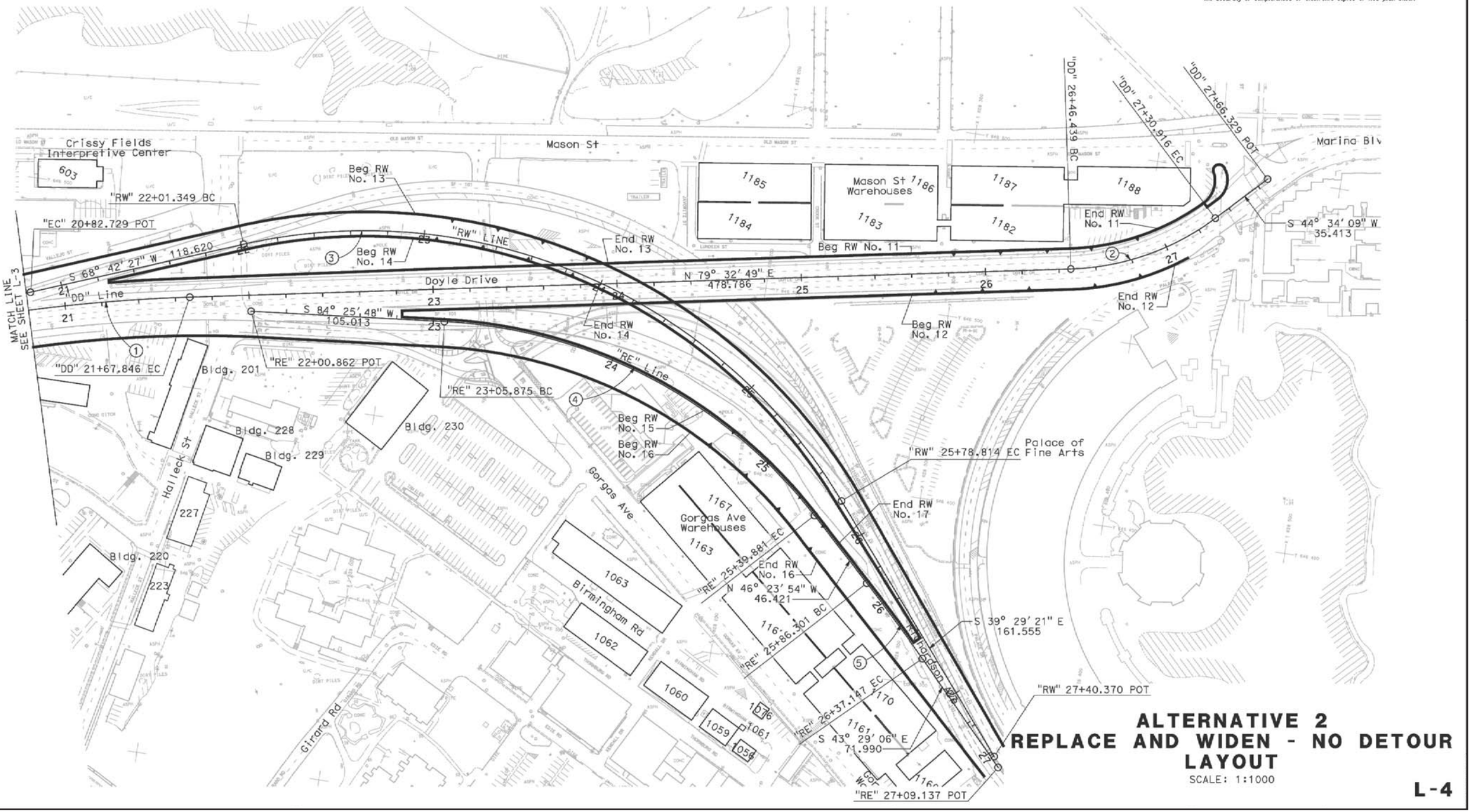

ALTERNATIVE 2
REPLACE AND WIDEN - NO DETOUR LAYOUT

SCALE: 1:1000

L-4

04548.04

Figure 3b
Alternative 2—Replace and Widen – no Detour
Detail of Gorgas Avenue and Mason Street

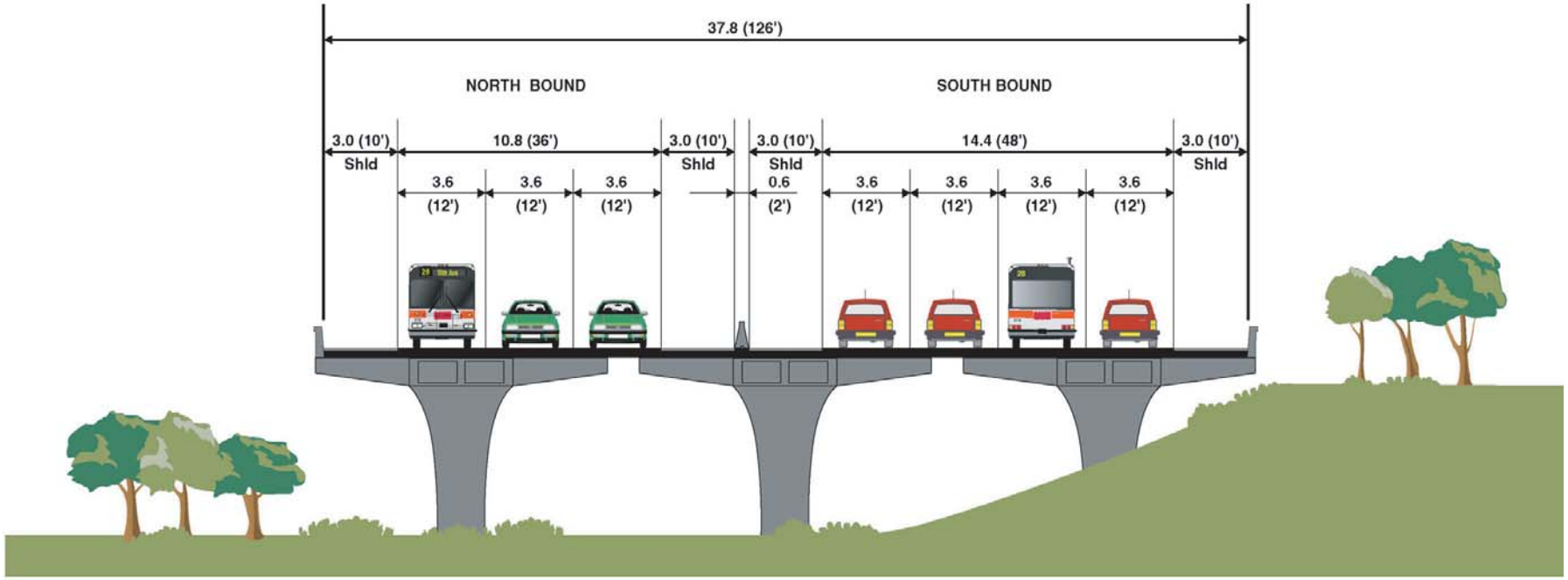

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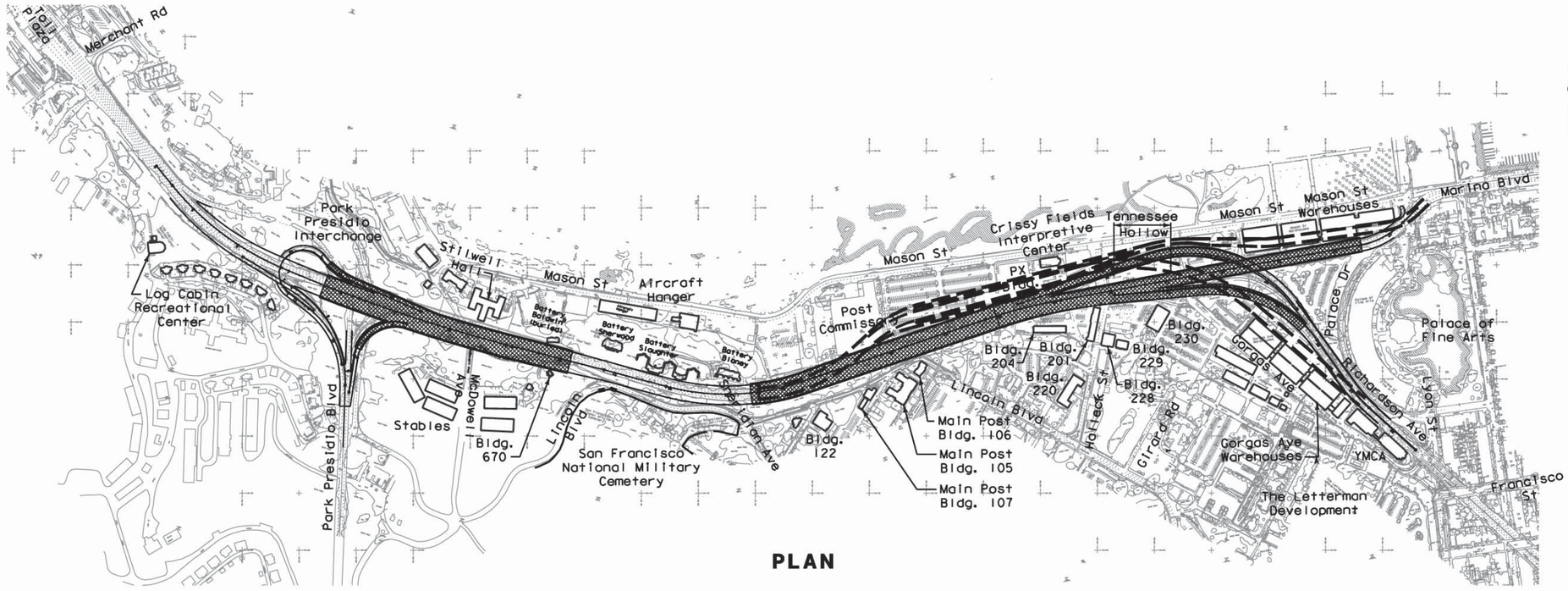
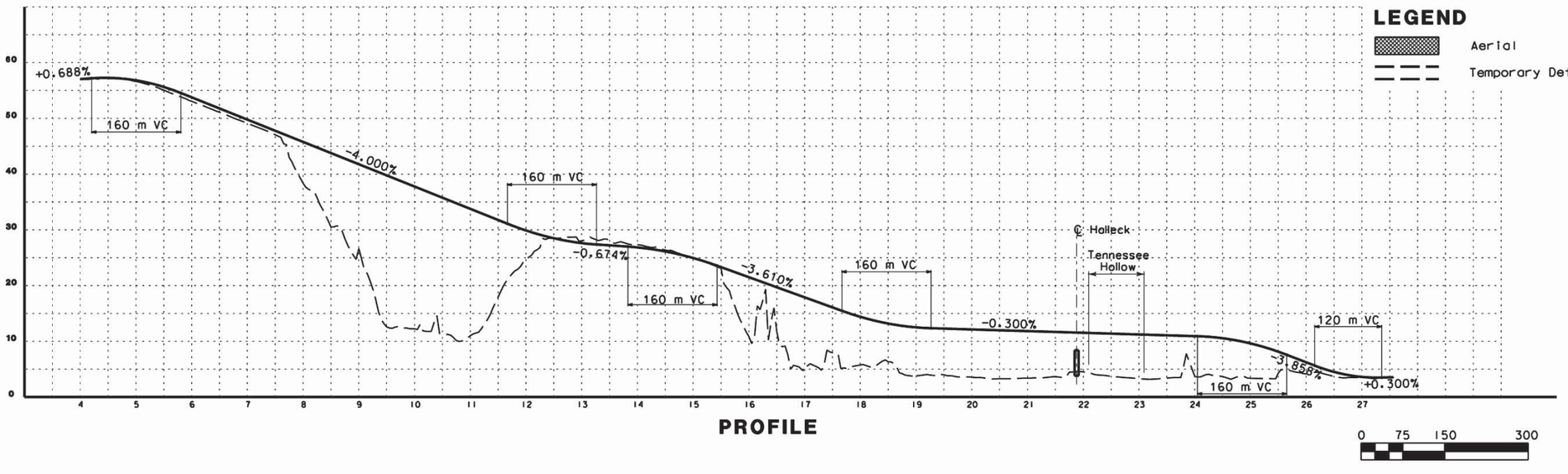
Figure 3c
Alternative 2 – Replace and Widen
Typical Section

2. Replace and Widen - With Detour



PLAN



PROFILE

LEGEND

Aerial

Temporary Detour

0 75 150 300

04548.04

Figure 4
Alternative 2—Replace and Widen – with Detour

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
.	.	.	.		

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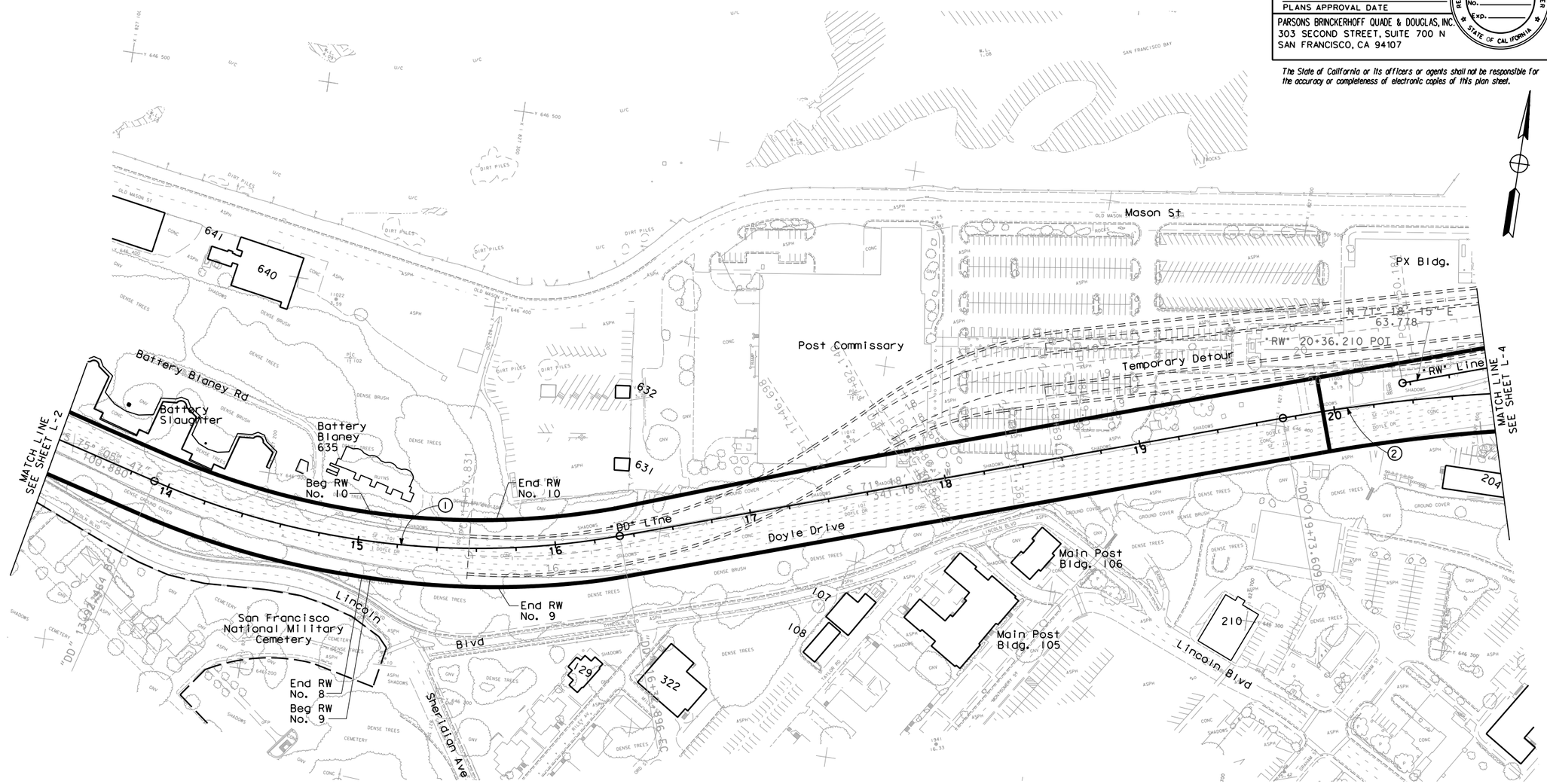

CURVE DATA

NO.	R	△	T	L	X	Y
①	410.000	33° 35' 58"	123.784	240.432	1,827,262.934	646,255.352
②	900.000	8° 45' 34"	68.931	137.594	1,827,768.215	646,426.338

ALTERNATIVE 2
REPLACE AND WIDEN - WITH DETOUR
LAYOUT

SCALE: 1:1000

L-3

04548.04

Figure 4a
Alternative 2—Replace and Widen – with Detour
Detail Near Batteries and Building 106

CURVE DATA

NO.	R	△	T	L	X	Y
①	900.000	8° 45′ 34″	68.931	137.594	1,827,768.215	646,426.338
②	138.378	34° 58′ 40″	43.601	84.477	1,828,404.981	646,543.185
③	230.000	73° 31′ 46″	171.841	295.166	1,828,151.123	646,563.198
④	221.032	60° 00′ 44″	127.644	231.511	1,828,211.458	646,472.683
⑤	248.000	12° 37′ 27″	27.433	54.643	1,828,355.877	646,268.385

DOYLE DRIVE — Implementing The Vision

Caltrans Metric

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
.	.	.	.		

REGISTERED CIVIL ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — No. — EXP. — STATE OF CALIFORNIA

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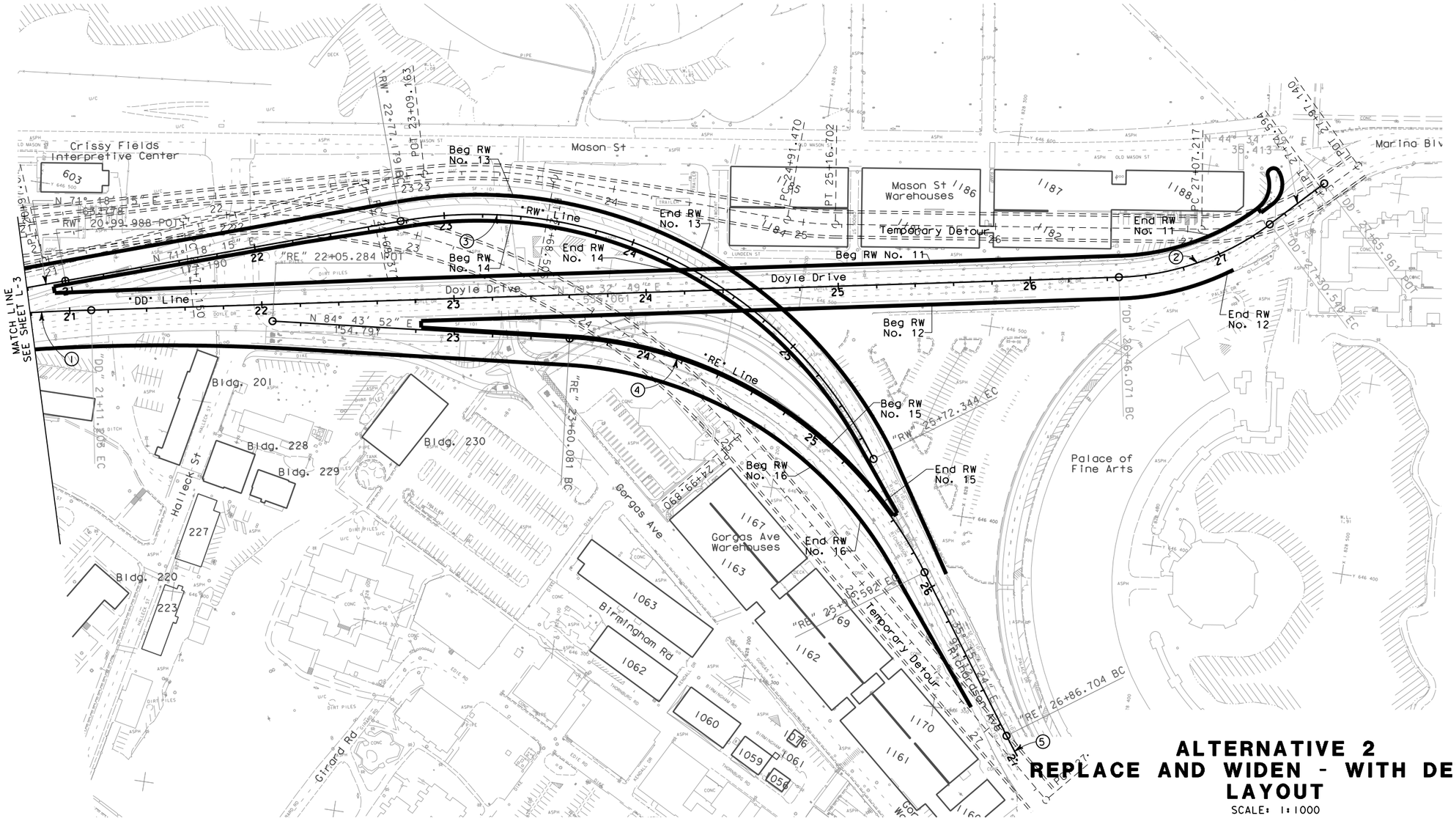


ALTERNATIVE 2
REPLACE AND WIDEN - WITH DETOUR LAYOUT

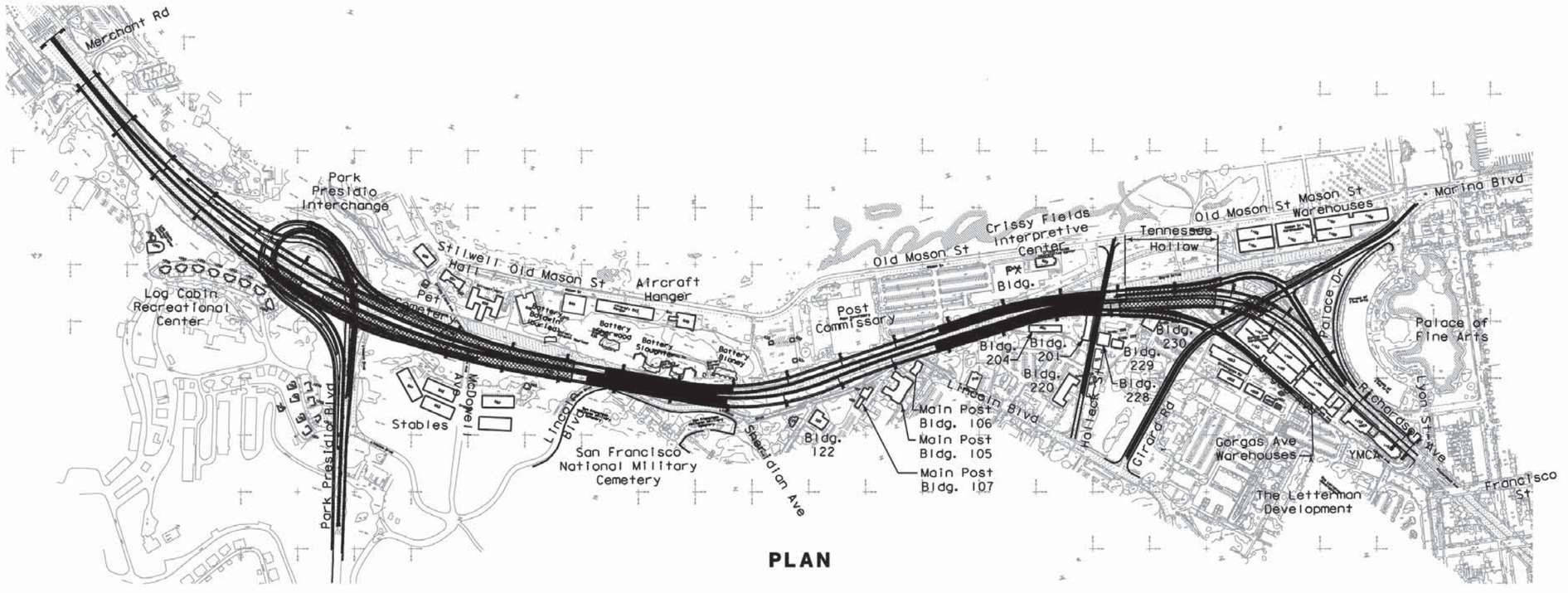
SCALE: 1:1000

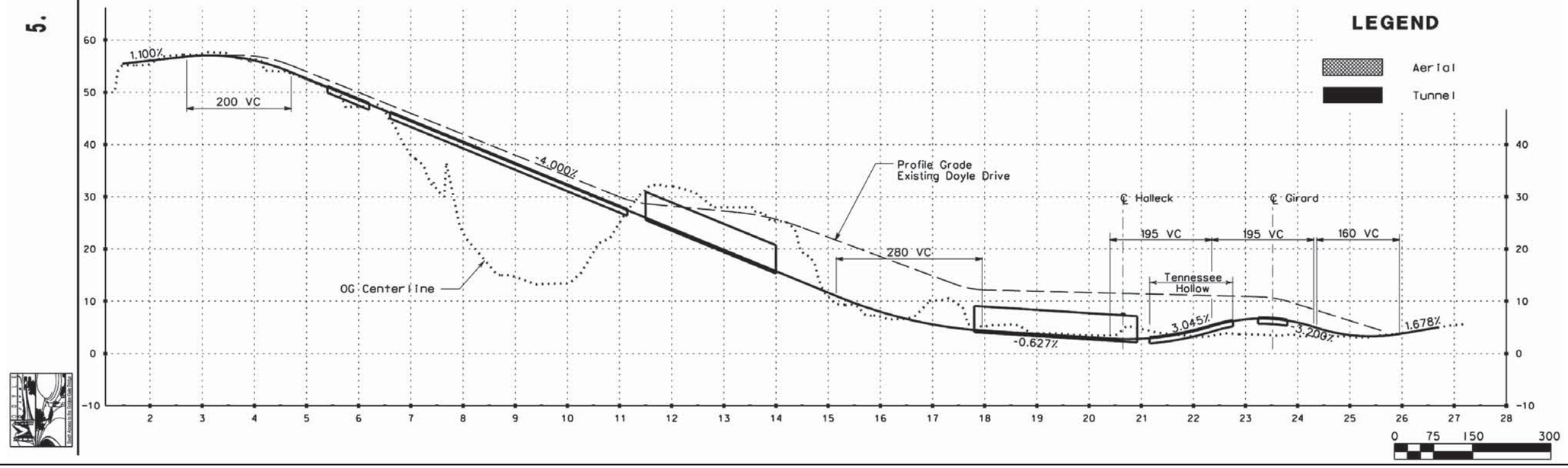
L-4

04548.04

Figure 4b
Alternative 2—Replace and Widen – with Detour
Detail of Gorgas Avenue and Mason Street

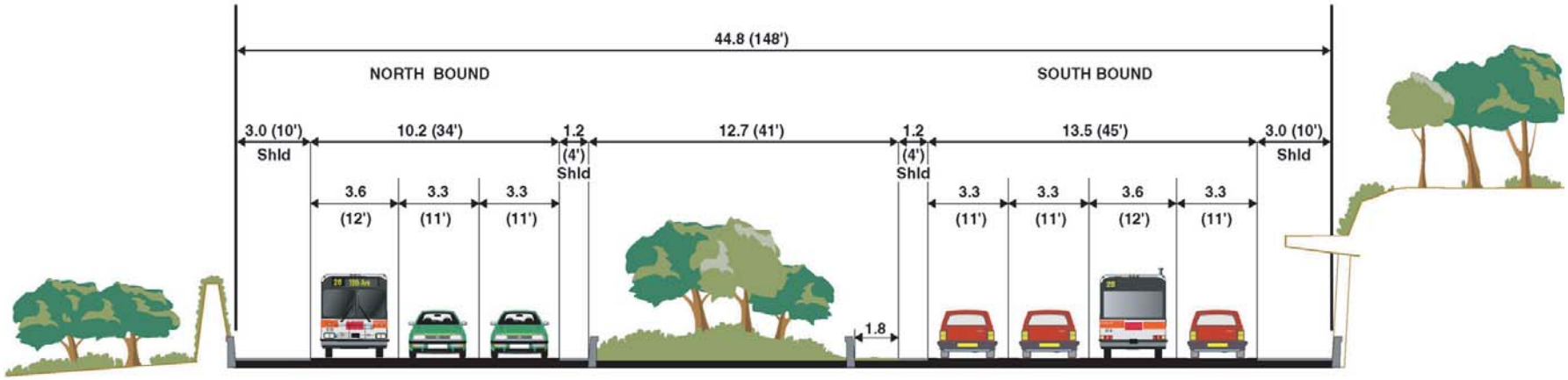
5. Presidio Parkway





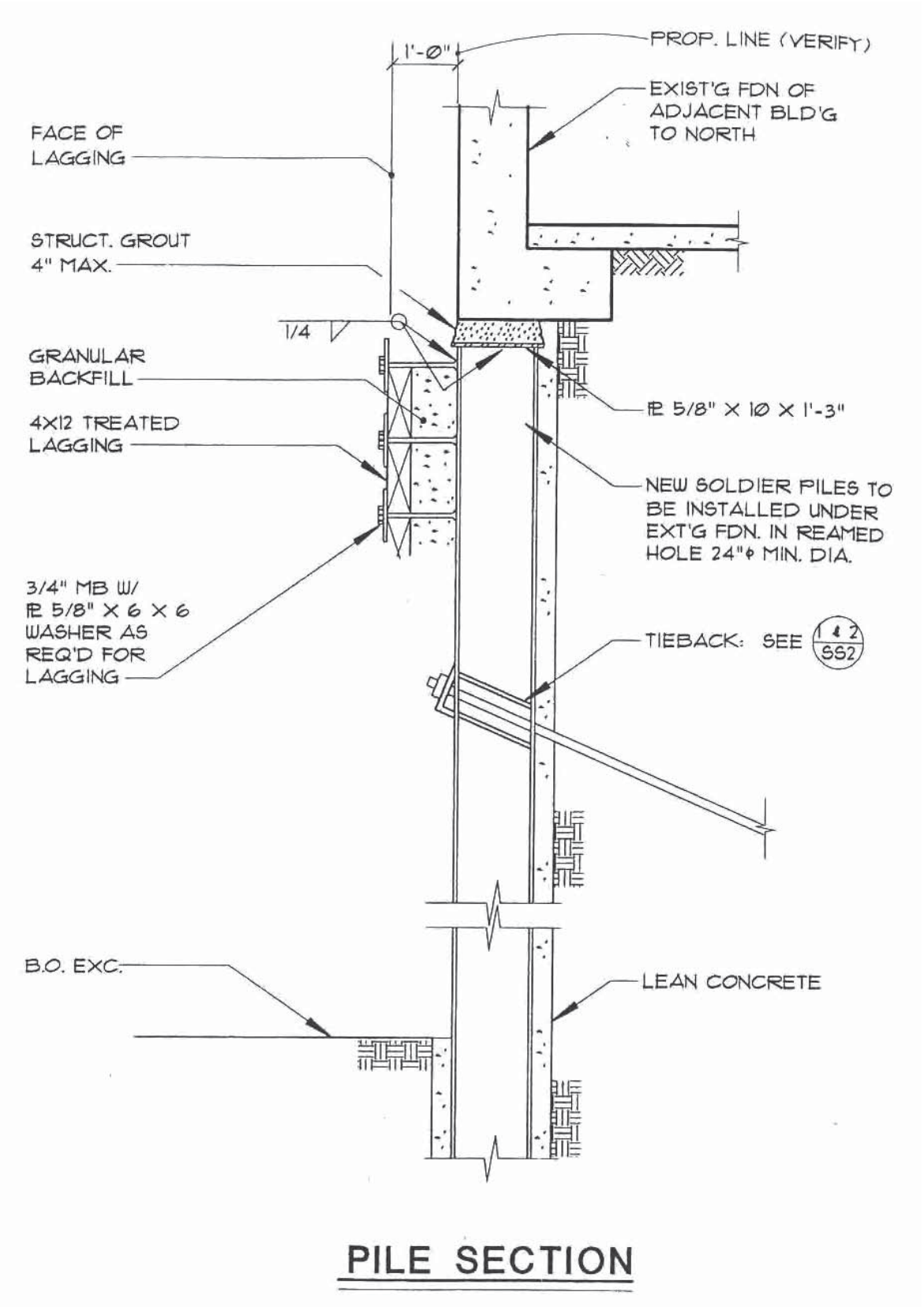
04548.04

Figure 5
Alternative 5—Presidio Parkway



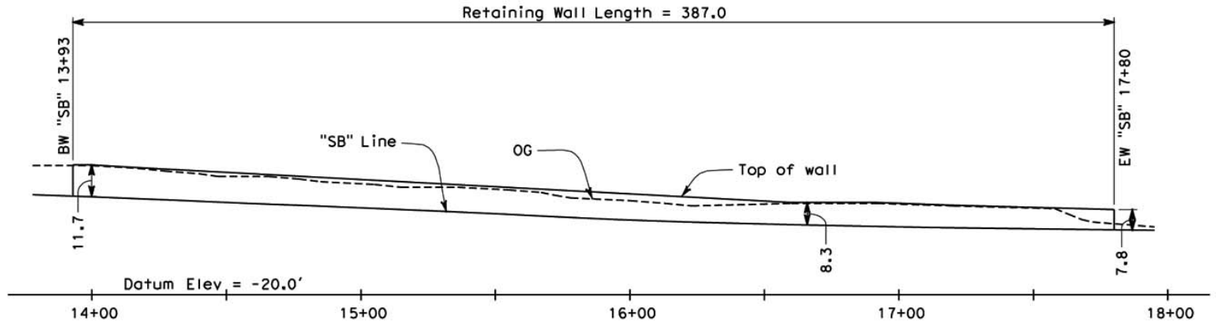
04548.04

Figure 5a
Alternative 5 – Presidio Parkway
Typical Section

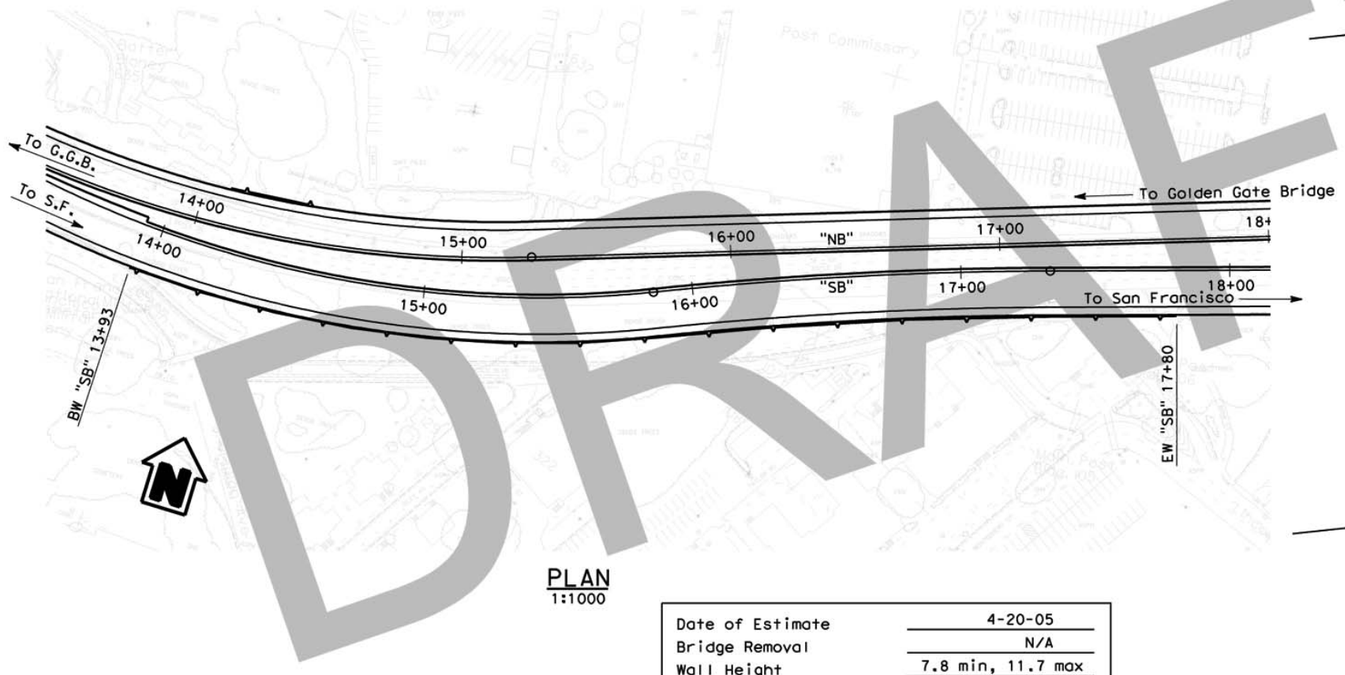


045418.04

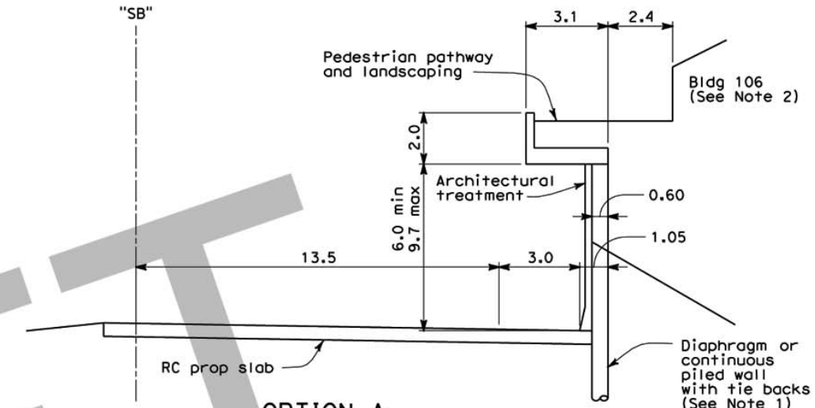
Figure 5b
Underpinning of Building 106



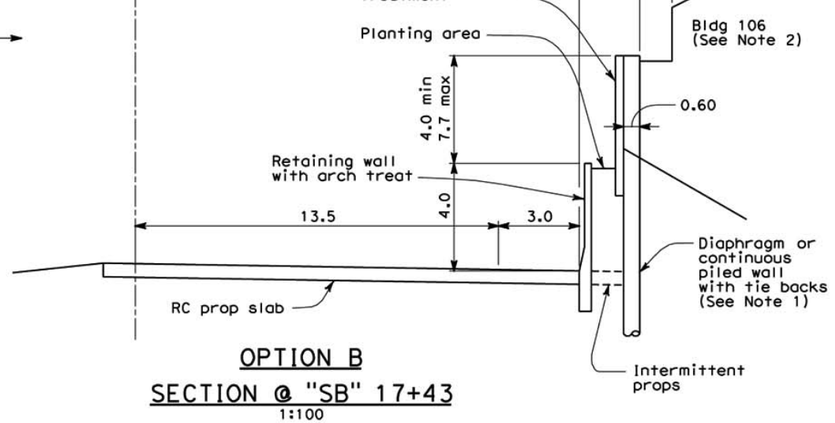
ELEVATION
1:1000



PLAN
1:1000



OPTION A
SECTION @ "SB" 17+43
1:100



OPTION B
SECTION @ "SB" 17+43
1:100

NOTES:

1. Wall Sections shown typical.
2. Wall Construction adjacent to Bldg 106 requires underpinning of the bldg foundation. Retaining wall to be prestressed with tiebacks as shown. Provide continuous settlement monitoring during construction.

Date of Estimate	4-20-05
Bridge Removal	N/A
Wall Height	7.8 min, 11.7 max
Length	387.0 m
Width	N/A
Area	0000.0 m²
Cost / sq m including 10 % Mobilization & 25 % Contingency	$000,000
Total Cost	$000,000

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DESIGNED BY	A. Hall	DATE 7/29/04	* PROJECT ENGINEER B-05	PLANNING STUDY
DRAWN BY	B. Mason	DATE 7/30/04		Retaining Wall
CHECKED BY	J. Karn	DATE 08/00/04		BRIDGE NO. 34-14A / CU *
APPROVED	I. Barandiaran	DATE 08/00/04		SCALE: AS NOTED / EA *

Source: Caltrans

04548.04

Figure 5c
Alternative 5 – Presidio Parkway
Retaining Wall Near Building 106

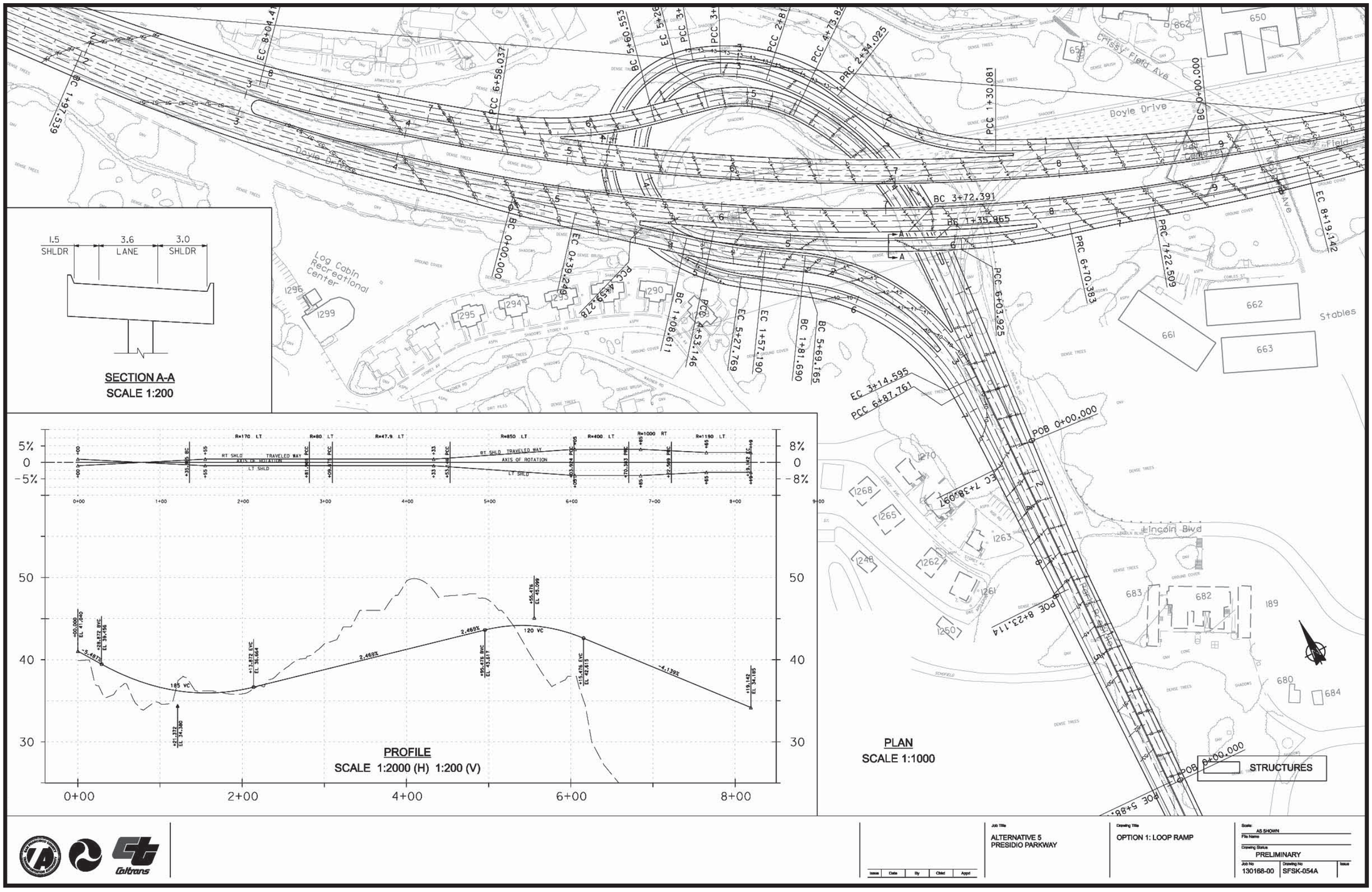


Figure 6
Alternative 5—Presidio Parkway with Loop Ramp Option

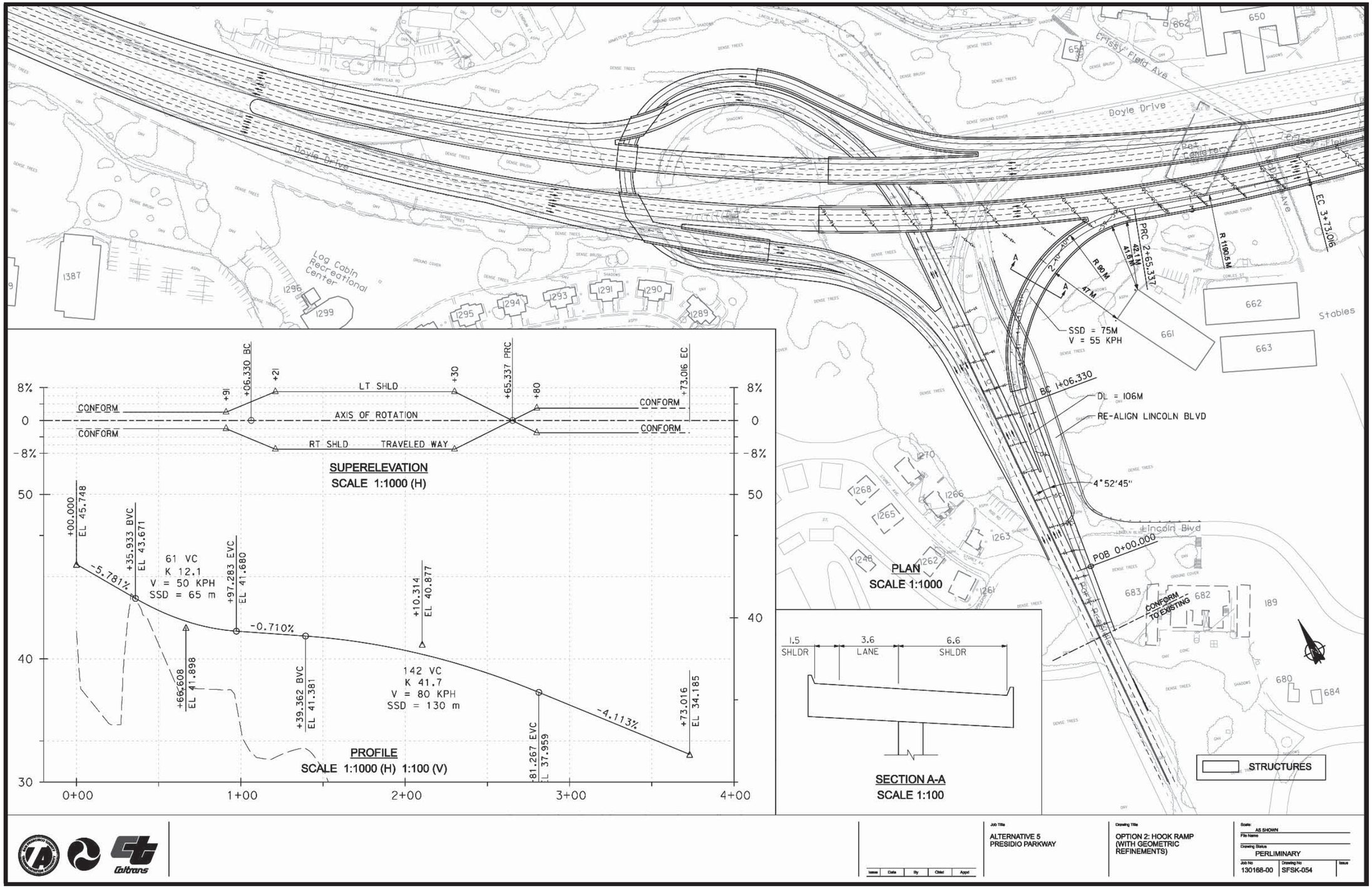


Figure 7
Alternative 5—Presidio Parkway with Hook Ramp Option

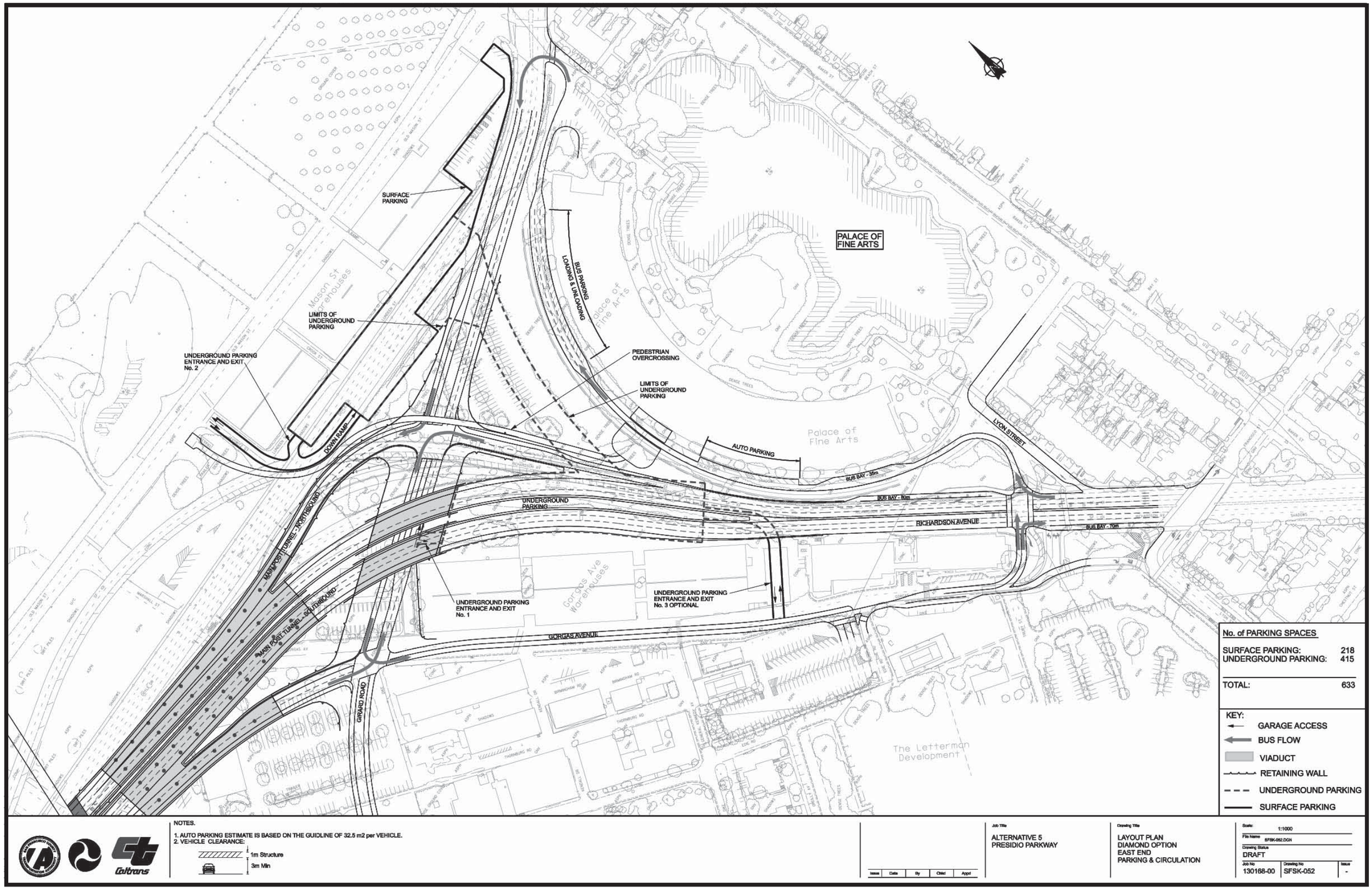


Figure 8
Alternative 5—Presidio Parkway with Diamond Option

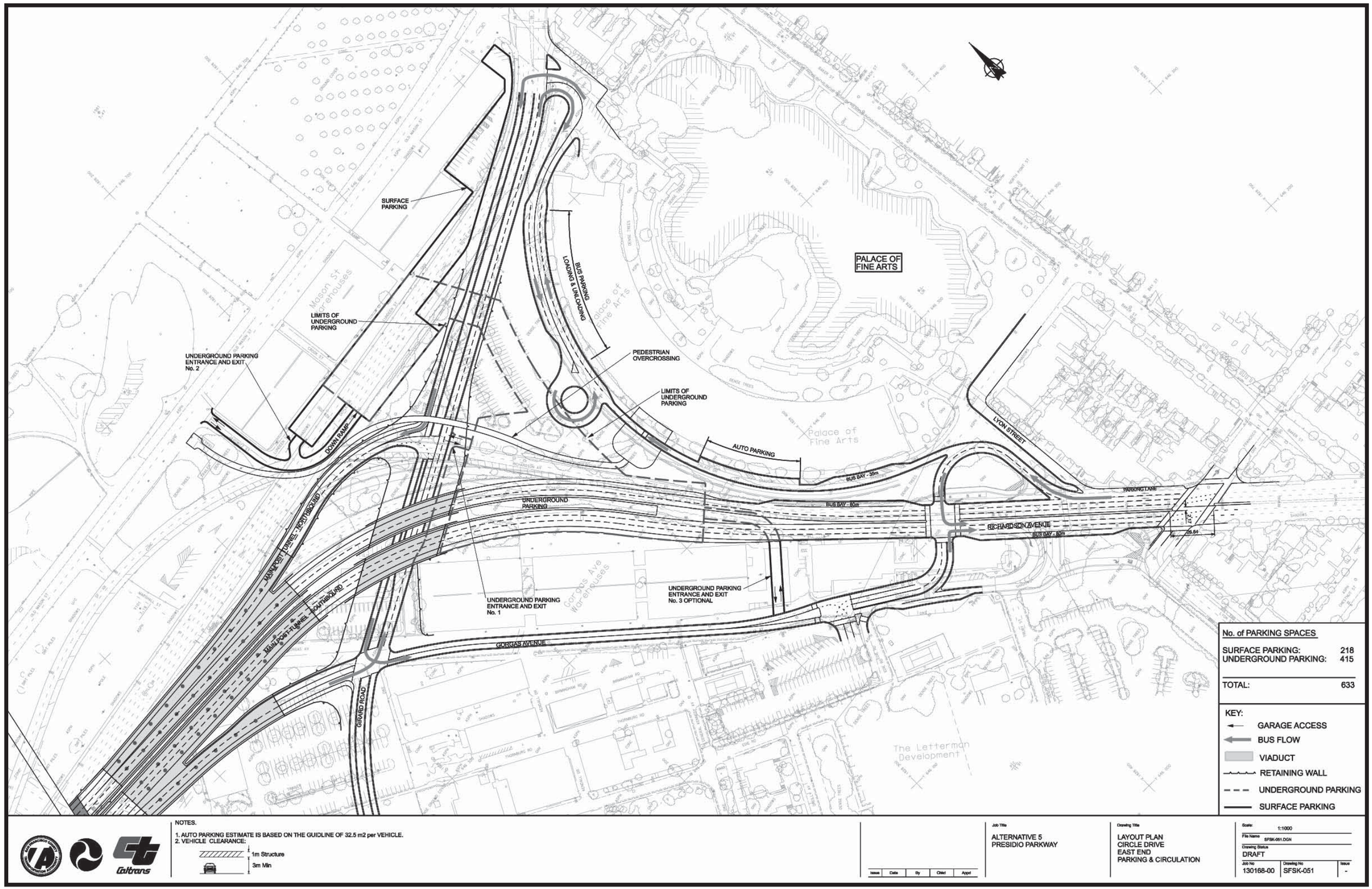
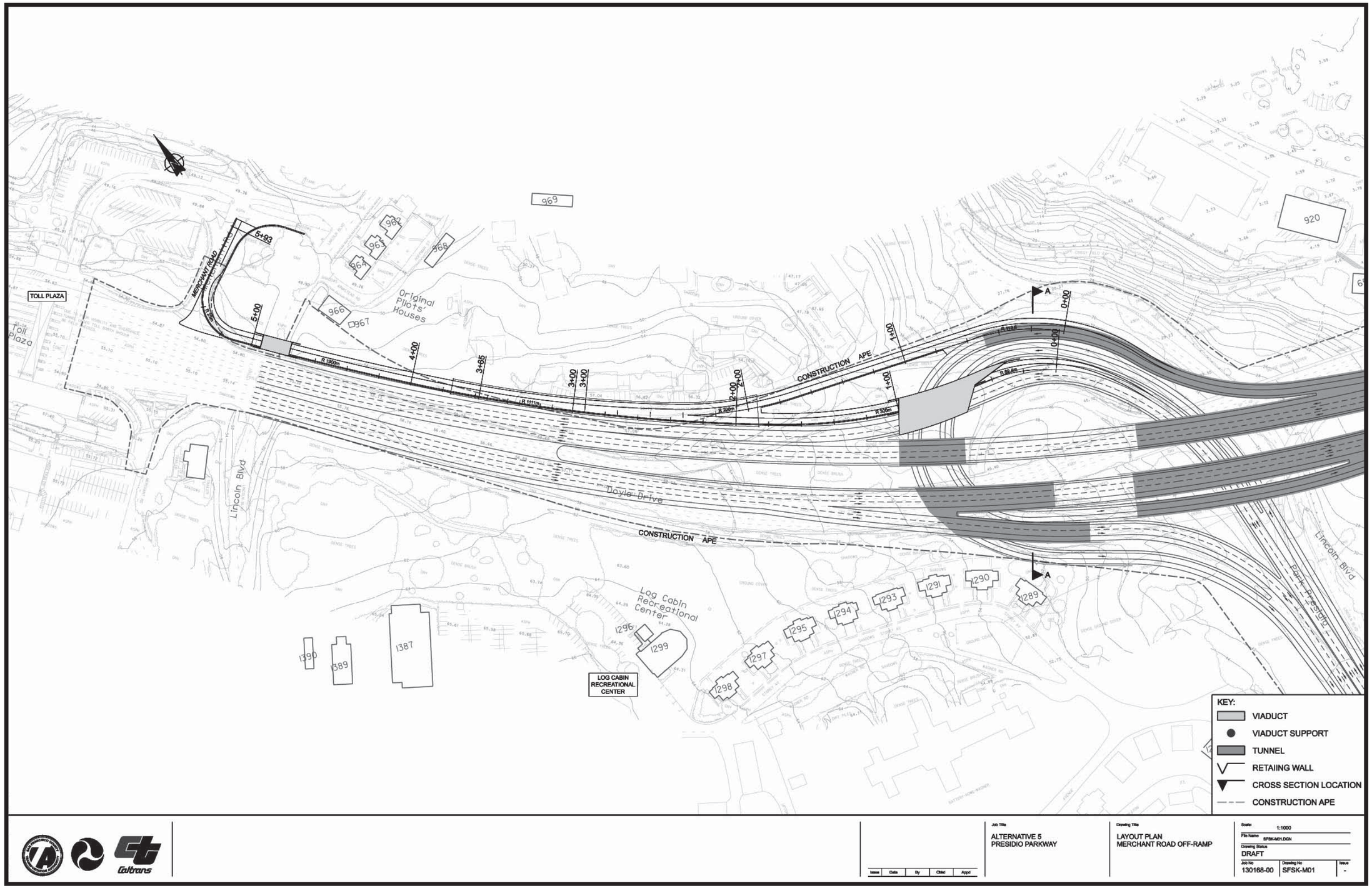


Figure 9
Alternative 5—Presidio Parkway with Circle Drive Option



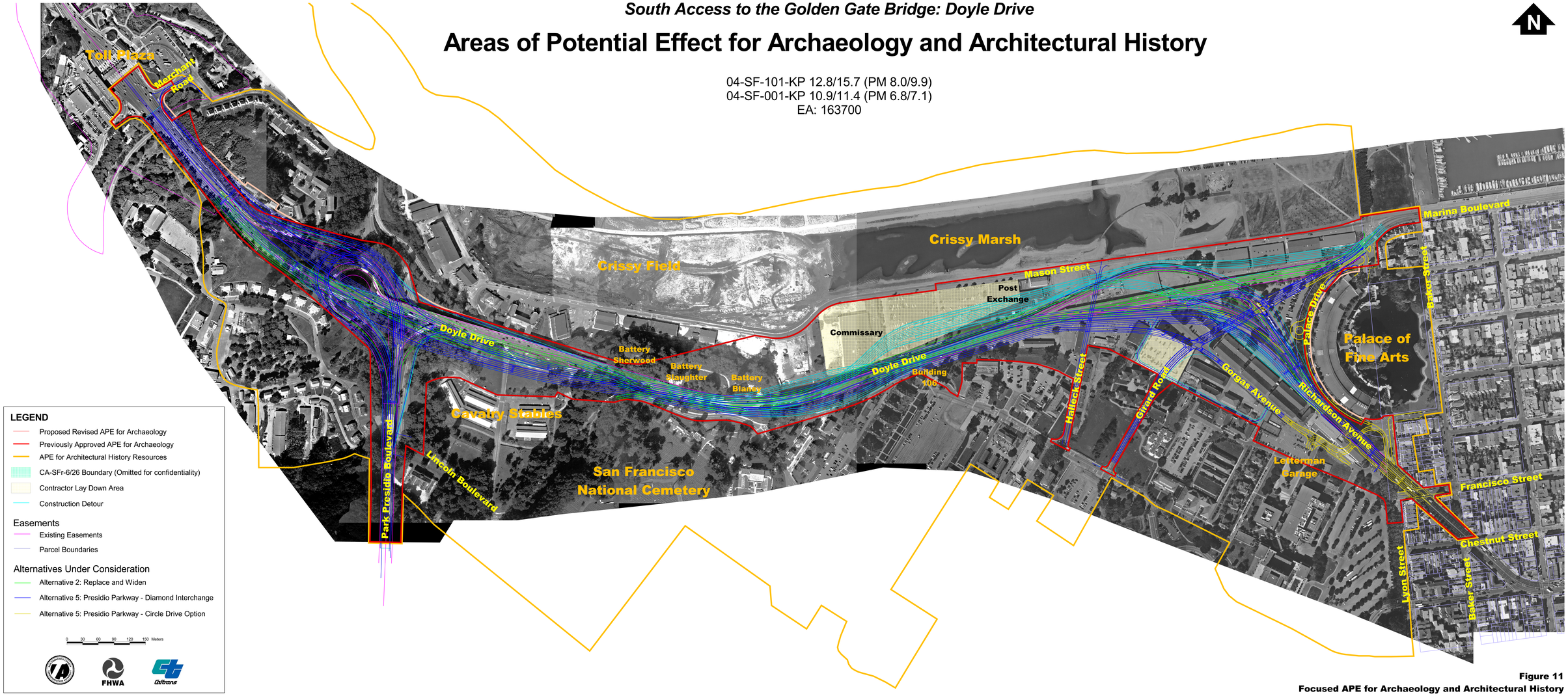
04548.04

Figure 10
Alternative 5—Presidio Parkway with Merchant Road Slip-Ramp Option

South Access to the Golden Gate Bridge: Doyle Drive

Areas of Potential Effect for Archaeology and Architectural History

04-SF-101-KP 12.8/15.7 (PM 8.0/9.9)
04-SF-001-KP 10.9/11.4 (PM 6.8/7.1)
EA: 163700



LEGEND

- Proposed Revised APE for Archaeology
- Previously Approved APE for Archaeology
- APE for Architectural History Resources
- CA-SFr-6/26 Boundary (Omitted for confidentiality)
- Contractor Lay Down Area
- Construction Detour

Easements

- Existing Easements
- Parcel Boundaries

Alternatives Under Consideration

- Alternative 2: Replace and Widen
- Alternative 5: Presidio Parkway - Diamond Interchange
- Alternative 5: Presidio Parkway - Circle Drive Option

0 30 60 90 120 150 Meters

FHWA Caltrans

October 25, 2004

Figure 11
Focused APE for Archaeology and Architectural History

South Access to the Golden Gate Bridge: Doyle Drive

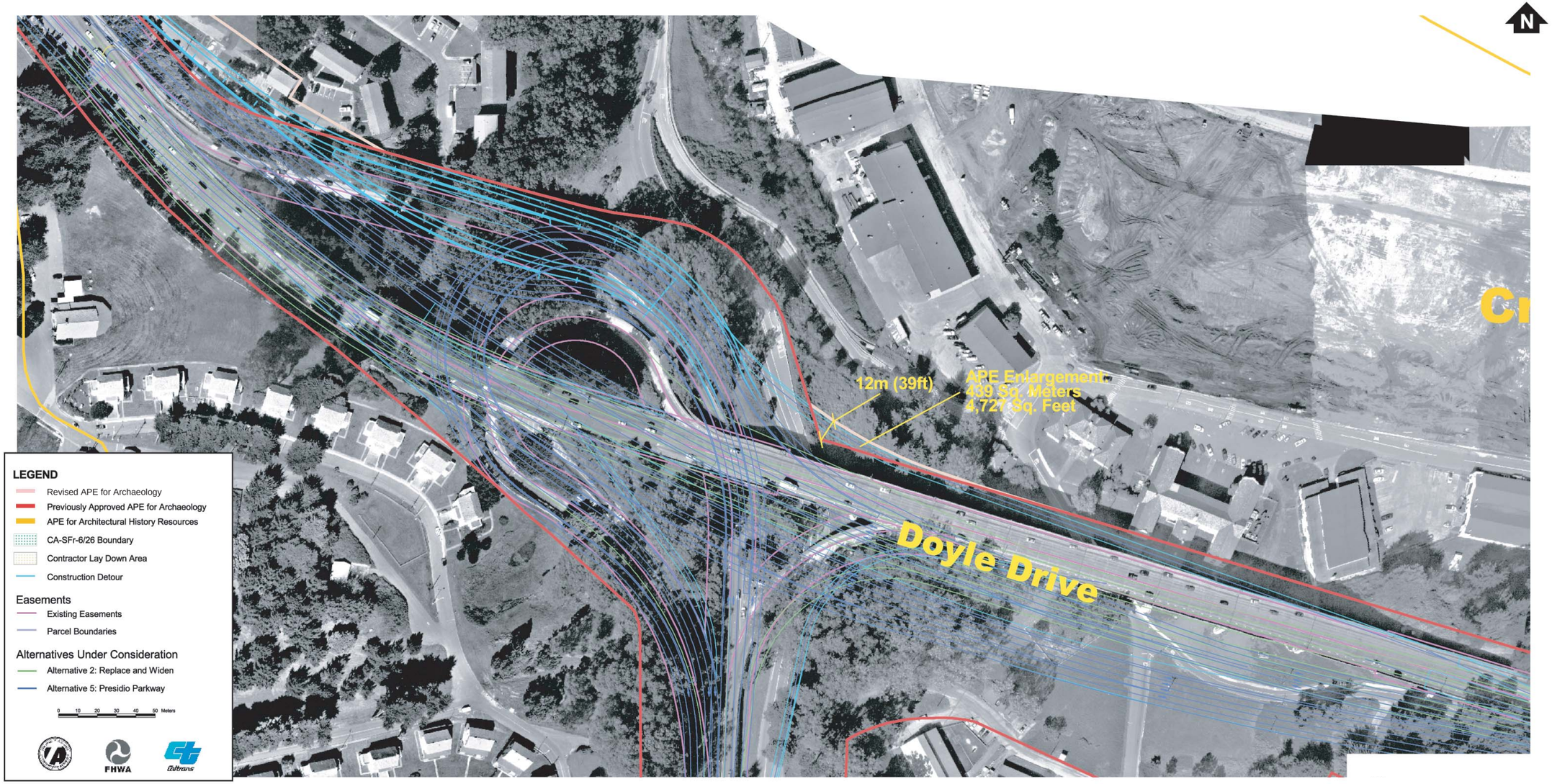


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Figure 12
Archaeological APE
Detail of Park Presidio Interchange

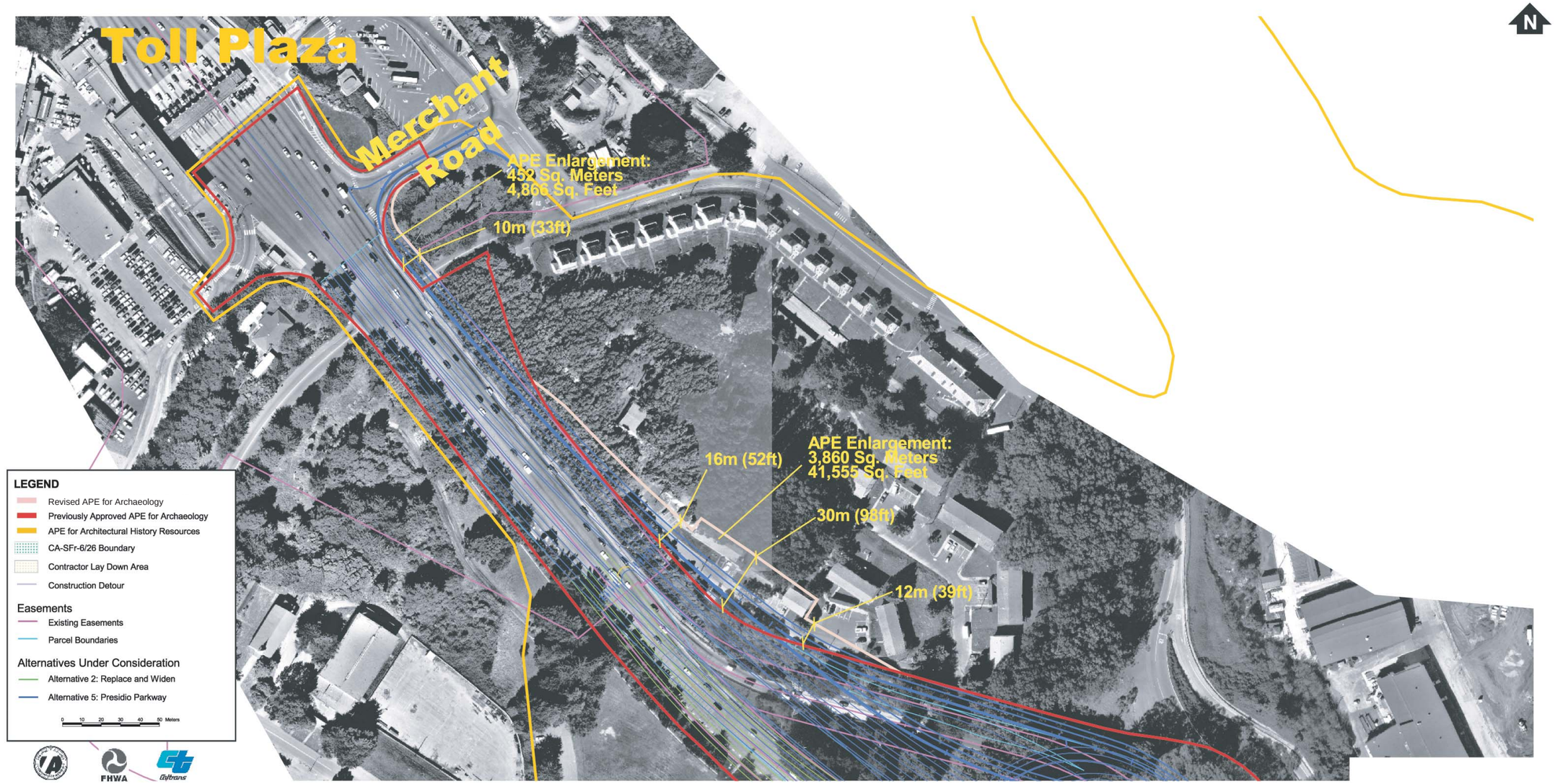

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Figure 13
Archaeological APE
Detail of Merchant Road Off-Ramp

October 25, 2004

045-48.04

Figure 14
Archaeological APE
Detail of Palace of Fine Arts

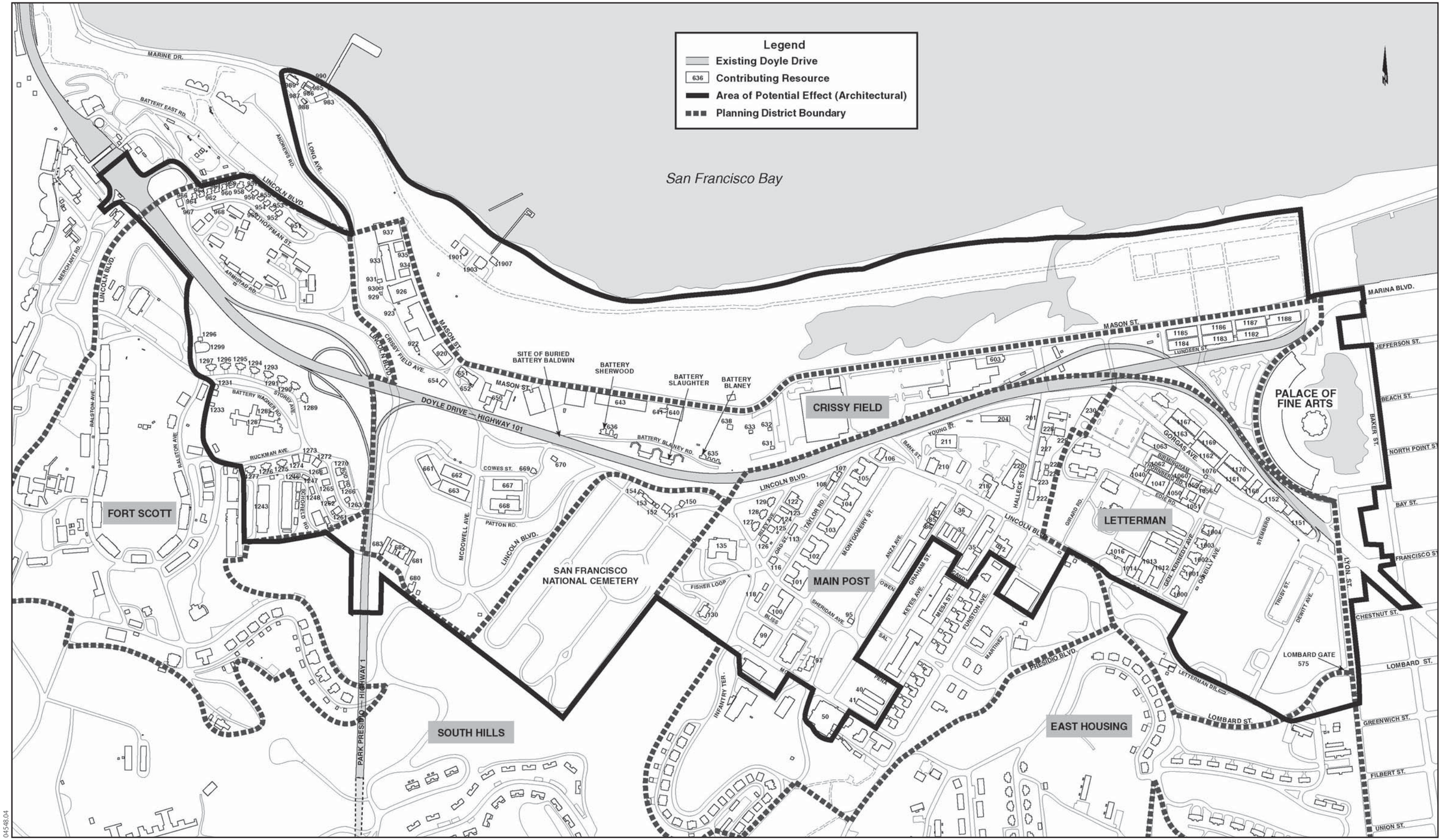
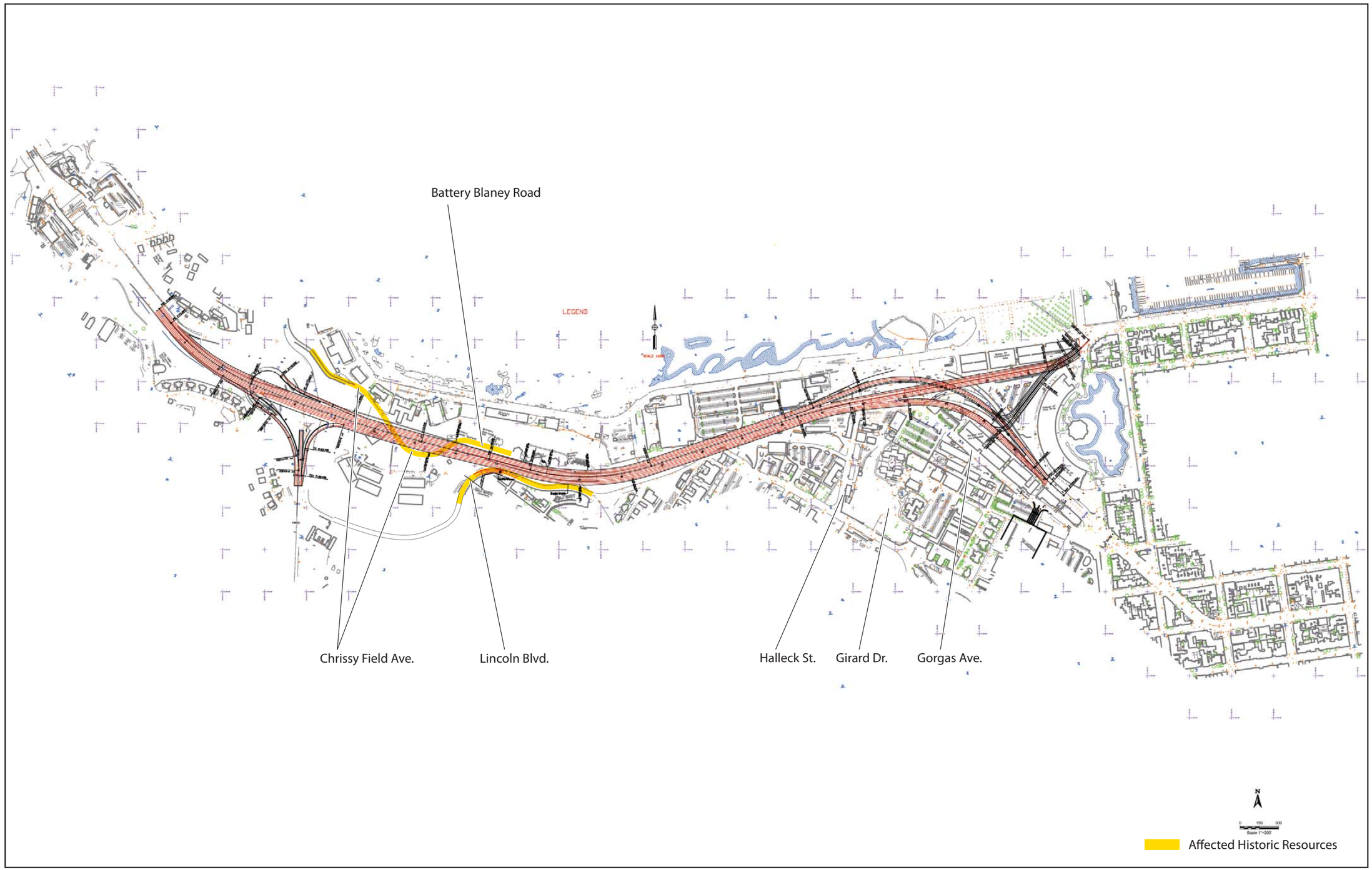


Figure 15
Planning Districts within the Presidio of San Francisco



04548.04

Figure 16a
Alternative 2—Replace and Widen – No Detour
Affected Historic Resources

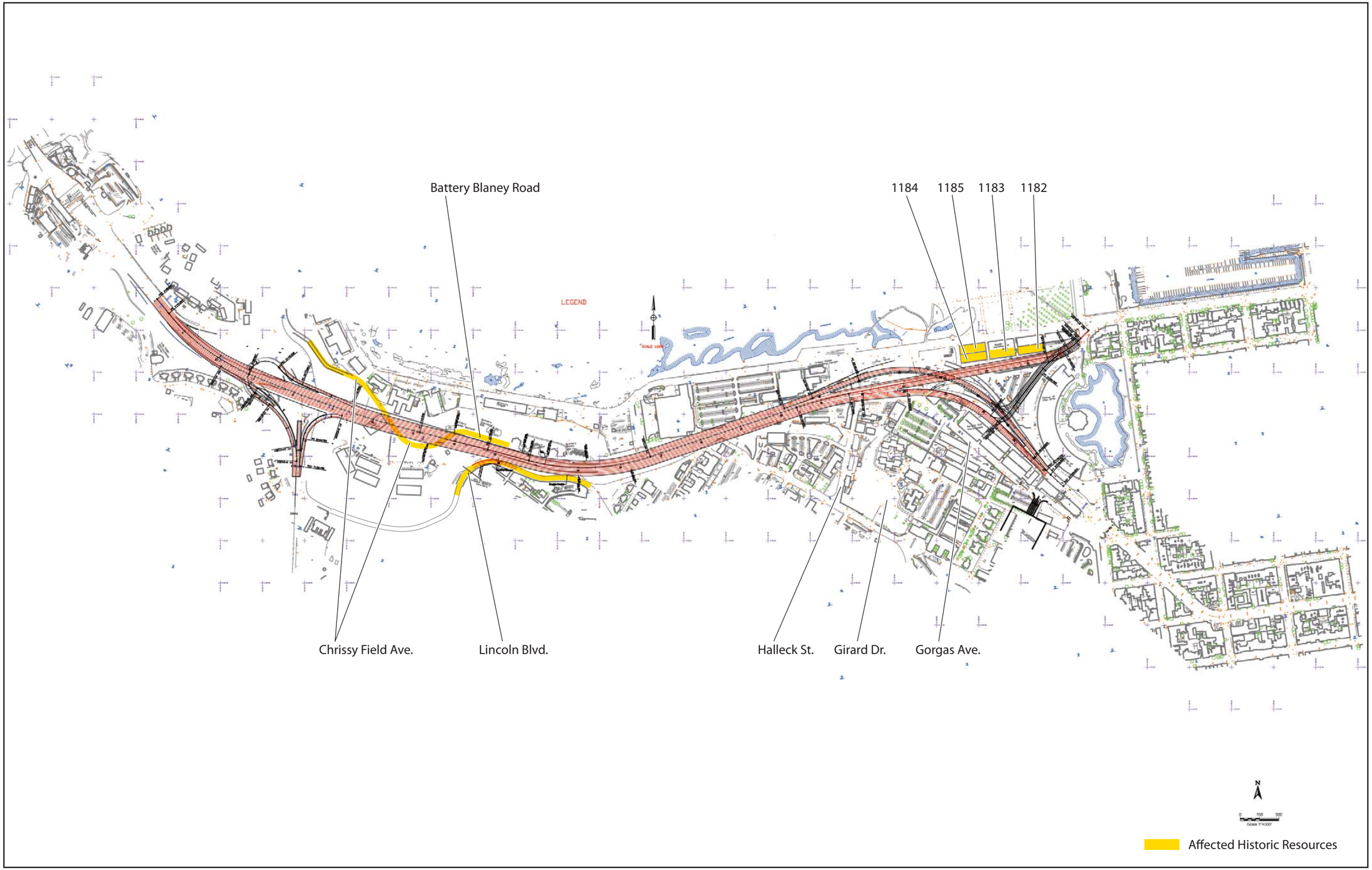


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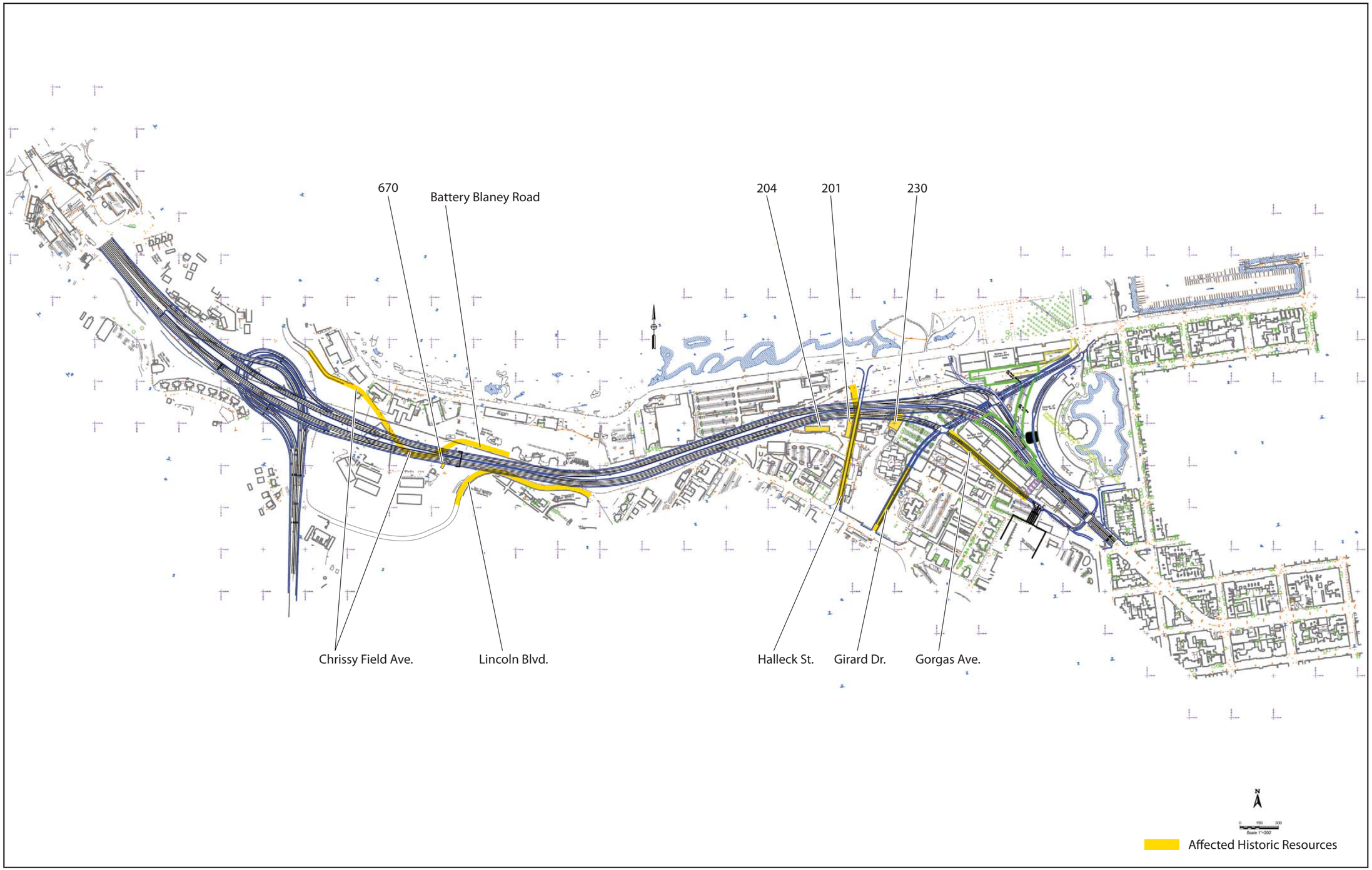
Figure 16b
Alternative 2–Replace and Widen with Detour
Affected Historic Resources



04548.04

Figure 16c
Alternative 5—Diamond Option
Affected Historic Resources

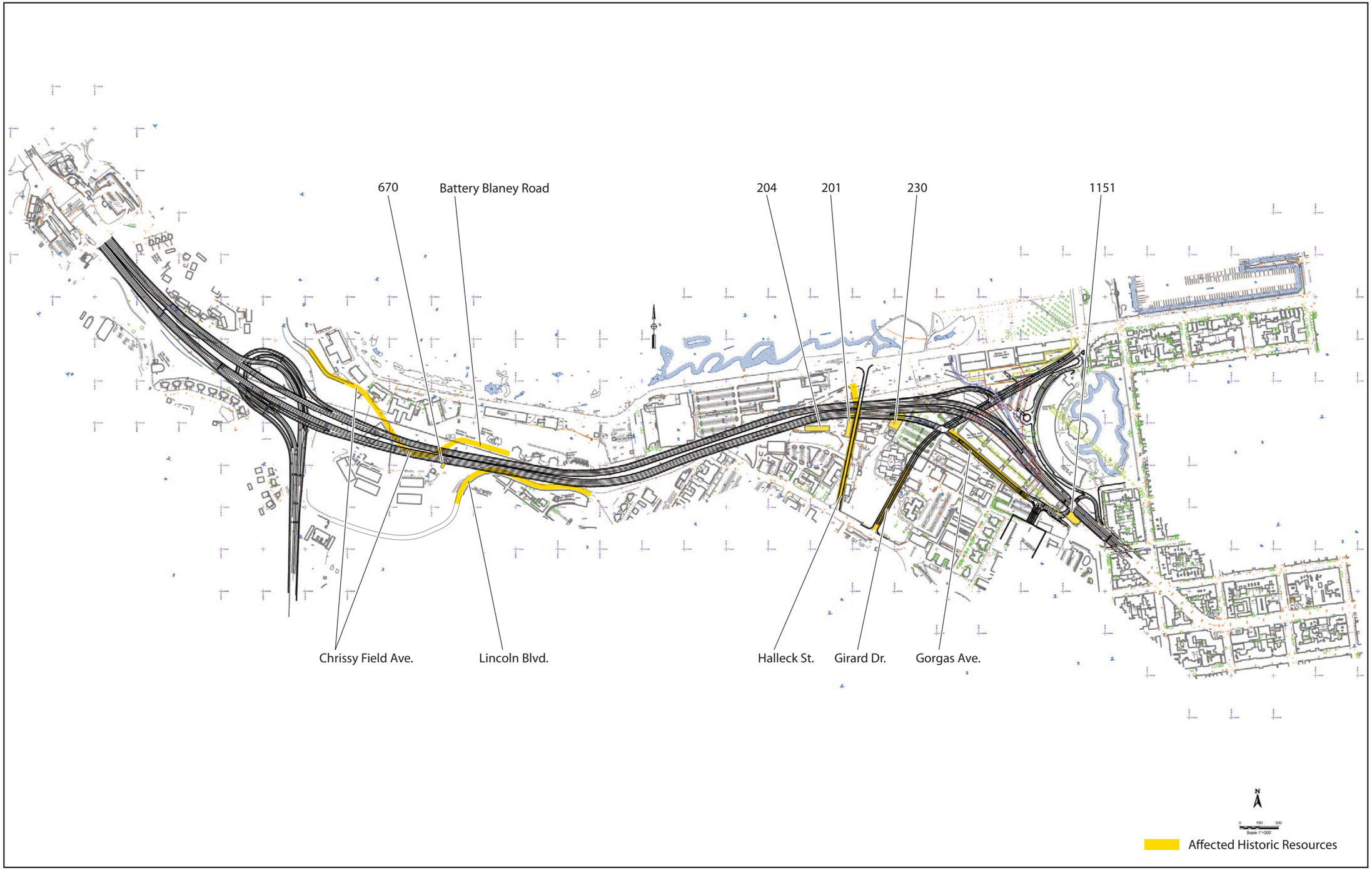


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Figure 16d
Alternative 5—Circle Drive Option
Affected Historic Resources

04548.04

Figure 17a
Storey Avenue—No Build, Looking Southeast

04548.04

Figure 17b
Storey Avenue—Alternative 2 – No Detour, Looking Southeast

04548.04

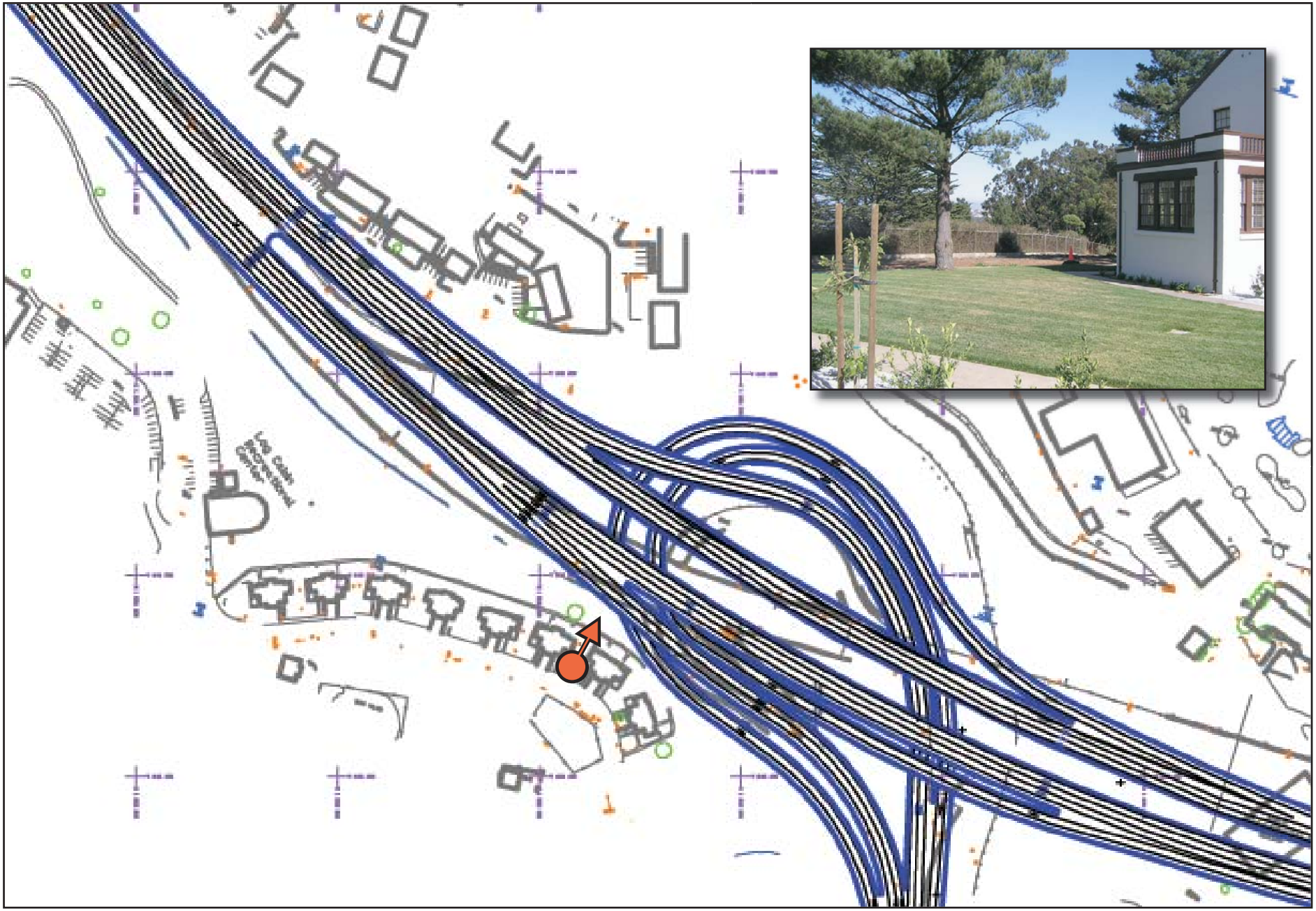
Figure 17c
Storey Avenue—Alternative 2 – with Detour, Looking Southeast

04548.04

Figure 17d
Storey Avenue—Alternative 5 – Hook Ramp, Looking Southeast

04548.04

Figure 17e
Storey Road—Alternative 5 – Merchant Road Slip Ramp, Looking Southeast



04548.04

Figure 17f

Storey Avenue—Photo and Plan Profile Graphic Alternative 5

(Alternative 2 - No Detour and With Detour - Do Not Change Alignment Closer to Residences)

04548.04

Figure 18a
Cemetery—No Build, Looking South

04548.04

Figure 18b
Cemetery—Alternative 2 – No Detour, Looking South

04548.04

Figure 18c
Cemetery—Alternative 2 – with Detour, Looking South

04548.04

Figure 18d
Cemetery—Alternative 5, Looking South

04548.04

Figure 19a
Tunnel—No Build, Looking East

04548.04

Figure 19b
Tunnel—Alternative 2 – No Detour, Looking East

04548.04

Figure 19c
Tunnel—Alternative 2 – with Detour, Looking East

04548.04

Figure 19d
Tunnel—Alternative 5, Looking East

04548.04

Figure 20a
Halleck Street—No Build, Looking South

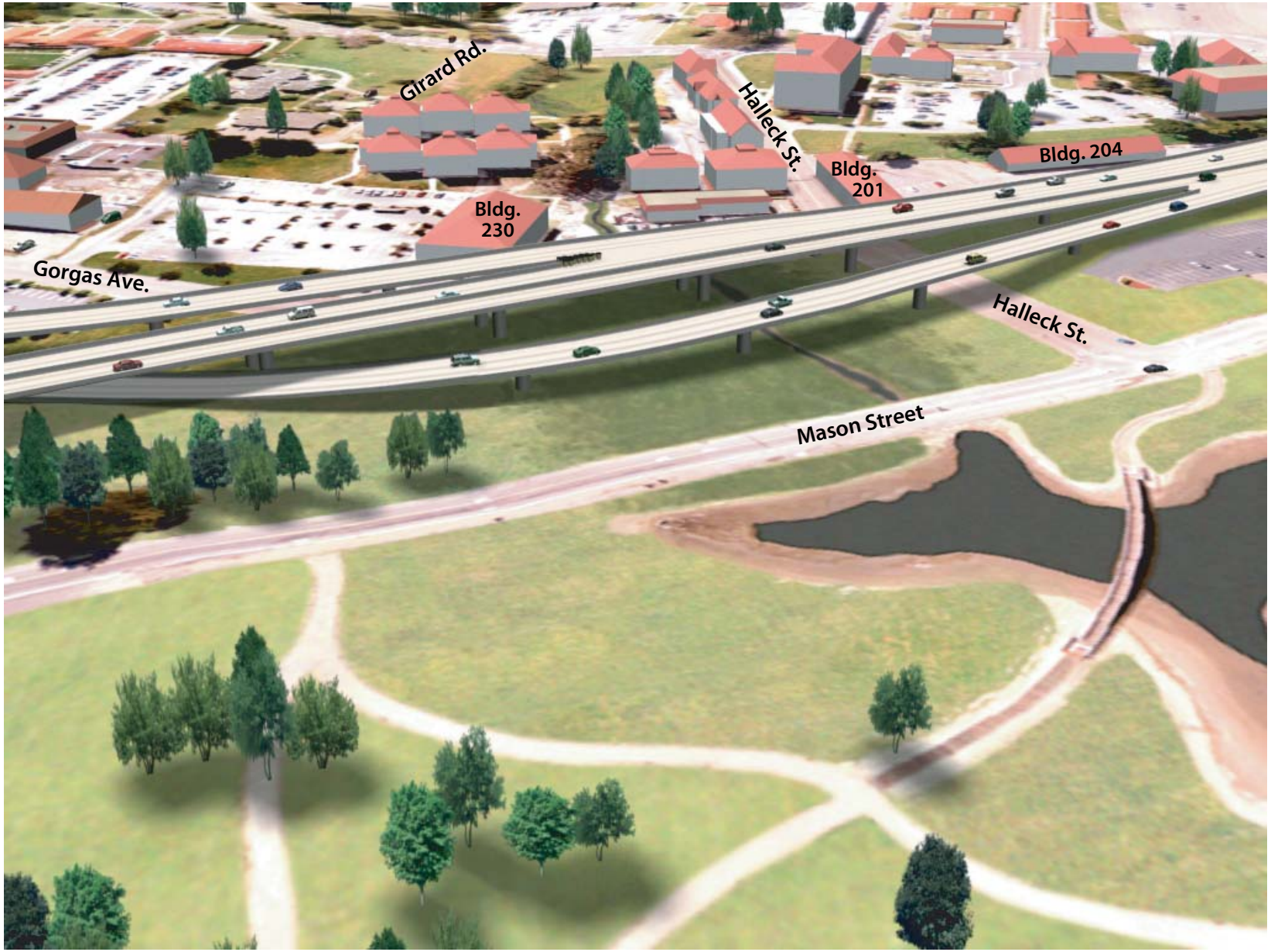


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Figure 20b
Halleck Street—Alternative 2 – No Detour, Looking South

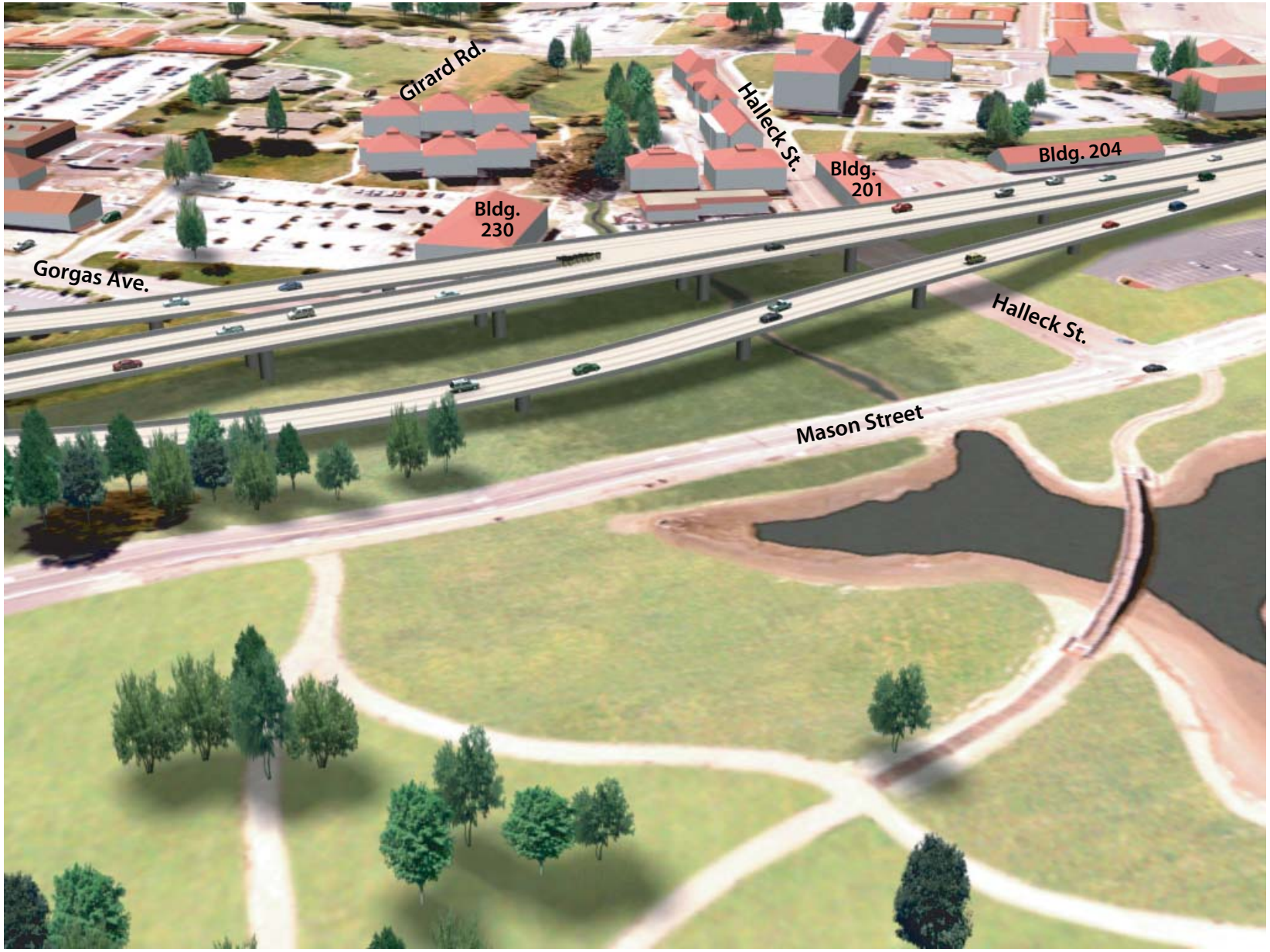

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Figure 20c
Halleck Street—Alternative 2 – with Detour, Looking South

Note absence of Buildings 201, 204, and 230 and accompanying network of streets.

04548.04

Figure 20d
Halleck Street—Alternative 5, Looking South

04548.04

Figure 21a
Girard Street/Gorgas Avenue—No Build, Looking Southwest

04548.04

Figure 21b
Girard Street/Gorgas Avenue—Alternative 2 – No Detour, Looking Southwest

04548.04 Arch Inv Rep

Figure 21c
Girard Street/Gorgas Avenue—Alternative 2 – with Detour, Looking Southwest

Note the absence of Buildings 201, 204, and 230 and changes in topography.

04548.04

Figure 21d
Girard Street/Gorgas Avenue—Alternative 5, Looking Southwest

04548.04

Figure 22a
Mason Street/Palace of Fine Arts—No Build, Looking West

04548.04

Figure 22b
Mason Street/Palace of Fine Arts—Alternative 2–No Detour, Looking West

Note the absence of warehouses 1182, 1183, 1184, and 1185.

04548.04

Figure 22c
Mason Street/Palace of Fine Arts—Alternative 2–with Detour, Looking West

Note the absence of Buildings 201, 204, and 230 and changes in topography.

04548.04

Figure 22d
Mason Street/Palace of Fine Arts—Alternative 5–Diamond, Looking West

Note the absence of Buildings 201, 204, and 230 and changes in topography.

04548.04

Figure 22e
Mason Street/Palace of Fine Arts—Alternative 5–Circle, Looking West

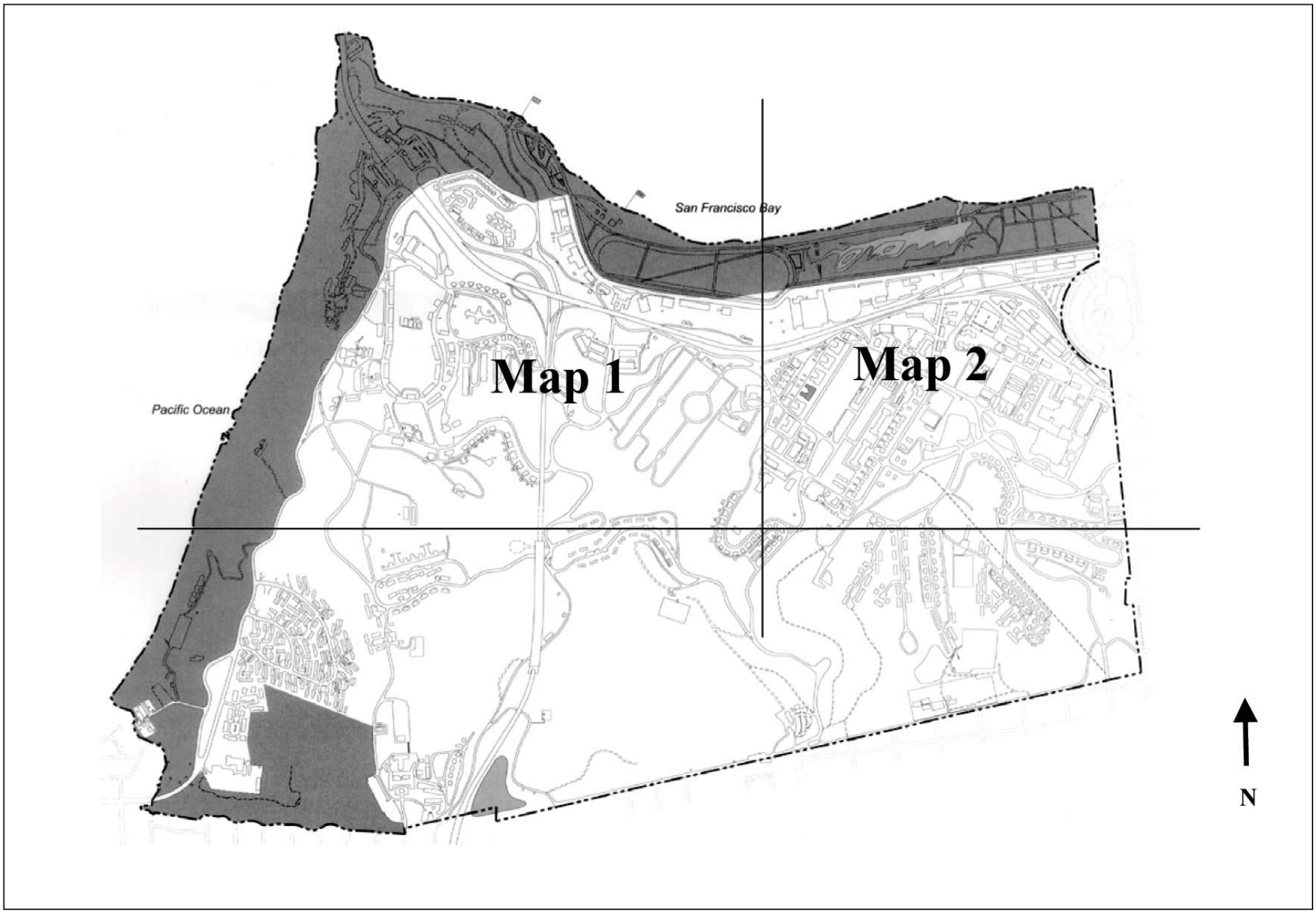

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Figure 23a
Key to Viewpoints

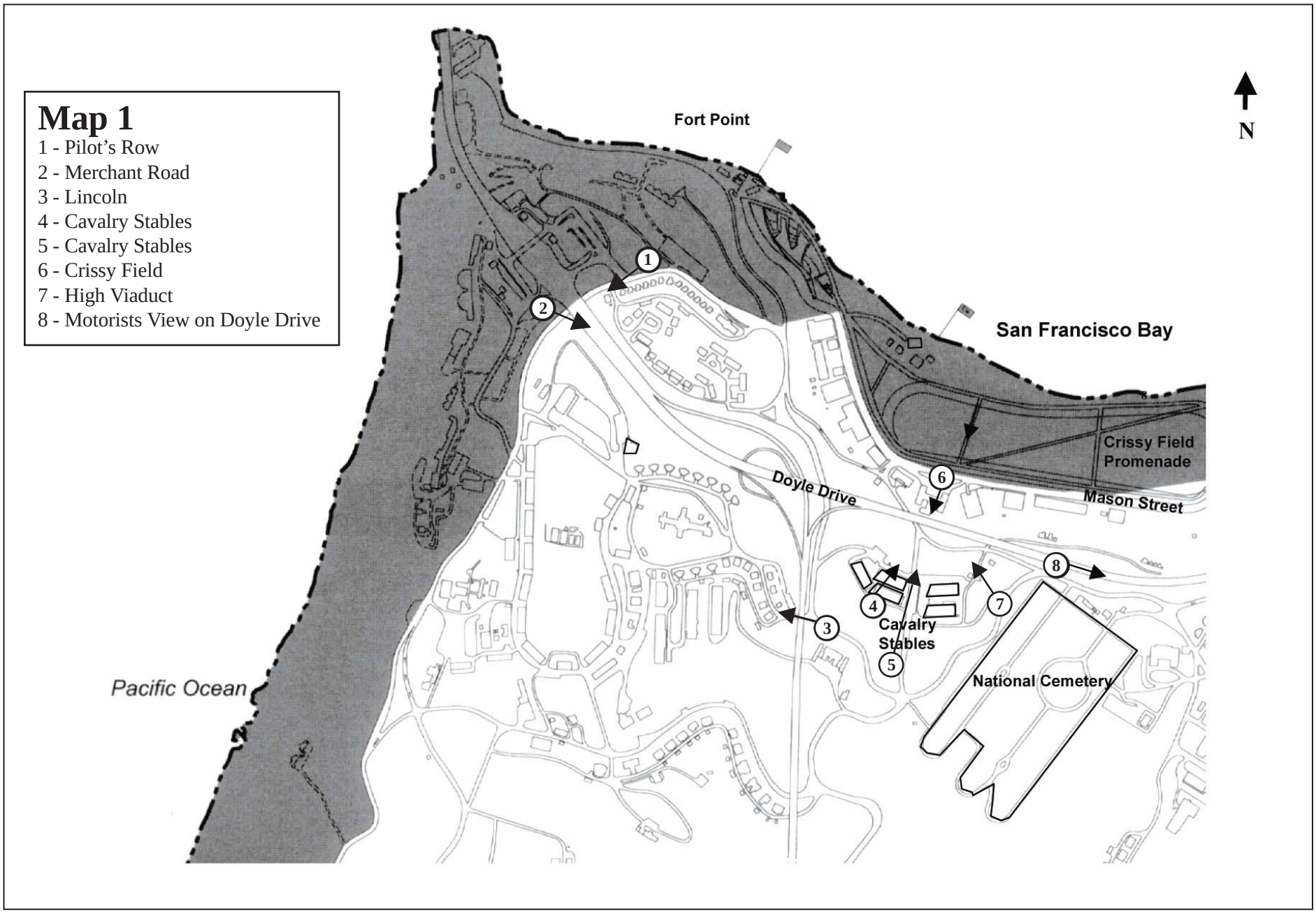

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Figure 23b
Western Section Viewpoints

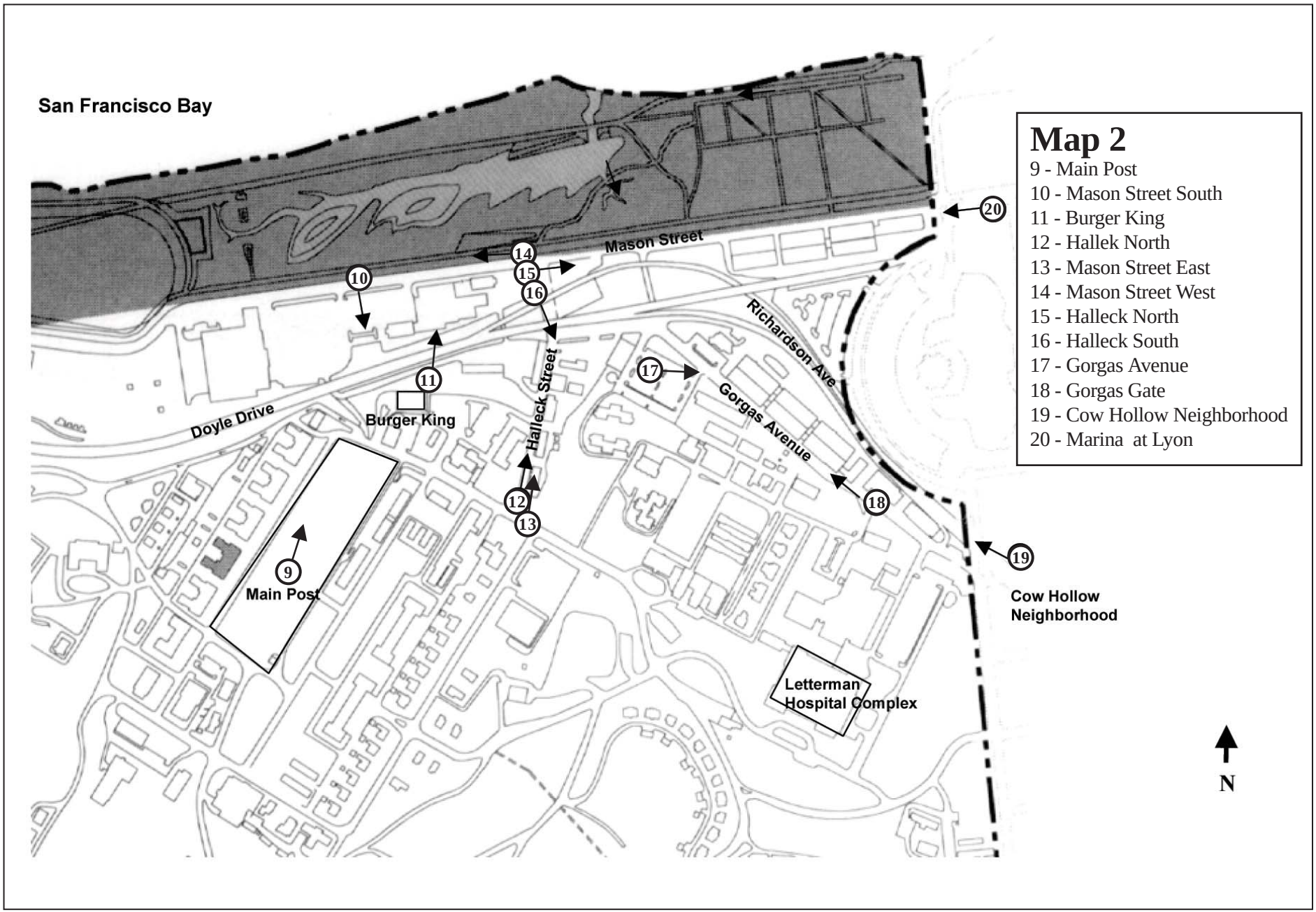


Figure 23c
Eastern Section Viewpoints

No Build

Alt 2

Alt 5 - with Merchant Road Slip Ramp

Alt 5

04548.04

Figure 23d
View 1–Pilot's Row, Facing Southwest

No Build

Alt 2

Alt 5

Alt 5 - Merchant Road Slip Ramp

04548.04

Figure 23e
View 2 – Merchant Road, Facing Northeast

No Build

Alt 2

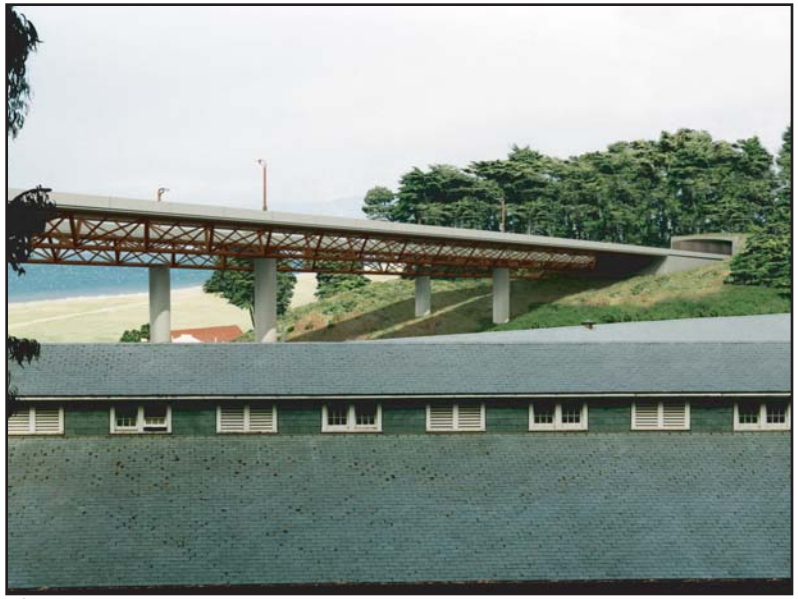
Alt 5

04548.04

Figure 23f
View 3 – Lincoln, Facing West

No Build

Alt 2



Alt 5

04548.04

Figure 23g
View 4 – Cavalry Stables, Facing North

No Build

Alt 2

Alt 5

04548.04

Figure 23h
View 5 – Cavalry Stables, Facing North

No Build

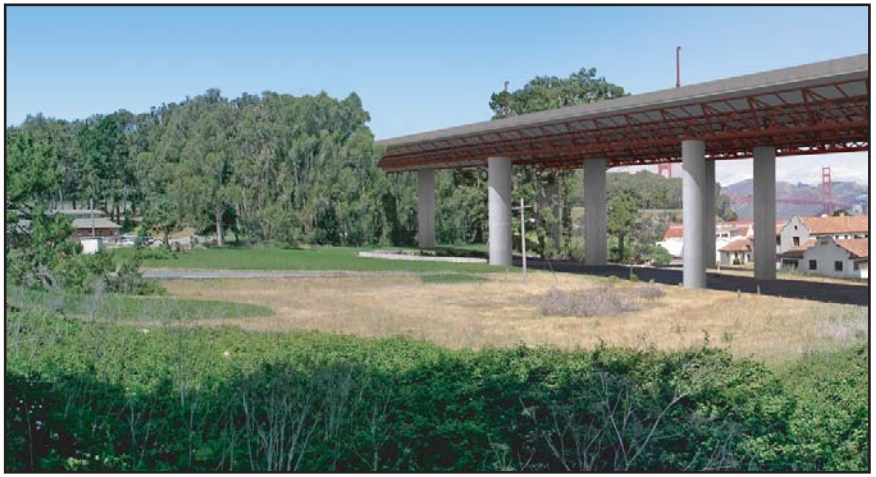
Alt 2

Alt 5

04548.04

Figure 23i
View 6 – Crissy Field, Facing South

No Build



Alt 2

Alt 5

04548.04

Figure 23j
View 7 – High Viaduct, Facing Northwest

No Build

Alt 2 - No Detour

Alt 5

04548.04

Figure 23k
View 8 – Motorist View on Doyle Drive

No Build

Alt 2 - No Detour

Alt 5

Alt 2 - with Detour

04548.04

Figure 23l
View 9 – Main Post, Facing Northeast

No Build

Alt 2 - No Detour

Alt 5: Note change in topography

Alt 2 - with Detour

04548.04

Figure 23m
View 10 – Mason Street South, Facing South

No Build

Alt 2 - No Detour

Alt 5: Note loss of Building 204 and streets

Alt 2 - With Detour

04548.04

Figure 23n
View 11 – Burger King, Facing North

No Build

Alt 5: Note loss of Building 201

Alt 2 - with Detour

04548.04

Figure 23o
View 12 – Halleck Street, Facing North

No Build

Alt 2 - No Detour

Alt 5: Note loss of Buildings 201 and 204, change in topography, and loss of road network.

Alt 2 - with Detour

04548.04

Figure 23p
View 13 – Halleck North, Facing North

No Build

Alt 2 - No Detour

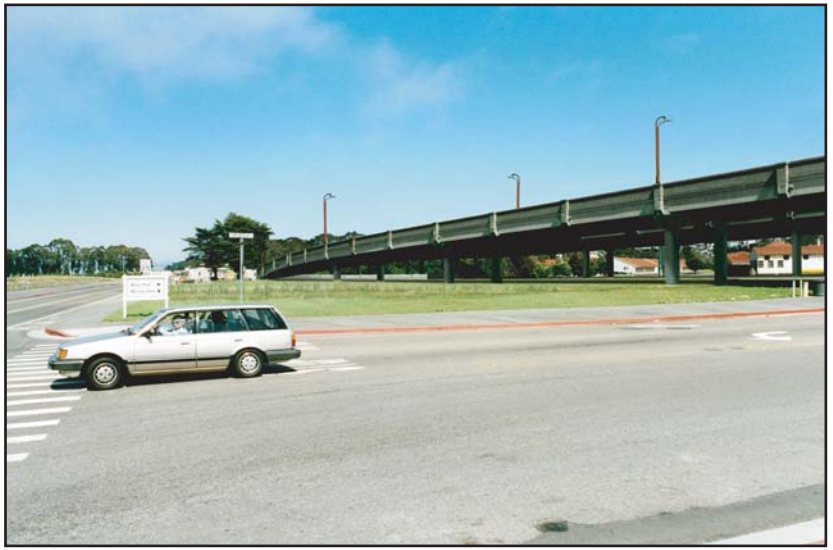
Alt 5: Note loss of buildings.

Alt 2 - with Detour

04548.04

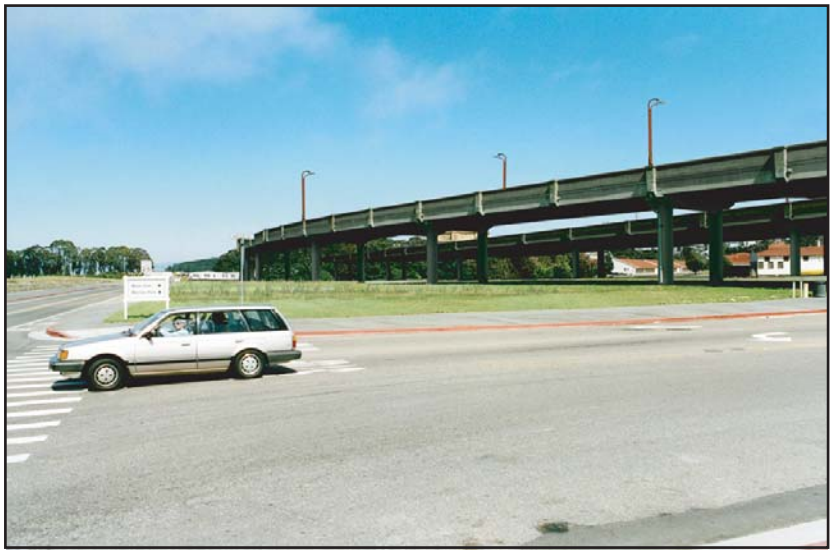
Figure 23q
View 14 – Mason Street West, Facing East

No Build



Alt 2 - No Detour

Alt 5: Note loss of street.



Alt 2 - with Detour

04548.04

Figure 23r
View 15 – Mason Street East, Facing East

No Build

Alt 2 - No Detour

Alt 5: Note loss of Buildings 201 and 230, additional greenscape, and loss of road network.

Alt 2 - with Detour

04548.04

Figure 23s
View 16 – Halleck South, Facing South

No Build

Alt 2 - No Detour

Alt 5

Alt 2 - with Detour

04548.04

Figure 23t
View 17 – Gorgas Avenue, Facing Northwest

No Build

Alt 2 - No Detour

Alt 5 - Note Absence of Building 230 at Left

04548.04

Figure 23u
View 18 – Gorgas Avenue, Facing Northwest

No Build

Alt 2

Alt 5 - Circle Building 1151 has been removed.

Alt 5 - Diamond

04548.04

Figure 23v

View 19 – Cow Hollow Neighborhood: Richardson Avenue, Facing Northwest

No Build

Alt 2

Alt 5

04548.04

Figure 23w
View 20 – Marina at Lyon, Facing Southeast

Figure 24
Replace and Widen Alternative: Temporary Detours in Vicinity of CA-SFr-6/26

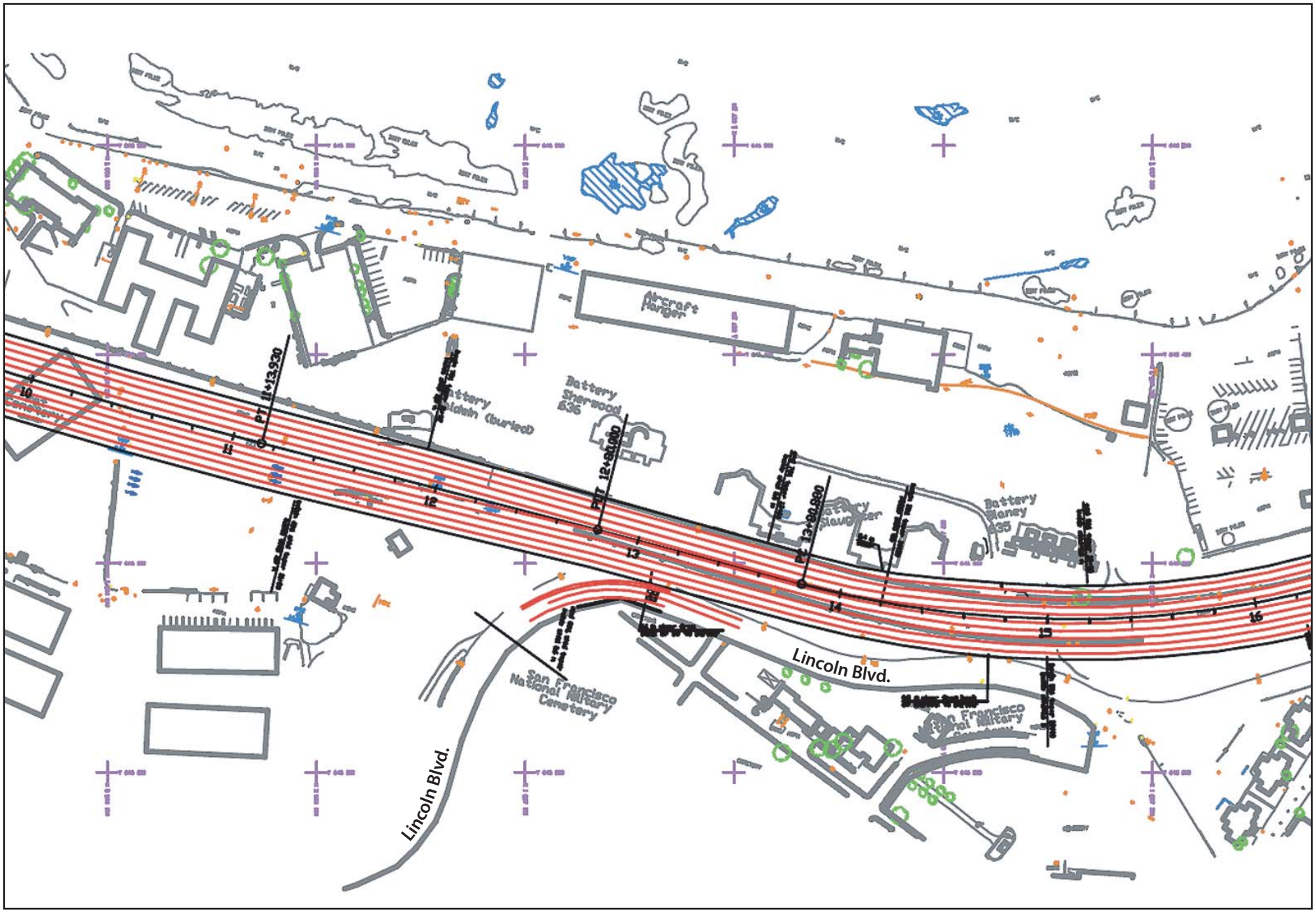


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Figure 25
Alternative 2 – Replace and Widen
Vicinity of Batteries and Lincoln Boulevard

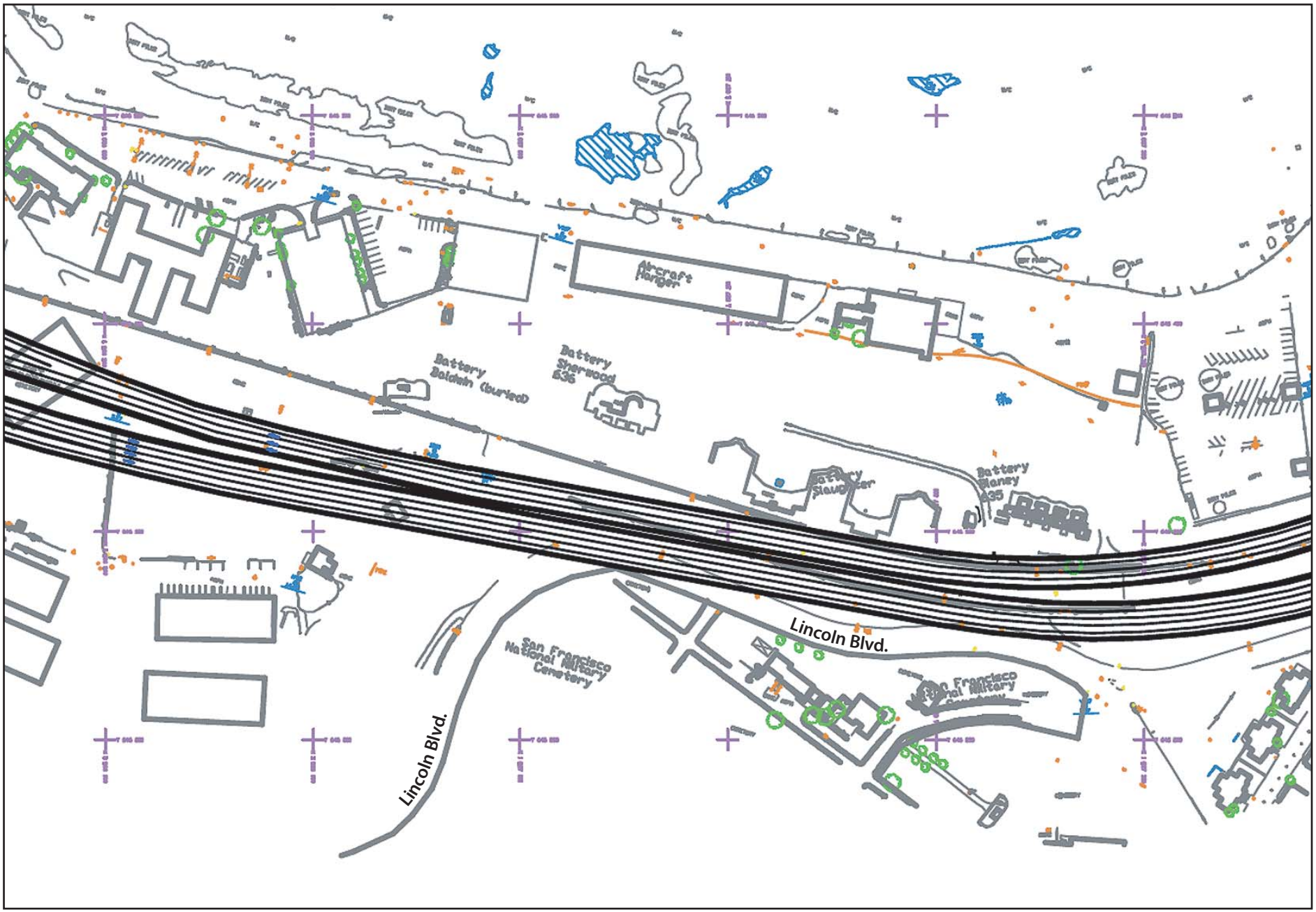

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Figure 26
Alternative 5 – Vicinity of Batteries and Lincoln Boulevard

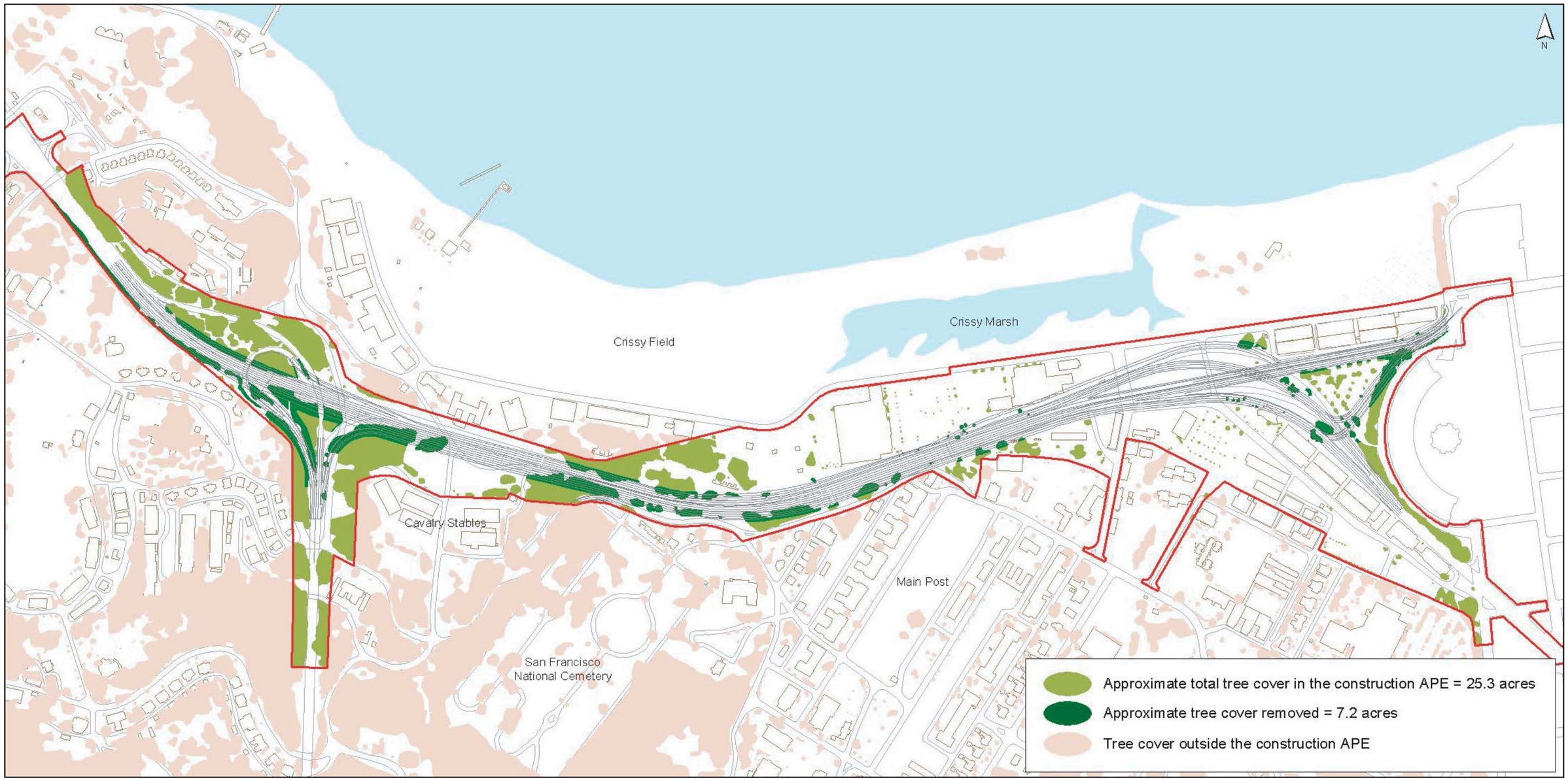


Figure 27
Location of Tree Removal under
Alternative 2—Replace and Widen – No Detour

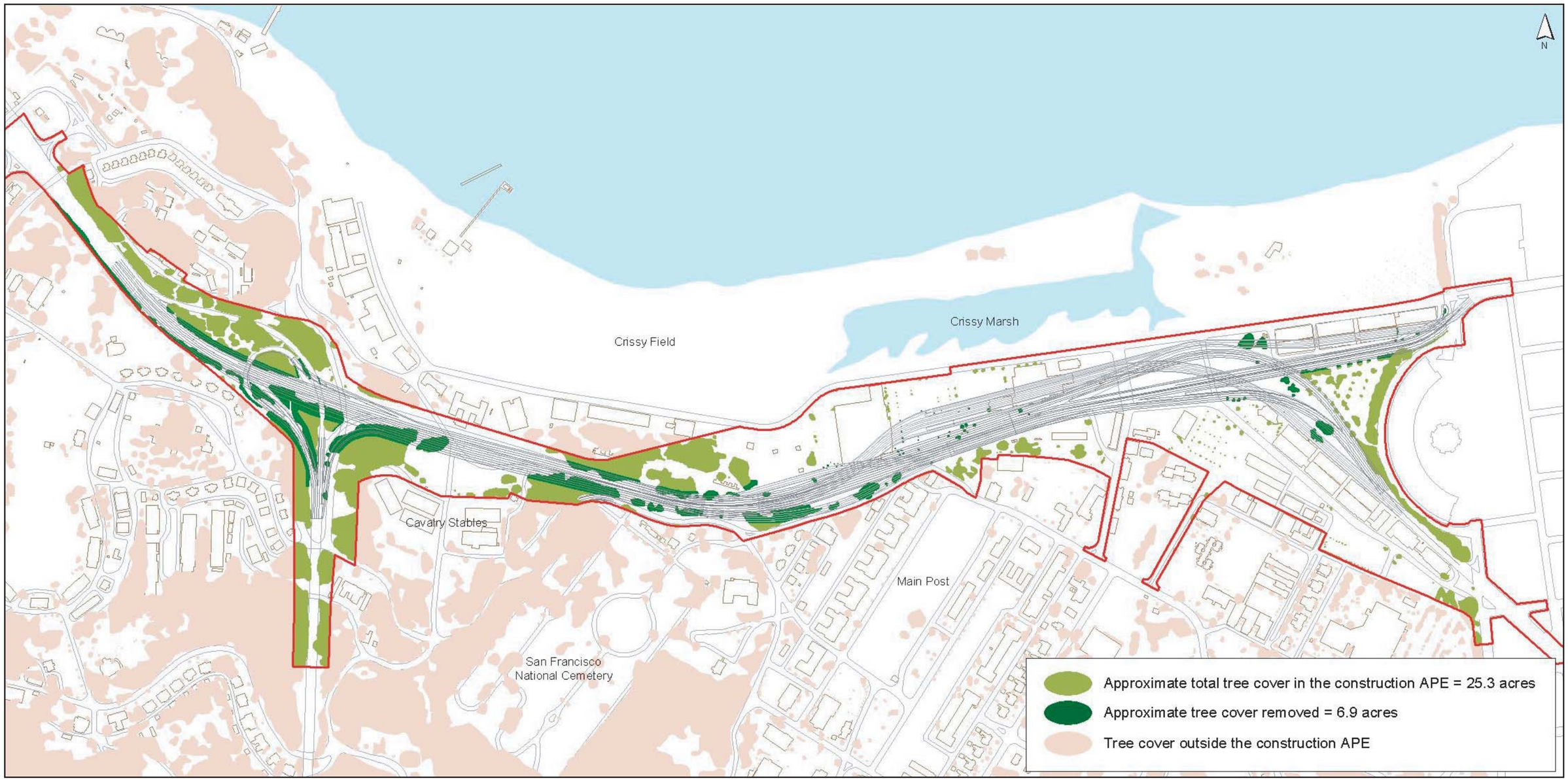


Figure 28
Location of Tree Removal under
Alternative 2—Replace and Widen – with Detour

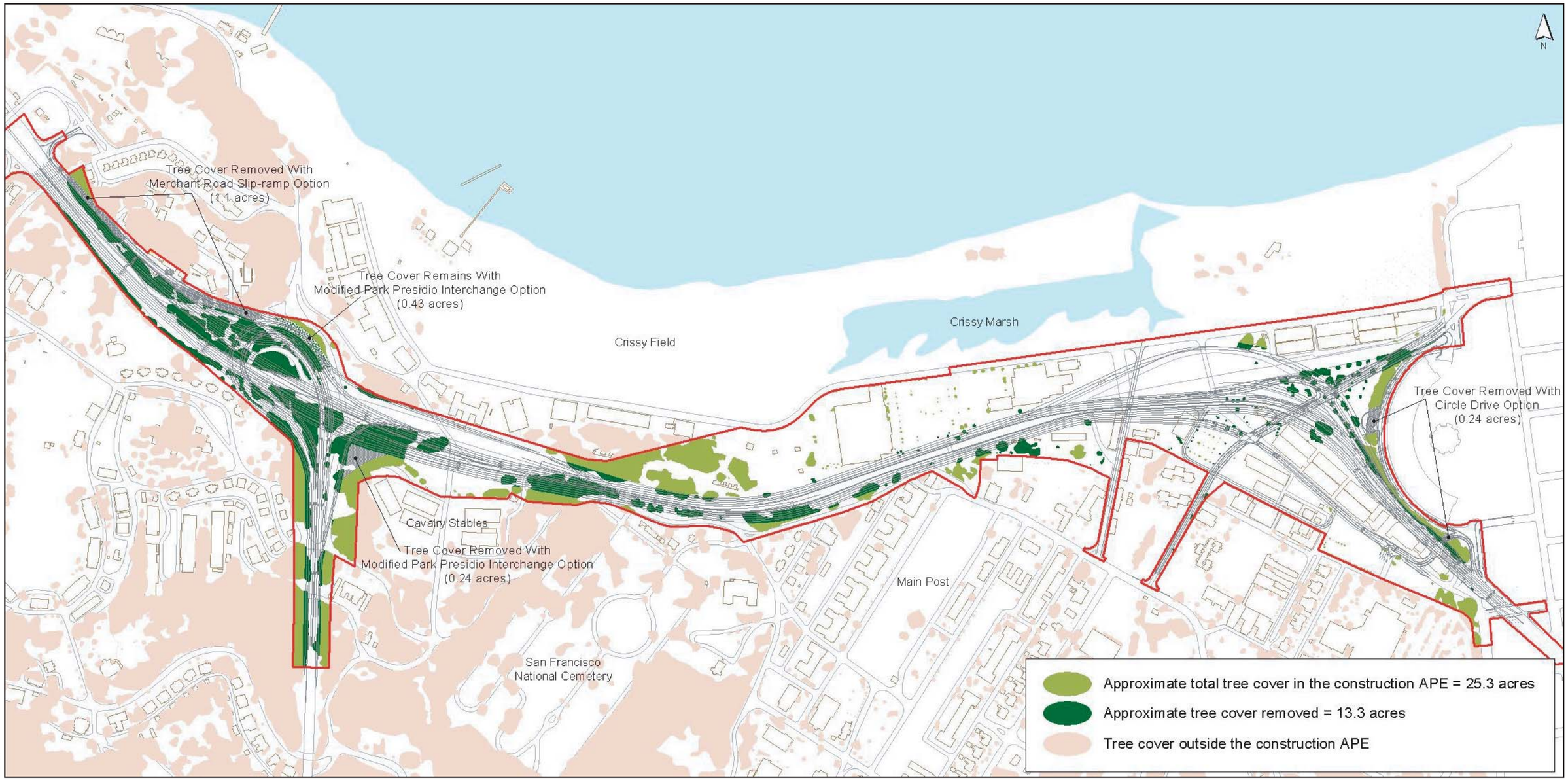


Figure 29
Location of Tree Removal under Alternative 5

APPENDIX B

Public Outreach

Please refer to the Historic Properties Survey Report (Jones & Stokes 2002) for previous letters and correspondence. Native American correspondence can be found in Attachment F of the Native American Consultation (Albion 2002)

Examples of Public Outreach Materials

MAJOR CAPITAL PROJECTS

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE - DOYLE DRIVE
Transit Improvements

San Francisco County Transportation Authority

100 Van Ness Avenue, 25th Floor
San Francisco, California 94102
415.522.4800 415.522.4829
info@sfcta.org
www.sfcta.org

PRESERVING TRANSIT ACCESS TO GOLDEN GATE BRIDGE

New South Access preserves a vital transit link, eliminates dangerous operating conditions and enables direct transit access to the Presidio.

Currently 18,000 transit riders use the South Access to the Golden Gate Bridge each day making Doyle Drive one of the most vital links in the region's transit network. Golden Gate Transit (GGT) and Muni operate a total of 764 bus trips along the South Access each weekday. Visitors to San Francisco, the Golden Gate Bridge and the Presidio swell ridership on weekends and holidays along this key transit route.

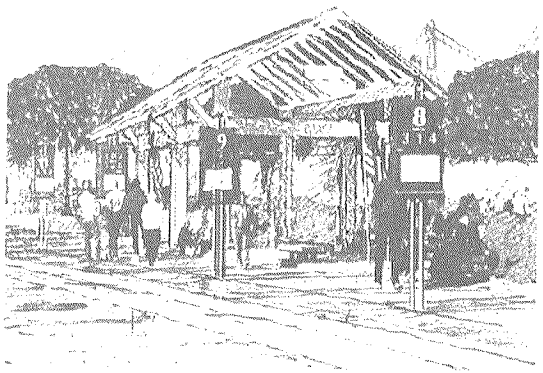
The existing Doyle Drive has been ranked by the Federal Highway Administration as the fifth worst bridge in the nation and the worst in California. In addition to the seismic threat, including the possibility of structural failure through liquefaction of the soil at the east end, the lack of shoulders and the absence of a dividing median create dangerous operating conditions for buses. The loss of Doyle Drive through either catastrophic failure or continuing deterioration would force transit riders crossing the Golden Gate Bridge onto Park Presidio Boulevard, the only other link to the southern end of the bridge. Transit travel times on Park Presidio and Merchant Road could increase to over sixty minutes, leading to a major loss of transit ridership. The new South Access will preserve a vital transit link, eliminating dangerous operating conditions and enabling direct transit access to the Presidio.

New Design Improves Bus Operations and Transit Safety

Transit vehicles must now negotiate narrow lanes and buses going into the Presidio must compete with automobiles going into the city and using the same exit lanes. The new design will include an auxiliary lane providing direct bus access to the Presidio and greatly facilitating bus movement from the South Access onto Richardson Boulevard or directly into the Presidio.

PRESIDIO TRANSIT PLAZA BECOMES A KEY PROJECT FEATURE

The new Transit Plaza will be designed with architectural features that provide a pleasant environment and a sense of place. New bus pullouts will be provided near the future main Presidio access along Girard Road. The Transit Plaza will be located within convenient walking distance of the Letterman Digital Arts complex, the proposed Thornberg development and the Main Post area. Easy access to transit facilities will help promote business and employment opportunities in what is planned to be the most densely developed area of the Presidio. The centralized bus pullouts will allow for safe and efficient bus loading and unloading without interrupting traffic flow in the corridor. The pullouts will be approximately 240 feet long to allow joint use of these new transit facilities by all transit providers serving the Presidio: Muni, Golden Gate Transit and the Presidio Shuttle. Landscaping and pedestrian treatments will provide well-lit, accessible and safe waiting areas for transit riders.



PROVISION FOR BUS RAPID TRANSIT OR CARPOOL LANES

Bus Rapid Transit, BRT, is an effective and economical approach to transit. Operating either on an exclusive lane with signal preemption or priority, BRT service from Marin County into San Francisco is an option being explored by transit planners. The South Access Project design specifically allows for dedication of lanes for high-occupancy vehicles or for BRT. When Route 101 and the Golden Gate Bridge are configured for BRT or carpool lanes, South Access, Doyle Drive, will be able to accommodate the proposed improvements and support the creation of an uninterrupted network.

TRANSIT FEATURES INCLUDED WITHIN SOUTH ACCESS ALTERNATIVES

Direct Marina Access – All alternatives that provide direct access from Doyle Drive to Marina Boulevard would include the following transit enhancements:

- A pullout for up to four buses on Doyle Drive in the westbound direction at the Palace of Fine Arts before Girard Road and Marina Boulevard
- A pullout for up to four buses on Gorgas Avenue in the eastbound direction opposite Buildings 1162 and 1161 (Gorgas Avenue warehouses)
- A bus lane on Girard Road in the southbound direction between Gorgas Avenue and Doyle Drive and/or eastbound access roads to and from Doyle Drive
- Provisions for extension of Muni rail service from the Marina into the Presidio via Old Mason and Halleck Streets.

Signalized Marina Connector – All alternatives that grade separate Girard Road would include the following transit enhancements:

- A pullout for up to four buses on the westbound Doyle Drive off-ramp at the Palace of Fine Arts before Girard Road and Marina Boulevard
- A pullout for up to four buses on Gorgas Avenue in the eastbound direction opposite Buildings 1162 and 1161 (Gorgas Avenue warehouses)
- A bus lane on Girard Road in the southbound direction between Gorgas Avenue and the westbound Doyle Drive ramps
- Provisions for extension of Muni rail service from the Marina into the Presidio via Girard Road.

TRANSIT WORKING GROUP IDENTIFIES NEEDED TRANSIT ENHANCEMENTS

Transit Enhancements to Serve Presidio Workers and Visitors

A Transit Technical Subcommittee has advised the Authority on ways to expand and improve transit service as part of the South Access Environmental Design Study. Led by the Presidio Trust, the Transit Technical Subcommittee included representatives from Muni, Golden Gate Transit, the Authority, the Presidio Trust and the National Park Service. The Transit Technical Subcommittee developed goals and objectives for transit improvements and reviewed proposed transit enhancements.

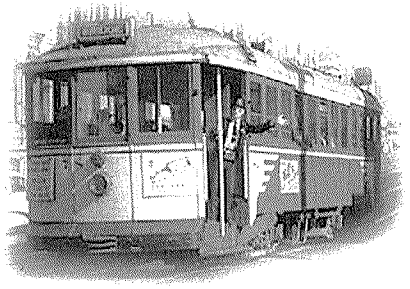
Expanded transit service to serve anticipated demand growth in the Presidio is a major goal, especially near the Letterman Digital Arts Center and Main Post facilities. Additionally, the transit working group advocated improvements in patron safety, reduced trip times and improvements in transit stop amenities. The proposed transit improvements would allow transit vehicles safe and unrestricted movements with efficient and seamless pedestrian staging and loading.

The working group recommended a "Load and Go" transfer facility since the Presidio is not an end point for many of the bus routes. The high frequency of buses on these routes means a short wait or timed transfers among Muni, Golden Gate Transit and the Presidio shuttles. This new transfer facility is being designed as a pleasant Transit Plaza offering shelter and comfort for transit riders.

F-LINE OR OTHER TRANSIT EXTENSION INTO THE PRESIDIO REQUIRES NEW SOUTH ACCESS PROJECT

Rail Service Beyond Crissy Field Likely Only With New South Access Project

The South Access Project anticipates and accommodates future transit improvements now being considered. Strong interest has been expressed in extending Muni's F- or E-Line trolley service into the Presidio. Because of the current arrangement of ramps and the complex five-way intersection at Old Mason Street and Marina Boulevard, extending rail service beyond Crissy Field is not likely to be feasible. The New South Access Project removes these constraints and accommodates extension of light rail service beyond Crissy Field and into the Presidio.



Depending on the specific build alternative the anticipated light rail alignment uses Girard Road or Halleck Street. The transit improvements for each alternative are summarized in the box to the left.

Extending Rail Service to the Golden Gate Bridge

Small changes in the alignment of the South Access make a big difference. In addition to creating dramatic views of the Golden Gate Bridge and the Palace of Fine Arts for travelers, the new alignment frees right-of-way that can accommodate a light rail or historic streetcar connection to the Golden Gate Bridge. Presidio and Bridge officials must concur with such a rail extension. From a station located at the Presidio Transit Plaza, the new line can extend parallel to the South Access and into the visitors' area at the Golden Gate Bridge. It is not at all clear how such an extension could work without the new South Access Project.

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE - DOYLE DRIVE FACTSHEET

Update on Project Alternatives

February 2004

San Francisco County Transportation Authority

100 Van Ness Avenue, 25th Floor
San Francisco, California 94102
t. 415.522.4800
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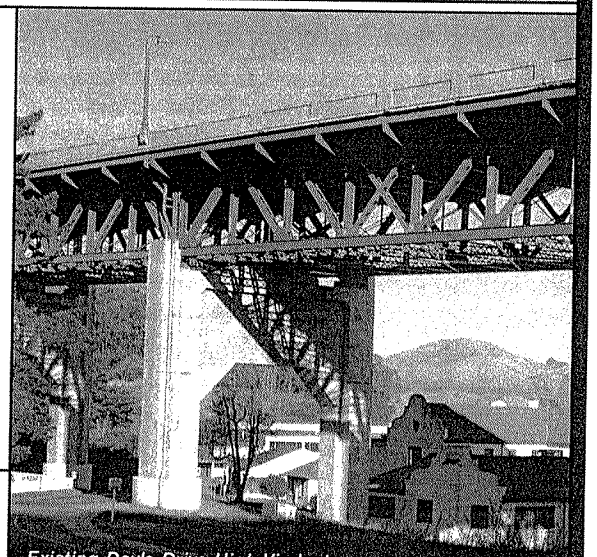
PROJECT OVERVIEW

DOYLE DRIVE SERVES AS THE SOUTHERN APPROACH TO THE GOLDEN GATE BRIDGE, winding 1 1/2 miles through the San Francisco's Presidio National Park. The San Francisco County Transportation Authority, the Federal Highway Administration and the California Department of Transportation are conducting engineering studies and preparing a joint state and federal document, the Draft Environmental Impact Statement/Environmental Impact Report (DEIS/DEIR), to evaluate design alternatives for replacing Doyle Drive. The purpose of the project is to improve the seismic, structural, and traffic safety of the roadway within the setting and context of the Presidio of San Francisco. Originally constructed in 1936 with narrow lanes, no median, and no shoulders, Doyle Drive is approaching the end of its useful life. Structural degradation caused by age, heavy traffic, and exposure to salty air could lead to loss of the facility.



Existing Doyle Drive High Viaduct

PROJECT UPDATE

The San Francisco County Transportation Authority (the Authority), the Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans) are overseeing preliminary engineering and preparation of a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the replacement of the South Access to the Golden Gate Bridge, Doyle Drive. These agencies are working closely with other cooperating agencies and a citizens advisory committee to refine and analyze alternatives selected during the scoping and screening phase of the project. The Authority's consultant completed an Administrative Draft Environmental Impact Statement/Environmental Impact Report (ADEIS/ADEIR) late last year. This draft identified four primary project alternatives and two design options described on the the back of this page.

Over the past 12 months, the Authority, FHWA, and Caltrans have jointly overseen a comprehensive review of this work by cooperating agencies. Subsequent to the review of the ADEIS/ADEIR, an additional alternative was brought forward and a feasibility study conducted. As a result of that study, completed in October 2003, a new alternative, the Presidio Parkway Alternative, was added to the list of existing alternatives for more detailed study.

The Parkway, Alternative 5, calls for construction of two short and shallow tunnels connected by a landscaped parkway rather than the longer and deeper single tunnels specified in Alternatives 3 and 4. The feasibility study revealed that the Parkway has fewer potential impacts and a significantly lower cost than the single tunnel alternatives. Supported by a recommendation from the Doyle Drive Citizens Advisory Committee, the Authority and other lead and cooperating agencies have concluded that Alternatives 3 and 4 should be removed from further consideration within the EIS/EIR and efforts should now focus on the three remaining alternatives: Alternative 1 - No-Build; Alternative 2 - Replace and Widen; and Alternative 5 – Presidio Parkway.

The Authority, FHWA and Caltrans are hosting a public meeting on February 23, 2004 to discuss project plans and invite public comment on the elimination of project alternatives. Project staff members are also available to meet with neighborhood or other groups to provide project information and receive comments.

The alternatives studied in the EIS/EIR will evaluate project impacts in the following areas:

- air quality
- archaeology
- historic resources
- biological resources
- environmental justice
- community impacts
- land use
- energy consumption
- floodplains
- pedestrian and bicycle facilities
- hazardous materials
- hydrology and geology
- wetlands
- noise and vibration
- traffic and transit operations
- aesthetics and views
- water quality

OVERVIEW OF PROJECT ALTERNATIVES

No-Build (ALTERNATIVE 1)

The No-Build Alternative consists of retaining the existing Doyle Drive with no major improvements to the facility. It provides the baseline for existing environmental conditions and future travel conditions against which all other alternatives are compared.

Retrofit and Widening (ALTERNATIVE 2)

This alternative replaces the existing Doyle Drive with wider structures in the same location to provide the most current seismic, structural and traffic design standards possible to maximize safety of the facility while minimizing the affects to the Presidio.

Short Tunnel (ALTERNATIVES 3A AND 3B)

Provisionally eliminated from further study

Both versions of this alternative provide a tunnel under Halleck Street - 3a includes a direct Marina access option while 3b includes a signalized Marina access option. Construction would involve a temporary detour facility north of existing Doyle Drive.

Long Tunnel (ALTERNATIVES 4A AND 4B)

Provisionally eliminated from further study

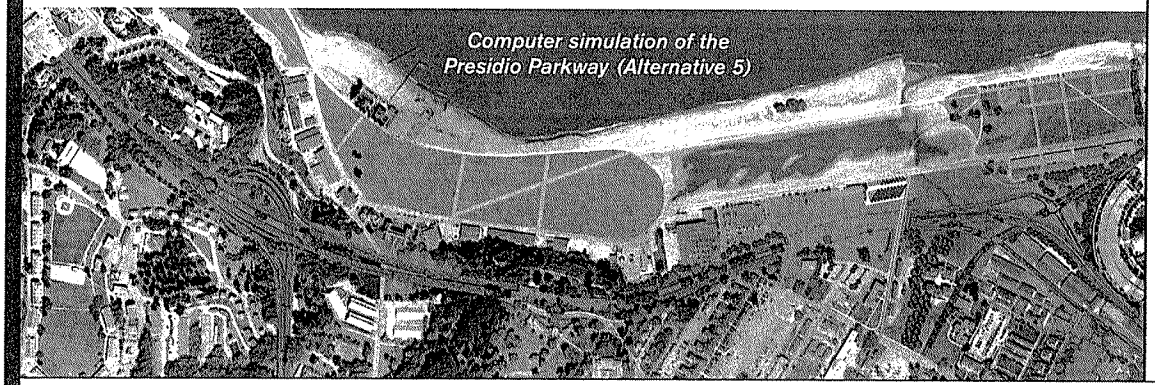
Both versions of this alternative provide elevated crossing over Halleck Street - 4a includes a direct Marina access option while 4b includes a signalized Marina access option. Construction would involve a temporary detour facility north of existing Doyle Drive.

Presidio Parkway (ALTERNATIVE 5)

The Presidio Parkway alternative combines a high-viaduct with two short cut-and-cover tunnels and an open depressed causeway over a depressed Girard Road.

Characteristics common to Alternatives 3a, 3b, 4a, 4b and 5

- Replaces Doyle Drive with a new six-lane facility and an eastbound auxiliary lane between the Park Presidio interchange and new Presidio access
- Roadway has a fixed median barrier wall and shoulders
- Provides direct access to and from the Presidio



Computer simulation of the Presidio Parkway (Alternative 5)

OPPORTUNITIES FOR PUBLIC INVOLVEMENT

A public meeting is scheduled for February 23, 2004 at the Golden Gate Club in the Presidio from 5:30 PM to 7:30 PM to inform the community regarding the status of environmental process, answer questions and receive any comments. Project staff members are also available to meet with neighborhood or other groups to provide project information and receive comments. The DEIS/DEIR is expected to be released later this year and additional public meetings will be scheduled then.

MAJOR ACTIVITIES AND TARGETED SCHEDULE

SUMMER 2000	Scoping Meetings Held
SUMMER 2001	Screening Determines Project Alternatives and Technical and Environmental Studies Began
FALL 2004	Release Draft EIS/EIR and Public Review Period
SPRING 2005	Select Preferred Alternative
SUMMER 2005	Release Final EIS/EIR
SPRING 2006	Detailed Design Begins
2008	Start Construction
2013	Project Completed

CONTACT INFORMATION

For more information about the public meeting or the project, or to join the project mailing list, please contact: Lee Saage, the Authority's Doyle Drive Project Manager at (415) 522-4800 or log on to the project Web site at: www.doyledrive.org

Please mail written comments to:
Leroy Saage, PE
San Francisco County Transportation Authority
100 Van Ness Avenue, 25th Floor
San Francisco, CA 94102

Lead and Cooperating Agencies

San Francisco County Transportation Authority

Federal Highway Administration

California Department of Transportation

Golden Gate Bridge, Highway and Transportaion District

National Park Service

The Presidio Trust

Department of Veterans Affairs

Doyle Drive Citizens' Advisory Committee

Michael Alexander
William Alich
Janette Barroca
Lindy Beasley
Rich Coffin
Max DelleSedie
Gene DeMartini
Paul Epstein
Becky Evans
Gloria Fontanello
Vera Gates
Joan Marie Girardot
Tony Imhof
Redmond Kernan
Michael Marston
James Maxwell
Ronald Mulcare
Roger Peters
Fred Rodriguez
Norman Rolfe
Jackie Sachs
Kate Sears
Patricia Vaughey

Rebuilding the

South Access to the Golden Gate Bridge

APRIL 2003

New South Access to Golden Gate Bridge Critically Needed

Fifth worst Bridge Structure in US Needs Immediate Overhaul

While the Golden Gate Bridge is undergoing a major seismic retrofit, the South Access — operated by the California Department of Transportation — needs to be replaced. On its way to the Bridge, the South Access, also known as Doyle Drive, traverses the Presidio of San Francisco, one of the most spectacular and scenic national parks in the country. It is the only roadway and transit link from San Francisco to Marin and Sonoma counties to the north, used by over 120,000 commuters daily.

Built together with the Golden Gate Bridge, the South Access is over 65 years old. Structural degradation caused by age, heavy traffic and exposure to salt air may require the California Department of Transportation, in coming years, to restrict use of the 6-lane South Access to lighter vehicles only. The eastern portion of the aging South Access is in a liquefaction zone, posing a risk of collapse during an earthquake. The Federal Highway Administration has ranked the South Access as the worst bridge in California.

Doyle Drive Structura Degradation

Key Facts & Figures

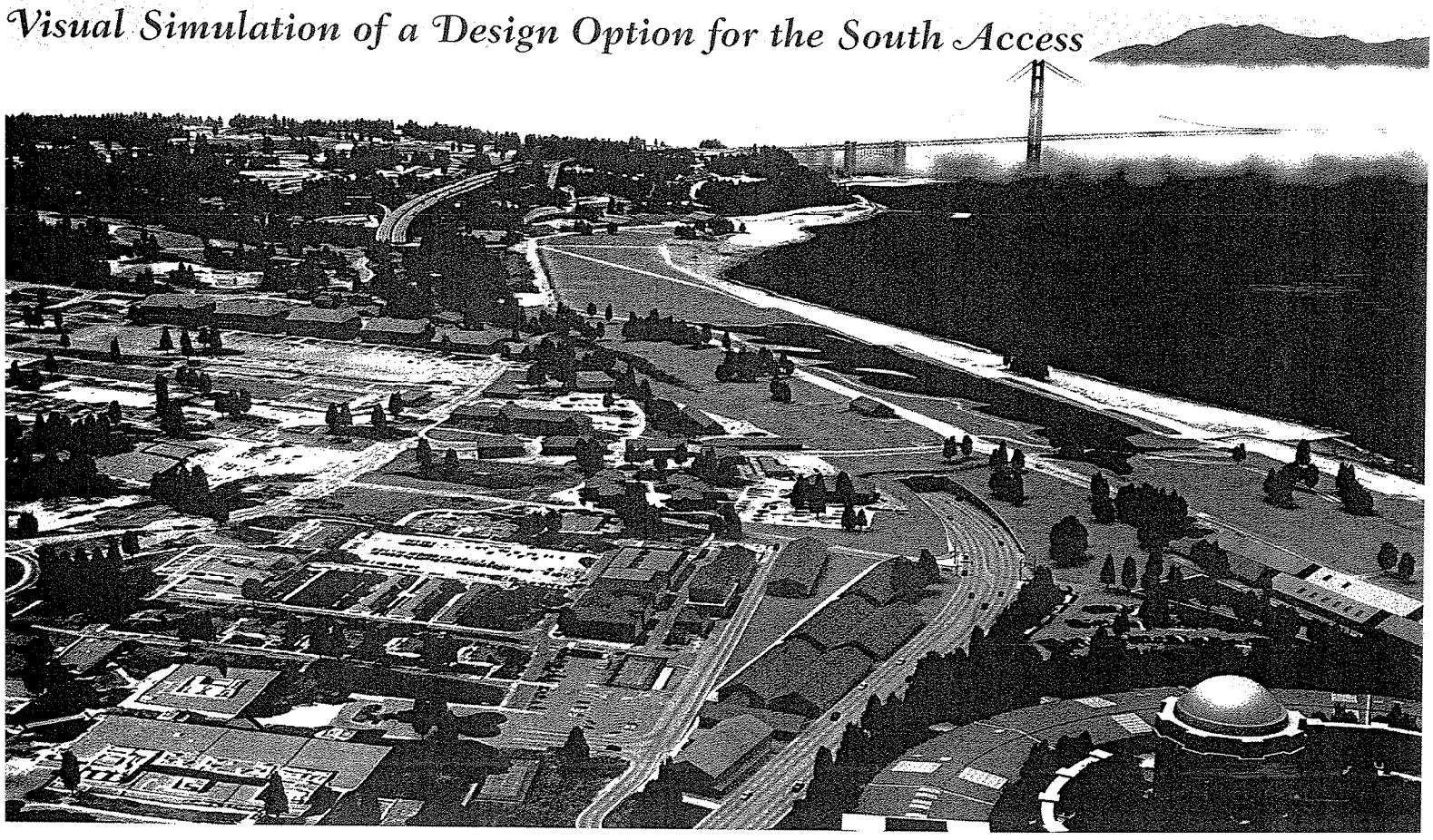
Constructed with Golden Gate Bridge	1936
Transit Trips per Day	18,000
Average Annual Daily Traffic (2001)	102,000

Cost & Funding

Estimated Cost		$430 M
Funding:	Local	$100 M (local sales tax) $50 (other local)
	State	$150 M
	Federal (TEA3)	$60 M (Public Land Highways) $70 M (Intermodal Facilities)

The replacement of the South Access to the Golden Gate Bridge is included in Track 1 of the 2001 Regional Transportation Plan, prepared by the Metropolitan Transportation Commission.

Visual Simulation of a Design Option for the South Access



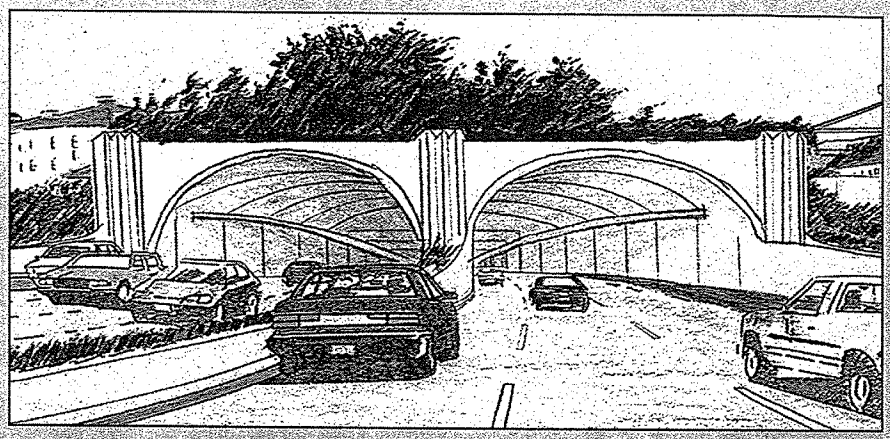
Regional Partnership Advocating for the Replacement The San Francisco County Transportation Authority is the lead agency for the replacement, in coordination with other partner agencies, including the Federal Highway Association, the California Department of Transportation, the National Park Service, the Presidio Trust and the Golden Gate Bridge Highway and Transportation District.

A Community Effort Achieving the replacement of the South Access to the Golden Gate Bridge has been the community's goal for several decades. The project has a rich history of community involvement and significant contributions. A 23-member Citizen's Advisory Committee helps steer the project. The San Francisco Chamber of Commerce and the San Francisco Planning and Urban Research Association (SPUR), a very reputable civic improvement organization, are strong supporters of the project.

The Replacement Project

A Ride Through the Park

As the environmental process reaches its final stages, strong consensus solutions are emerging. In addition to the *no build* alternative (required by the environmental process), the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) considers a Replace and Widen alternative which would rebuild essentially the same structure, in the same location, but applying modern design standards. But it is the tunnel alternatives that are generating the most excitement.



Aesthetics play an important role in tunnel design

Placing the roadway in two short tunnels with natural ventilation, the tunnel alternatives would eliminate the visual and physical barrier created by the current elevated structure, and reconnect the Presidio with its Crissy Field coastline on San Francisco Bay.

Tennessee Hollow, the Presidio's natural stream, would be linked to an expanded tidal marsh at Crissy Field. The South Access is envisioned to run on a causeway, creating a breathtaking entrance into San Francisco from the Golden Gate Bridge, affording 5 million visitors a year the most spectacular views of the Golden Gate Bridge and the city, and allowing direct transit access into the Presidio after seven decades of isolation.

Contact Information

Leroy Saage, PE
Doyle Drive Project Manager
San Francisco County Transportation Authority
100 Van Ness Avenue, 25th Floor
San Francisco, CA 94102
Phone: **(415) 522-4812**
(714) 536-6240
Project Web site:
www.doyledrive.org

The transit plaza will provide a link for Golden Gate Transit, Muni and Presidio Circulators operated by the Presidio Trust.

Transit in the Presidio

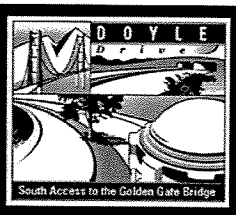
Serving the Changing Needs of the Park

Designed as a viaduct to fly over the Presidio, which was then a restricted-access Army base, the South Access must now serve the changing needs of the Presidio as a National Park. A top priority of the design is to enable direct transit service into the park.

Transit Service Both San Francisco's Muni and Golden Gate Transit operate express and local bus service into San Francisco along Doyle Drive. Doyle Drive carries more than 18,000 transit trips each day making it one of the most vital transit links serving the San Francisco Bay area.

Targeted Schedule

Draft EIS/EIR	Fall 2003
Engineering & Design	2004 – 2005
Construction	2006



SOUTH ACCESS TO THE GOLDEN GATE BRIDGE - DOYLE DRIVE

PUBLIC MEETING NOTICE

WHAT

The San Francisco County Transportation Authority (the Authority) and the California Department of Transportation are currently in the process of preparing a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) to evaluate design alternatives for replacing Doyle Drive. The purpose of the project is to improve the seismic, structural, and traffic safety of the roadway within the setting and context of the Presidio of San Francisco. Please join us at the public meeting for a project update and to provide input on the alternatives moving forward.

WHEN

Monday, February 23, 2004 from 5:30 to 7:30 pm
5:30 pm Open House - View exhibits and talk to project staff
6:00 pm Presentation followed by public comment and continuation of Open House

WHERE

The Golden Gate Club in The Presidio, 135 Fisher Loop, San Francisco, CA

PUBLIC TRANSIT

Access to the Presidio on MUNI Routes 29, 41, 43, 45
Presidio Shuttle Information is located at:
www.presidio.gov/Visiting/DirectionsShuttle/PresidiGo/

SPECIAL NEEDS

Individuals who require documents in alternative formats or languages are requested to contact the Authority at (415) 522-4800. Telecommunications for the Deaf (TDD) users may contact the California Relay Service at (800) 735-2929 or Voice Line at (800) 735-2922. The meeting facilities are wheelchair accessible.

FOR MORE INFORMATION

For questions, please contact: Lee Saage, the Authority's Doyle Drive Project Manager at **(415) 522-4800** or visit the project Web site at www.doyledrive.org

Mail written comments to:
Leroy L. Saage, PE, SFCTA
100 Van Ness Avenue, 25th Floor
San Francisco, CA 94102

Caltrans

South Access to the Golden Gate Bridge
Doyle Drive Environmental and Design Study

Federal Highway Administration

Caltrans

For Immediate Release

Contact: Leroy Saage, San Francisco County Transportation Authority, 415-522-4800
Kassie Wilner, Public Affairs Management, 415-227-1100 x 51

New Alternative Under Consideration for Doyle Drive
Public meeting scheduled to review project and receive comments

San Francisco, CA - An additional alternative to replace Doyle Drive, the south access to the Golden Gate Bridge, was recently developed and added to the set of alternatives under consideration. A public meeting will be held on **Monday, February 23, 2004** from **5:30** to **7:30pm** at the **Golden Gate Club** in the Presidio of San Francisco to review the new alternative and its implications for the current set of alternatives and to gather public comments.

The San Francisco County Transportation Authority, the Federal Highway Administration and the California Department of Transportation have been overseeing preliminary engineering and preparation of a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for replacing Doyle Drive. These agencies are working closely with other cooperating agencies and a citizen's advisory committee to analyze and refine alternatives selected during the scoping and screening phases of the project.

Last year, an additional alternative known as the Presidio Parkway was brought forward and a feasibility study conducted. As a result of that study, completed in October 2003, the Presidio Parkway was added to the list of existing alternatives for more detailed study.

The Presidio Parkway alternative calls for construction of two short and shallow tunnels connected by a landscaped parkway rather than the longer and deeper single tunnels specified in the other tunnel alternatives. The feasibility study revealed that the Presidio Parkway has fewer potential impacts and a significantly lower cost than the single tunnel alternatives. Following a recommendation from the Doyle Drive Citizens Advisory Committee and participating agencies, the Authority is seeking public comment on a preliminary decision to move forward with three project alternatives: Alternative 1 - No-Build; Alternative 2 - Replace and Widen; and Alternative 5 – Presidio Parkway.

The south access to the Golden Gate Bridge, Doyle Drive, is an elevated roadway extending 1½ miles through the Presidio of San Francisco. Originally constructed in 1936 with narrow lanes, no medians and no shoulders, Doyle Drive is approaching the end of its useful life. Structural degradation caused by age, heavy traffic, and exposure to salty air could lead to loss of the facility.

The public meeting will include graphical displays of project alternatives. Project staff members will be available to answer questions. Comments will be gathered at the public meeting and through March 8, 2004. For additional information, please visit: www.doyledrive.org.

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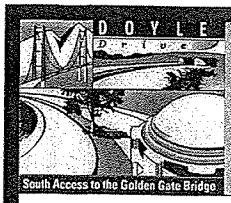

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE - DOYLE DRIVE
PUBLIC MEETING NOTICE

PROJECT OVERVIEW:

The San Francisco County Transportation Authority (the Authority) and the California Department of Transportation (the Department) are in the process of preparing a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) to evaluate design alternatives for replacing Doyle Drive. The document is scheduled for release later this year in conjunction with a public review period and public meetings.

Doyle Drive, a 1 1/2 mile elevated roadway, was built in 1936 with narrow lanes, no median barrier and no shoulders. The structures are showing signs of deterioration partly from their marine environment, and are in need of an upgrade to meet current safety standards.

The Authority is hosting a Public Meeting to provide an update on the progress of technical and environmental studies and to present an additional design alternative, Presidio Parkway, which provides significant benefits and minimal impacts compared to two tunnel alternatives being considered. The Authority and the Department would like your input on a provisional decision approved by participating agencies and the Citizen's Advisory Subcommittee to eliminate the single tunnel alternatives (Alternatives 3 and 4) from further consideration in the EIS/EIR and move forward with studies of the Presidio Parkway (Alternative 5), in addition to No-Build (Alternative 1) and a Replace and Widen (Alternative 2) alternatives.

FOR MORE INFORMATION:

For more information about the public meeting, the project, or to join the project mailing list, please contact: Lee Saage, the Authority's Doyle Drive Project Manager at (415) 522-4800 or log on to the project Web site at: www.doyledrive.org

Please mail written comments before Monday, March 8, 2004, to:
Leroy Saage, PE
San Francisco County Transportation Authority
100 Van Ness Avenue, 25th Floor
San Francisco, CA 94102

AGENDA:

5:30 PM **Open House**
Visit display stations to view project exhibits and videos and talk to project staff

6:00 PM **Presentation**
The presentation will be followed by a facilitated Questions and Answers session

DATE & LOCATION:

Monday, February 23, 2004
5:30 - 7:30 PM

Golden Gate Club in the Presidio
135 Fisher Loop
San Francisco, CA 94129

Special Needs:

Individuals who require documents in alternative formats or languages are requested to contact the Authority at (415) 522-4800.

Telecommunications for the Deaf (TDD) users may contact the California Relay Service at (800) 735-2929 or Voice Line at (800) 735-2922.

The meeting facilities are wheelchair accessible.

GETTING THERE:

Driving Directions (Parking is available at the meeting location.)

- **From the Lombard Gate:** *Enter the Presidio at Lombard and Lyon. Turn right onto Presidio Boulevard, which turns into Lincoln Boulevard. Turn left onto Montgomery Street. Turn right onto Sheridan Avenue. Turn left onto Fisher Loop and continue up the hill. The Golden Gate Club is on the right.*
- **From the Presidio Boulevard Gate:** *Enter the Presidio on Presidio Boulevard, which turns into Lincoln Boulevard. Turn left onto Montgomery Street. Turn right onto Sheridan Avenue. Turn left onto Fisher Loop and continue up the hill. The Golden Gate Club is on the right.*
- **From the Bay Bridge:** *Take the Embarcadero exit. Turn right into Harrison Street. Turn left onto Embarcadero. Turn left onto Bay Street. Turn right onto Laguna Street. Turn left onto Marina Boulevard. Stay in the right lane and enter the Presidio. Marina Boulevard turns into Mason Streetj0. Turn left onto Halleck Street, when it ends, turn right onto Lincoln Boulevard. Turn left onto Montgomery Street. Turn right onto Sheridan Avenue. Turn left onto Fisher Loop and continue up the hill. The Golden Gate Club is on the right.*
- **From the Golden Gate Bridge:** *Immediately after the Toll Plaza, take the 25th Avenue exit. Stay straight on Merchant Road. Turn left onto Lincoln Boulevard which is a winding road. Turn right onto Sheridan Avenue. Make a slight right onto Infantry Terrace and then turn right onto Fisher Loop and continue up the hill. The Golden Gate Club is on the right.*

Public Transit

The Presidio is accessible by MUNI routes: 29, 41, 43, and 45. For information about the Presidio Shuttle route and schedule, please visit: http://www.presidio.gov/Visiting/DirectionsShuttle/PresidiGo/

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Historic Resource Comments Received at the February 23, 2004 Public Meeting

III. COMMENTS OVERVIEW

The purpose of the February 23 Public Meeting was to inform the community about the changes in the alternatives moving forward and to provide an opportunity for public input.

After the presentation, meeting attendees were given an opportunity to make verbal comments or ask questions to Lee Saage and a panel of study team members (Nidal Tuqan/Caltrans, Gary Kennerley/PB and Ignacio Barandiaran/Arup). Ten people from the audience asked questions, requested further clarification on something presented or made comments that are incorporated in the summary below. **None of the speakers directly commented on the provisional decision.**

Written comments were submitted at the meeting and were also received by mail. Of the 26 total written comments received from 24 different individuals, **13 comments**, including one comment from the Golden Gate Audubon Society, **expressed strong support of the provisional decision to drop Alternatives 3 and 4 and move forward with Alternatives 1, 2 and 5. There were no comments submitted in opposition to the provisional decision.**

Other suggestions or questions included in the written and verbal comments received are as follows:

Historical Resource (9)

- Request to coordinate Section 106 with NEPA review
- Consider National Historical Landmark view sheds
- **Q.** What mitigation is taking place for the demolition of the historical buildings? (2 comments)
- Consider moving buildings rather than destroying them (3 comments)
- Consider presenting historic land elevations (2 comments)

Natural Resources (5)

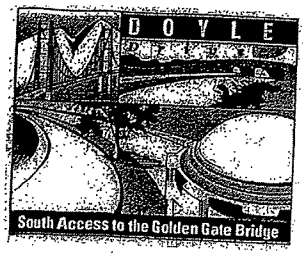
- Consider marsh expansion, native plants, wildlife corridors, water flow, and enhancement of natural areas
- Consider the welfare of the park, prioritize nature and wildlife
- Include Crissy Marsh expansion and consider protection from runoff pollution (2 comments)
- Include a causeway to allow for Tennessee Hollow expansion

Construction (2)

- Consider impacts of construction noise and traffic over commuter desires
- Consider widening both sides of the existing viaduct

Noise (4)

- Prioritize reducing noise impacts over creating views (2 comments)
- Consider reducing noise impacts at the National Cemetery
- Request that sound walls are not part of the project



South Access to the Golden Gate Bridge – Doyle Drive

Questions and Comments

NAME: Redmond Kernan PHONE: 415-751-1126

AFFILIATION: Calif Heritage Council

ADDRESS: 35 6th Ave SF 94118

QUESTIONS/COMMENTS:

Halleck under the Parkway (Alt 5)
Rises above its current grade, how much does it rise and for what distance.
I believe that does partially obscure the view north.

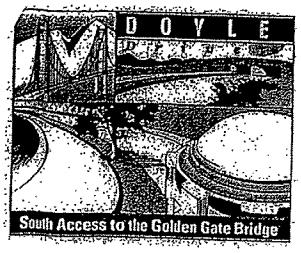
Why must historic buildings be removed 201, 204, 670, etc ? What could be done to save them or move them?

What mitigation for the removal of historic structures, and obscuring original bluff and other topographic features, will be provided?

To submit written comments: *(Continue on reverse, if needed)*

Deposit comment sheets in the Comment Box tonight or mail by March 8, 2004 to:
Leroy Saage, PE
San Francisco County Transportation Authority
100 Van Ness Avenue, 25th Floor
San Francisco, CA 94102

For more information, call Leroy Saage at (415) 522-4800.



South Access to the Golden Gate Bridge – Doyle Drive

Questions and Comments

NAME: Dianne Rowe **PHONE:** 415/474-0788

AFFILIATION: California Heritage Council

ADDRESS: 1490 Francisco St #3, San Francisco, CA 94123

QUESTIONS/COMMENTS: no tunnels. #3 + 4 of Parkway alternative is chosen all 4 buildings should be moved vs. torn down. All historic buildings should be moved, not destroyed no matter which alternative is chosen.

To submit written comments: *(Continue on reverse, if needed)*

Deposit comment sheets in the Comment Box tonight or mail by March 8, 2004 to:
Leroy Saage, PE
San Francisco County Transportation Authority
100 Van Ness Avenue, 25th Floor
San Francisco, CA 94102

For more information, call Leroy Saage at (415) 522-4800.

CALIFORNIA HERITAGE COUNCIL
CALIFORNIA TRUST FOR HISTORIC PRESERVATION
TO SAVE OUR SIGNIFICANT BUILDINGS AND SITES
Located in the historic 1907 Firehouse at 1088 Green Street in San Francisco
MAILING ADDRESS
P.O. Box 475046
SAN FRANCISCO, CA 94147
(415) 474-0780
FAX (415) 441-6338

March 8, 2004

Via Facsimile (415) 522-4829 (1 Page)

Leroy Saage, PE
San Francisco County Transportation Authority
100 Van Ness Avenue, 25th Floor
San Francisco, CA 94102

Dear Mr. Saage:

Thank you for giving us the opportunity to comment on the various Doyle Drive alternatives that you are considering. The California Heritage Council supports the redesign, safety improvements, and construction of a new Doyle Drive. We wish to thank all the parties involved in the planning process for the community meetings and the consensus building discussions prior to the final selection of the design. We appreciate the opportunity to supply our input to this process.

Of the alternative ideas presented, the California Heritage Council feels Alternative 5, Presidio Parkway, is the least destructive to historic buildings in the Presidio. We are concerned that four buildings will be destroyed and hope that they can be moved to another location if at all possible.

But here is the risk: The combination of the Doyle Drive replacement project and the Tennessee Hollow project will merge with the Crissy Marsh expansion and the final result will certainly be a blend approach, literally unknown today.

Therefore, we have reservations about giving Alternative 5 our complete support because of what we feel is an absence of trust in and on the part of the principal planning partners. We believe the Doyle Drive project will continue the emphasis on environmental experimentation and will lessen preservation and historic interpretation of the Presidio National Park.

Sincerely,

John J. Hodges

John Hodges
President

South Access to the Golden Gate Bridge – Doyle Drive

Questions and Comments

NAME: Diane Kermann PHONE: 931-2892

AFFILIATION: Fort Point & Presidio Historical Assn

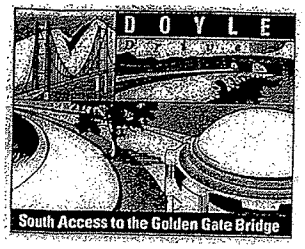
ADDRESS: 1770 Green St. #601, SF 94123

QUESTIONS/COMMENTS: What mitigation will be offered regarding the demolition of the four historic buildings mentioned at the meeting on February 23rd?

To submit written comments: *(Continue on reverse, if needed)*

Deposit comment sheets in the Comment Box tonight or mail by March 8, 2004 to:
Leroy Saage, PE
San Francisco County Transportation Authority
100 Van Ness Avenue, 25th Floor
San Francisco, CA 94102

For more information, call Leroy Saage at (415) 522-4800.



South Access to the Golden Gate Bridge – Doyle Drive

Questions and Comments

NAME: ALICE CONEYBEER **PHONE:** 415-775-3051

AFFILIATION: FT. POINT & PRESIDIO HISTORICAL ASSOC.

ADDRESS: 336 INFANTRY TER. SF CA 94129

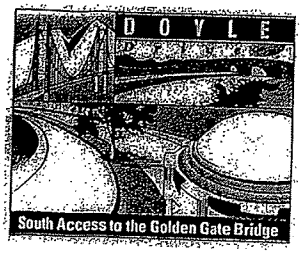
QUESTIONS/COMMENTS:

My concerns are focused on the National Historic Landmark (NHL) District and its historic resources. The Section 106 review process must be coordinated with the NEPA review process as per 36 CFR 800.3(b). At recent scoping meetings it has been stated that the 106 process will be completed at a later date. Such a delay could jeopardize historic resources. The impact of the project on view sheds within the NHL must also be considered.

To submit written comments: *(Continue on reverse, if needed)*

Deposit comment sheets in the Comment Box tonight or mail by March 8, 2004 to:
Leroy Saage, PE
San Francisco County Transportation Authority
100 Van Ness Avenue, 25th Floor
San Francisco, CA 94102

For more information, call Leroy Saage at (415) 522-4800.



South Access to the Golden Gate Bridge – Doyle Drive

Questions and Comments

NAME: G. Wolman PHONE: 435-0360

AFFILIATION: EP+P HA

ADDRESS: 28 Mariposa Circle, #31

QUESTIONS/COMMENTS: Tiburon, CA 94920

Design parking structure under Doyle Drive — rather than on-grade ground.

As suggested in the Truth Parade Ground hearings

Consider alt. that will not impair or reconstruct - the Spanish-Am. War era buildings.

To submit written comments: *(Continue on reverse, if needed)*

Deposit comment sheets in the Comment Box tonight or mail by March 8, 2004 to:
Leroy Saage, PE
San Francisco County Transportation Authority
100 Van Ness Avenue, 25th Floor
San Francisco, CA 94102

For more information, call Leroy Saage at (415) 522-4800.

S.F. Reconstruction Authority

208 Willard North
San Francisco, CA. 94118
March 11, 2004

Mr. Gary Kennerly, Civil Engineer
Parsons, Brinkerhoff, Quade & Douglas
303 Second Street, Suite 700 North
San Francisco, CA. 94107

Subject: Doyle Drive Reconstruction Project

Dear Mr. Kennerly:

I am writing to you in the hope that you will transmit these comments to the appropriate persons concerned with the subject project. We met at the February 23rd public meeting at the Golden Gate Club in the Presidio, and I enjoyed chatting briefly with you and gaining a few engineering insights on the project.

It seems that the decision to be made over which way to go on the project is boiling down to two choices: either Alternative #2 or Alternative #5 (the "Presidio Parkway"). Apparently Alternatives #3 and #4 are no longer being seriously considered (and I did not favor them anyway because the perceived additional benefits in my view did not justify the excessive additional cost).

Comparing Alternative #2 to Alternative #5, I would favor Alternative #2 for the following reasons:

1. The cost estimate for Alternative #2 ($280,000,000) is $40 million less expensive than the cost estimate for Alternative #5 ($320,000,000).

2. Alternative #2 has less variation in gradient (about 4% max.) than Alternative #5, for which I understand that the maximum gradient is more than 5%. Keeping gradient changes as low as possible will facilitate truck traffic and thus make the ascent steadier and easier for all traffic.

3. Alternative #2 will keep Doyle Drive elevated over most of the area traversed by the present Doyle Drive, as it is now. This will enable ground traffic in the Presidio to cross underneath the freeway, as it is now. Alternative #5 would bring the freeway down to ground level some distance west of the eastern end of the freeway, so that the eastern end of Doyle Drive would become a barrier to ground traffic at the northeast corner of the Presidio.

4. I understand that Alternative #2 would not require demolition or moving of any of the Presidio's historic buildings, whereas Alternative #5 would affect several of them.

5. It appears that some old batteries in the Presidio would have to be removed if Alternative #2 is implemented. The Presidio has plenty of old batteries, and I suggest that losing a few of them in order to save $40 million would be a good value judgment.

6. The "Presidio Parkway" name that has been applied to Alternative #5 seems to suggest that Alternative #5 has some scenic advantages ovdr Alternative #2. Such scenic advantages (if there are any) would be largely lost on drivers, who have to keep their eyes on the road due to heavy traffic, with only fleeting occasional glimpses to one side or the other.

I would also call your attention to another portion of the Doyle Drive project which is common to both Alternatives #2 and #5: the existing viaduct over the valley in which the old stables are located. This viaduct was probably built about the same time as the Golden Gate bridge. Whether it

has had the same level of maintenance as the Golden Gate bridge may be a good question -- but if the quality of maintenance has been reasonably good over the years (such as repainting from time to time), I am wondering whether any tests have been made to validate the decision that seems to have been made not to continue theuse of that viaduct. Rejecting the viaduct because it is 65 - 70 years old would not seem (to me) to be a compelling reason. Also, you mentioned (in your presentation at the Feb. 23 public meeting) that the viaduct was built to "railroad standards", which to me suggests that the viaduct was built more strongly than would be required for automobile traffic alone.

So (reiterating the above) I I am wondering whether any tests or close observations or analyses of key structural members and connections have been made on this viaduct, which would validate a decision that the structure is unsuitable for continued use. To me, age alone would not seem to be a sufficient factor to justify non-continuation of use -- because that argument could be applied to the Golden Gate bridge itself, which has been exposed to the same corrosive factors as the viaduct over the years. Could not the viaduct be widened on each side to comply with present codes?

Thank you for your attention and consideration of the points that I have made in this letter. I would be most happy to discuss them with you further -- my home telephone no, is 415-386-6544. And also, thanks in advance for showing this letter to others in your organization who may have an interest in this project.

With best regards -

Winchell T. Hayward

Winchell T. Hayward
Member, California Heritage Council
Retired Electrical Engineer

CC: Ms. Hillary Gitelman, Presidio Trust
Ms. Susan Killen, PBQD
Ms. Kassie Wilner, Public Affairs Management
Richard Tilles, Presidio Trust
John Hodges, President, California Heritage Council
Dianne Rowe, Exec. Secty, CHC
Diane Herman, President, Ft. Point & Presidio Hist. Asn.
Redmond Kernan, Ft. Point & Presidio Historic Asn.
S.F. Transp. Authority

Consultation with Cooperating Agencies

June 14, 2005

Dana McGowan
Jones and Stokes
2600 V Street
Sacramento, CA 95816

Sent by fax to 916 737 3030

Re: FOE: clarification of Presidio Trust comments regarding economic self-sufficiency

Dear Ms. McGowan:

This letter is to clarify certain comments made by the Presidio Trust (the "Trust") during the course of development of the "Doyle Drive South Access to the Golden Gate Bridge Finding of Effect" (the FOE).

As you know, the purpose of the FOE is to assist in compliance with section 106 of the National Historic Preservation Act by applying the criteria of adverse effect set forth in 36 CFR 800.5 to historic properties within the Area of Potential Effect for the Doyle Drive Project. Under 36 CFR 800.5 (a)(1), an adverse effect "is found when an undertaking may alter directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register." The Doyle Drive Project is an "undertaking" and the Presidio of San Francisco is a National Historic Landmark District (NHLD) and thus a property on the National Register. Therefore, to the extent that construction of the Doyle Drive project resulted in the alteration of qualifying characteristics of the Presidio, an adverse effect would be found.

The Presidio Trust's organic legislation (the Presidio Trust Act codified as a note to section 460bb of title 16 United States Code) requires the Trust to obtain economic self sufficiency during the year 2013 or face disposal of the Trust's portion of the Presidio and deletion of said lands from the Golden Gate National Recreation Area (Trust Act, section 104 (o)). An extremely likely consequence of such disposal and deletion (indeed, a virtual certainty) would be an alteration of at least some of the qualifying characteristics. Thus, if the Doyle Drive project resulted in material uncompensated financial loss to the Trust, and that financial loss led to failure to achieve economic self sufficiency, and that failure in turn led to disposal and deletion of the Presidio, then the ultimate consequence of uncompensated financial loss would be an adverse effect on the NHLD.

This concern about the chain of uncompensated financial loss/self-sufficiency failure/property disposal/attendant alteration of qualifying characteristics has driven the Trust's previous requests for recognition of the potential adverse effect of the Doyle Drive project. However, because FHWA and others have disagreed with our position, in the spirit of cooperation we decided to revisit the matter.

34 Graham Street, Post Office Box 29052, San Francisco, California 94129-0052
415/561-5300 Fax 561-5315 presidio@presidiotrust.gov

It should be noted that the Trust has never maintained that the ultimate harm of disposal of the Presidio and alteration of the qualifying characteristics is something that will certainly come to pass. Rather, we have requested the acknowledgement of the potential of this harm. The ACHP's regulations specify that "adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative." (36 CFR 800.5 (a)(1)). Ultimately, it is then the question of what is "reasonably foreseeable" that determines if potential negative effects of the undertaking lead to a consideration of "adverse effects."

Having revisited the issue, the Trust is prepared to concede that at this time, the potential adverse effects are too remote and speculative to warrant consideration within the FOE. Currently, there are still three alternatives for the project and sub categories of each of the two action alternatives. Each alternative is likely to have a different economic impact. Whether any of the impacts is significant to the Trust's economic viability is also a function of how we are doing fiscally in other ways (most significantly, a skyrocketing rental market reduces the importance of any uncompensated Doyle related loss, a plunging market magnifies the importance). We understand that money has been "identified" for environmental studies and design and local funding is available through San Francisco's Proposition K. However, money has not been appropriated for construction on the state or federal level, and there are many competitors for limited transportation infrastructure funds. Finally, there is the baseline question of whether in fact there will be any uncompensated loss from the project.

In light of the foregoing, we are willing to withdraw our previous expressions of concern on this point. However, we do remain firmly convinced that the chain of events starting with uncompensated financial loss and concluding with disposal of the Presidio and attendant harm to the NHLD is still within the realm of possibility. Accordingly, the Trust requests that this letter be included in the draft and final Finding of Effect as an acknowledgement that at some point in the future, it is possible that the undertaking could result in an adverse effect if in fact it led to uncompensated financial loss to the Trust.

Please feel free to call me at 561 5419 if you have any questions. Thank you very much.

Cordially,

Al Rosen
Assistant General Counsel

DEPARTMENT OF VETERANS AFFAIRS
Office of Regional Counsel
4150 Clement Street, Building 210
San Francisco, CA 94121
(415) 750-2288
FAX (415) 750-2255

June 19, 2001

James Fitzgerald
Director, Golden Gate and
San Francisco National Cemeteries
1300 Sneath Lane
San Bruno, CA 94066

RE: Doyle Drive Expansion

Dear Mr. Fitzgerald:

You recently discussed with Suzanne Will proposed plans for revision and expansion of Doyle Drive, the approach to the Golden Gate Bridge in San Francisco, which might require the disinterment of Veterans buried in San Francisco National Cemetery. You requested a legal analysis of any restrictive regulations or laws which might control disinterment of Veterans from the Cemetery. My analysis revealed that National Cemeteries are national shrines and the interment of Veterans within them is considered "permanent and final." 38 CFR 1.621(a). Disinterment will be permitted only for cogent reasons and with the prior written authorization of the National Cemetery Area Office Director or Cemetery Director responsible for the cemetery involved. Id.

ANALYSIS

1. All national and other veterans' cemeteries under the control of the National Cemetery Administration shall be considered national shrines as a tribute to our gallant dead and, notwithstanding the provisions of any other law, the Secretary is hereby authorized to permit appropriate officials to fly the flag of the United States of America at such cemeteries twenty-four hours each day. 38 USCS § 2403 (c). The Secretary is authorized to make all rules and regulations which are necessary or appropriate to carry out the provisions of this chapter [38 USCS §§ 2400 et seq.], and may designate those cemeteries which are considered to be national cemeteries. 38 USCS § 2404 (a). There shall be kept in each national cemetery, and at the main office of the Department, a register of burials in each cemetery setting forth the name of each person buried in the cemetery, the number of the grave in which the veteran is buried, and such other information as the Secretary by regulation may prescribe. 38 USCS § 2404 (d).

The general statutory scheme provides that National Cemeteries are national shrines, entrusted to the care of the Secretary and are for the specific purpose of providing a final resting place for the nation's "gallant dead." 38 USCS § 2404 (a)(d).

2. The Secretary is authorized [under certain conditions] to convey to any State, or political subdivision thereof, in which any national cemetery is located, all right, title, and interest of the United States in and to any Government owned or controlled approach road to such cemetery . 38 USCS § 2404(f)(1). The Secretary may, to the extent of appropriated funds available for such purpose, make a contribution to local authorities for the construction of road improvements or traffic controls or other devices on land adjacent to a national cemetery if the Secretary determines that such a contribution is essential to ensure safe ingress to or egress from the cemetery. 38 USCS § 2404(f)(2). Notwithstanding any other provision of law, the Secretary may relinquish to the State in which any cemetery under the Secretary's jurisdiction is located, such portion of legislative jurisdiction over the lands involved as is necessary to establish concurrent jurisdiction between the Federal Government and the State concerned. 38 USCS § 2404(g).

These sections deal with the interplay between local authorities' need to control traffic and the Secretary's interest in maintaining the "national shrines." The Secretary may give approach roads to the States or give money for approach roads to the States but is not authorized by these sections to give up national cemetery land for approach roads to States. The ceding of legislative jurisdiction to establish concurrent jurisdiction is not ceding of ownership of the land. See, 38 USCS § 2404(g). Therefore, under the statutes governing development of roads adjacent to national cemeteries there is no authority for the Secretary to give up land for roads, or to permit disinterment from any National Cemetery lands for roads.

3. The Secretary may transfer, with the consent of the agency concerned, any inactive cemetery, within the Secretary's control to any other agency of the Government for maintenance as a national monument or park. 38 USCS § 2405(a). The Secretary may also transfer and convey all right, title, and interest in any inactive cemetery to any State in which such cemetery is located, but must care for and maintain the cemetery or all such right, title, and interest transferred or conveyed by the United States, shall revert to the United States. 38 USCS § 2405(a).

These sections control disposition of inactive cemeteries. The authority of the Secretary to give an inactive cemetery to another Federal Agency is inapplicable here. I do not know if Golden Gate has been determined to be an "inactive" cemetery. But even if it were, and the land given to the State, the State must maintain the graves or the property will revert to the United States. 38 USCS § 2405(a). Therefore, even if the cemetery were considered "inactive" and the land conveyed to the State, the State could not disinter the Veterans without losing all right title and interest in the land.

4. Interments of eligible decedents in national cemeteries are considered permanent and final. 38 CFR 1.621(a). Disinterment will be permitted only for cogent reasons and with the prior written authorization of the National Cemetery Area Office Director or Cemetery Director responsible for the cemetery involved. Id. Disinterment from a national cemetery will be approved only when all living immediate family members of the decedent, and the person who initiated the interment (whether or not he or she is a member of the immediate family), give their written consent, or when a court order or State instrumentality of competent jurisdiction directs the disinterment. Id. For purposes of this section, "immediate family members" are defined as surviving spouse, whether or not he or she is remarried; all adult children of the decedent; the appointed guardian(s) of minor children; and the appointed guardian(s)

of the surviving spouse or of the adult child(ren) of the decedent. If the surviving spouse and all of the children of the decedent are deceased, the decedent's parents will be considered "immediate family members." Id.

This section gives veto power over the disinterment of any Veterans from a national cemetery to the National Cemetery Area Office Director or Cemetery Director responsible for the cemetery involved. 38 CFR 1.621(a). There are no other persons who have this authority. Id. Even an order of the court to disinter may be insufficient if the Director finds it is not persuasive. Id.

5. All requests for authority to disinter remains will be submitted on VA Form 40-4970, Request for Disinterment, and will include the following information:

(1) A full statement of reasons for the proposed disinterment.

(2) Notarized statement(s) by all living immediate family members of the decedent, and the person who initiated the interment (whether or not he or she is a member of the immediate family), that they consent to the proposed disinterment.

(3) A notarized statement, by the person requesting the disinterment that those who supplied affidavits comprise all the living immediate family members of the deceased.

38 CFR 1.621(b). In lieu of the documents required in paragraph (b) of this section, an order of a court of competent jurisdiction will be considered. 38 CFR 1.621(c). Any disinterment that may be authorized under this section must be accomplished without expense to the Government. 38 CFR 1.621(d).

These sections provide the procedural mechanism for obtaining disinterment from a national cemetery. Consent of all "living immediate family members" is required, or, in the alternative, a court order for disinterment. 38 CFR 1.621(b) and (c). Even so, the Director "considers" these documents but makes his own decision whether to disinter the Veteran. Id. My review of the case law on Lexis did not reveal a single instance where 38 CFR 1.621 was litigated. Therefore, under the current state of the law, you as Cemetery Director have sole discretion to permit or not permit the disinterment of Veterans at the San Francisco National Cemetery following submission of the appropriate documentation. Thank you for the opportunity to work on this interesting project. If you have any further questions or comments please do not hesitate to call.

Sincerely,

JOSEPH P. HART
Staff Attorney
K:\Hart\cemetery\Joyledr.wpd

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

100 Van Ness Avenue
25th Floor
San Francisco, CA 94102

Tel: 415-522-4800
Fax: 415-522-4829
E-mail:
sfcta@ci.sf.ca.us
Website:
www.ci.sf.ca.us/sfta/

July 27, 2001

Mr. Joseph P. Hart
Office of Regional Counsel
Department of Veterans Affairs
4150 Clement Street, Building 210
San Francisco, CA 94121

Re: Doyle Drive Environmental and Design Study – Potential Impacts at the San Francisco National Cemetery

Dear Mr. Hart:

Thank you for returning my telephone call on July 13 and for taking time to discuss the Doyle Drive Environmental and Design Study (EDS). This study is intended to produce a combined environmental impact statement/environmental impact report (EIS/EIR) meeting the requirements of both the National Environmental Policy Act and the California Environmental Quality Act.

As you requested, please find enclosed two drawings depicting the roadway alignment under two categories of alternatives being evaluated for replacing Doyle Drive. A total of eleven alternatives are under consideration at this stage of the study, including a No-Build Alternative and a Retrofit and Widen Alternative. Of the eleven alternatives under study, four would use a phased construction approach (first category). Other alternatives would use a detour allowing the project to be constructed on a more northerly alignment (second category).

Under phased construction, the roadway alignment would cross a corner of the National Cemetery and would be underground in an excavated tunnel. Construction of such a tunnel would be planned and engineered to avoid disturbance to graves and to the surface of the cemetery.

Under detour construction, the roadway alignment would be placed slightly to the north of the cemetery boundary and would avoid any encroachment.

On July 10, 2001, Mr. James Fitzgerald, Director of the Golden Gate and San Francisco National Cemeteries, sent an electronic mail message to Ms. Susan

Killen of Parsons Brinckerhoff, the consultant performing the environmental study on behalf of the San Francisco County Transportation Authority. In that message, Mr. Fitzgerald indicated strong opposition to any project alternative that would place a tunnel under a corner of the cemetery.

The difficulty faced by the project team is that all other "build" alternatives would cause additional adverse effects to other parkland within the Presidio National Park and would impact other properties protected under the National Historic Preservation Act. In addition, construction of a detour road would require demolition of other buildings at the Presidio including the Army Commissary.

In order to drop phased-construction alternatives that cross under cemetery property from further consideration in the environmental document, we must conclude that these alternatives are not reasonable and feasible. Mr. Fitzgerald's communications and your letter to Mr. Fitzgerald of June 19, 2001, indicate opposition to these alternatives. It would be helpful if you could provide written clarification in several areas:

- That the Department of Veterans Affairs defines "disinterment" to include any disturbance to the ground beneath the grave irrespective of depth and to include any inadvertent disturbance that might occur during construction.
- That the Cemetery Director has broad discretion to deny a permit or easement needed to cross under the boundary of the cemetery and that the Director of the San Francisco Cemetery has determined not to grant such a permit or easement.
- Any applicable legislation or executive order or regulation that would clearly prohibit construction of any of the alternatives whose alignments pass under the cemetery.

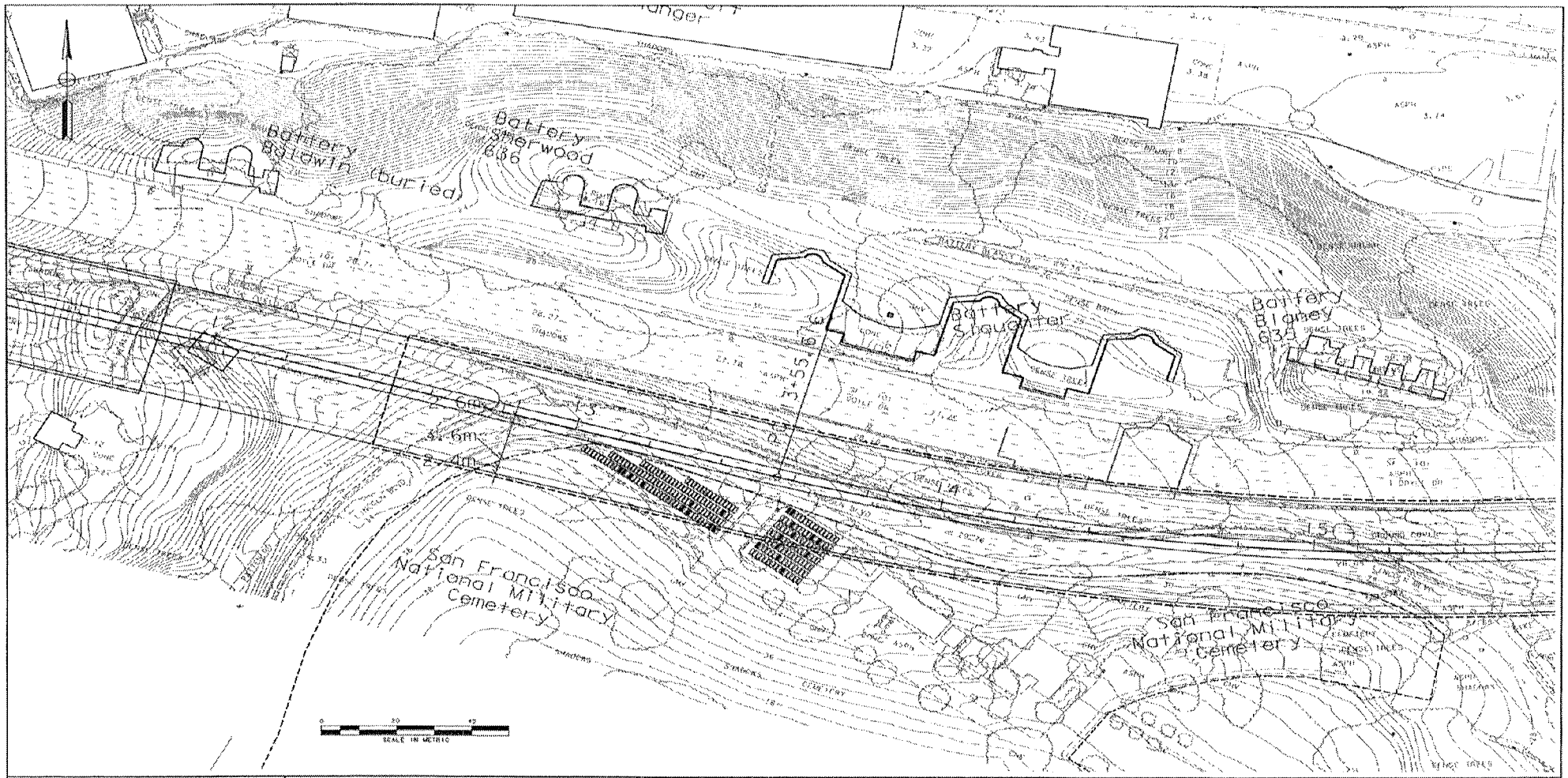
I am grateful for your cooperation and assistance in dealing with these issues. Please be assured that the San Francisco County Transportation Authority is very sensitive to the special status properly accorded these national shrines that serve as the final resting place for our nation's gallant dead. I, too, am a combat veteran and am personally committed to seeing that protection of the San Francisco National Cemetery receives full and complete attention.

I would be grateful for a reply at your earliest convenience.

Sincerely,

Leroy L. Saage, PE
Project Manager – Doyle Drive

Cc: Mr. James Fitzgerald

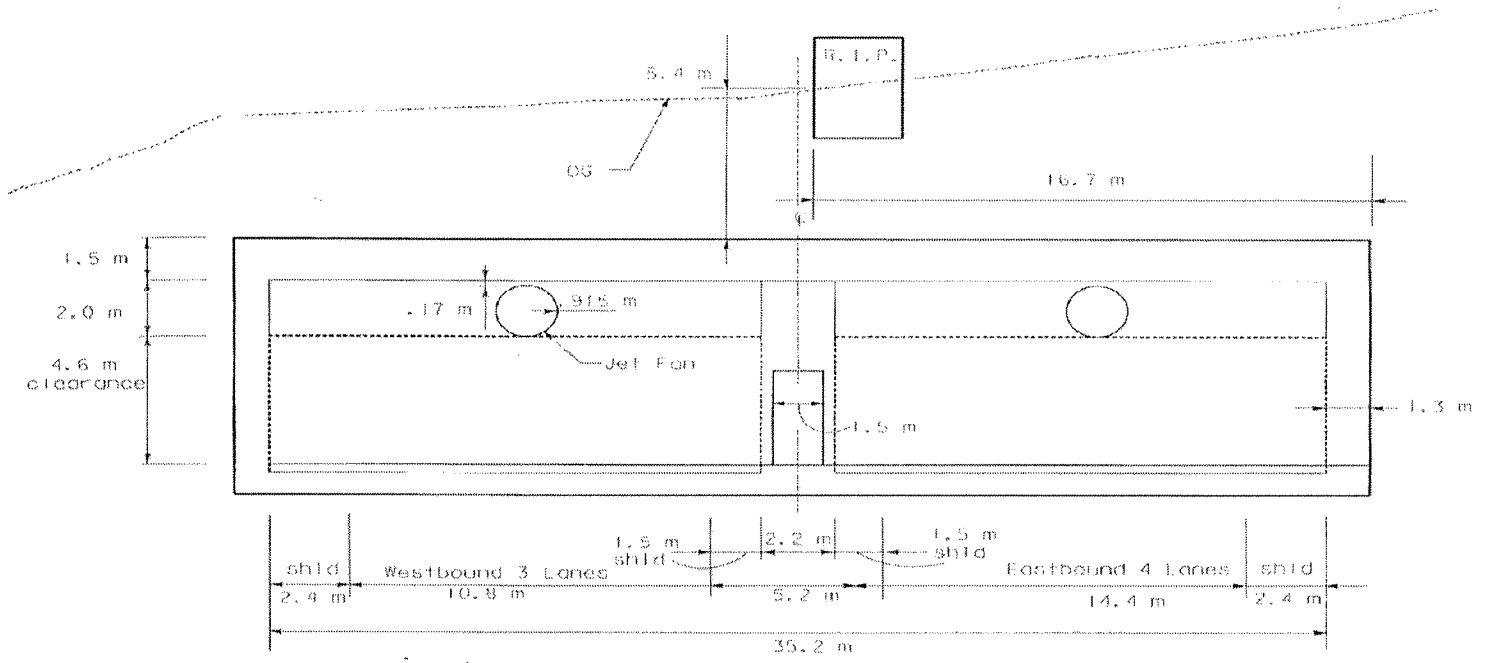


PB PARSONS BRINCKERHOFF
303 Second St., Suite 700N, San Francisco, CA 94107

PARALLEL OPTION

Doyle Drive Environmental & Design Study

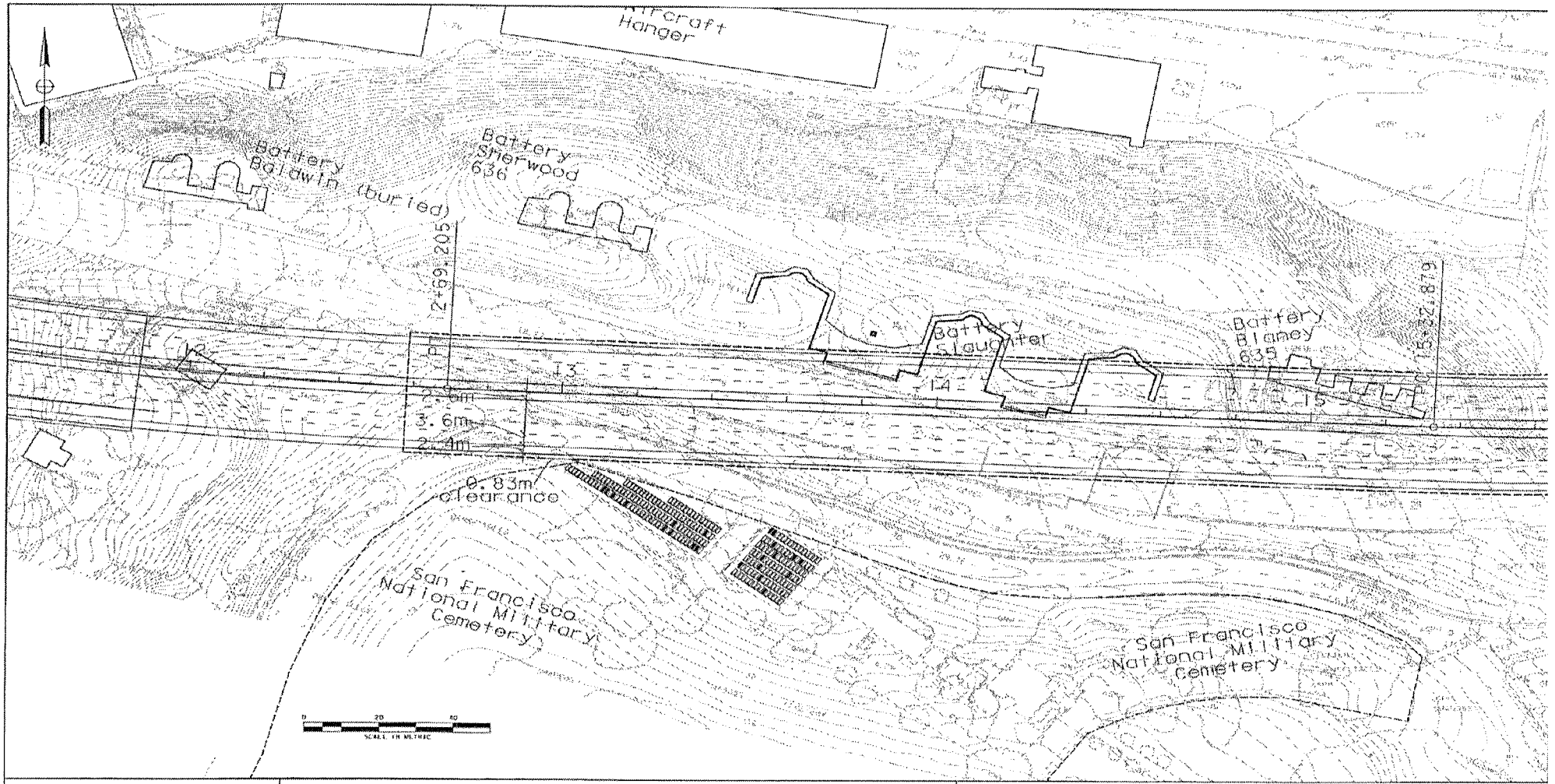
MARCH 2001



Station 13+11

Caltrans Metric

Caltrans	DOYLE DRIVE PARALLEL TUNNEL SECTION	MARCH 2001
No Scale		



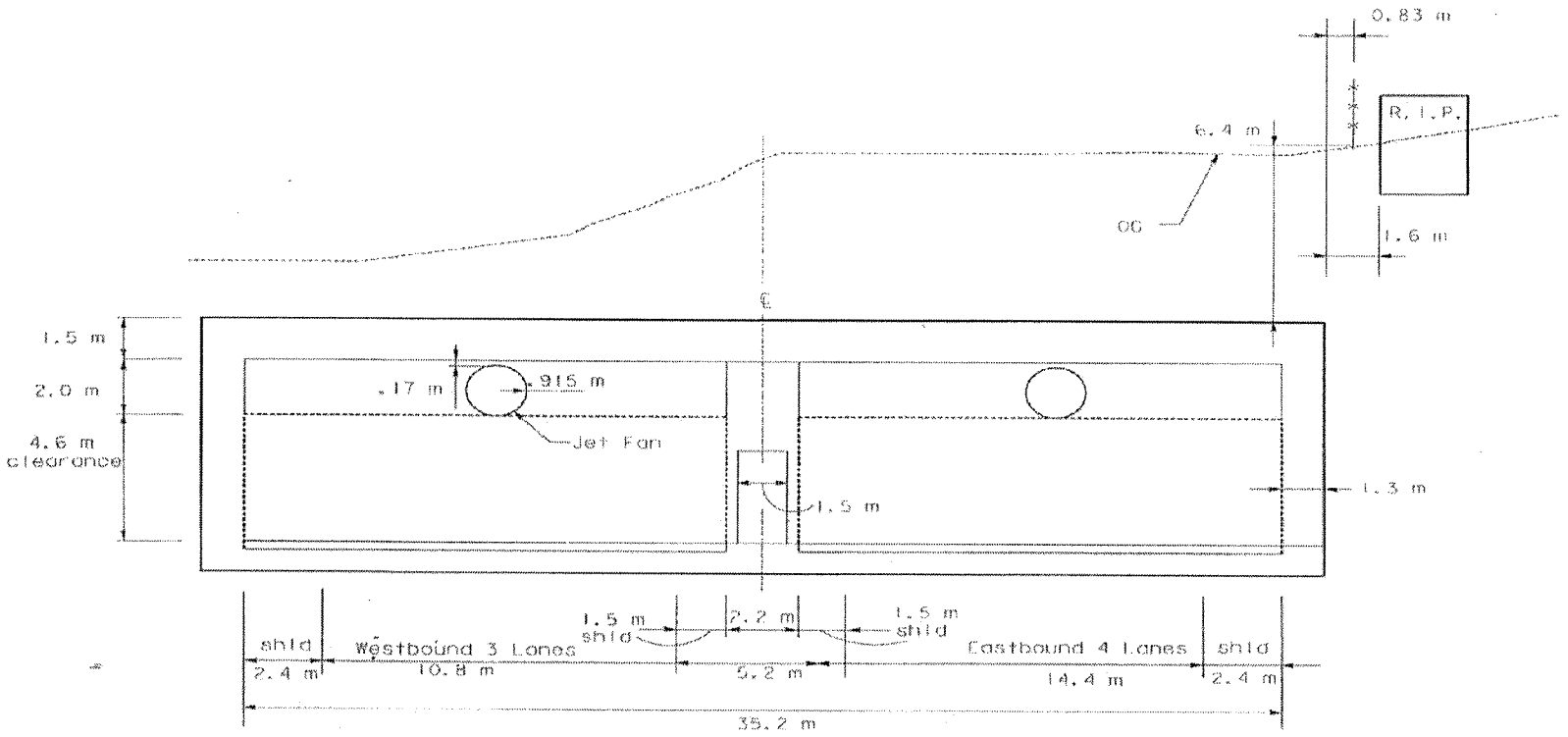
PB PARSONS BRINCKERHOFF

303 Second St., Suite 700N, San Francisco, CA 94107

REALIGNED DETOUR OPTION

Doyle Drive Environmental & Design Study

APRIL 2001



Station 13+11

Caltrans Metric

Caltrans

No Scale

DOYLE DRIVE
REALIGNED DETOUR TUNNEL SECTION

APRIL
2001

DEPARTMENT OF VETERANS AFFAIRS
NATIONAL CEMETERY ADMINISTRATION
WASHINGTON DC 20420

AUG 0 9 2001

Leroy L. Saage, PE
Project Manager—Doyle Drive
100 Van Ness Avenue
25th Floor
San Francisco, CA 94102

Dear Mr. Saage:

Thank you for your recent letter regarding the Doyle Drive project alternatives. I also appreciate your interest regarding the effect the project may have on the San Francisco National Cemetery.

Mr. Mike Elliott, the Architectural and Engineering Chief of my staff, and Joseph Hart, staff attorney for the Department of Veterans Affairs in San Francisco, have shared concerns with me regarding the Doyle Drive project construction initiatives. After careful review of your alternatives, we have several concerns about the impacts of the future construction process on the San Francisco National Cemetery.

First, the alternative for tunneling under or adjacent to existing gravesites may physically damage the gravesites by compromising the subsurface structural stability. Secondly, the actual construction activity could possible disturb the sanctity of the burial section. The design of our national cemeteries is deliberately intended to evoke a sense of peace, tranquility, and dignity for those in eternal rest and for those who visit these hollowed grounds to pay their respects. In addition, the San Francisco National Cemetery is listed on the National Register of Historic Places; accordingly, we would like to protect this national treasure with all of the afforded Federal protections of that designation.

Specifically, Federal Law 36 Code of Federal Regulations 800.4-800.10 (c) and the National Historic Preservation Act of 1966, affirms this cemetery as a Federally protected national historic landmark in cooperation with states and local governments. Moreover, the United States Code Title 40 Section 319 gives the Federal Government the authority to grant easements that will be in its best interests and not cause adverse effect.

Accordingly, we find that your proposed construction alternatives are not congruent with the preservation of the San Francisco National Cemetery. Specifically, alternatives 3, 4, 5, and 6, could possibly serve to undermine the very goals of our efforts. Therefore, we oppose and prohibit any construction action that would encroach onto or beneath cemetery grounds or any proximate construction action that could adversely impact the national cemetery.

AUG 0 9 2001

Leroy L. Saage, PE

I hope this letter will help you better understand the basis for our posture concerning your proposed alternatives. Once again, thank you for your interest, and I regret any inconvenience this decision will cause. We look forward to working with you and your office as you consider alternatives. Please include us in any of your future meetings and discussions concerning the project. If you have any questions or need additional information regarding this mater or future endeavors, please contact me at (202) 565-4890 or Ms. White of my staff at (202) 565-4895.

Sincerely yours,

Robert B Holbrook

Robert B. Holbrook
Director, Office of Construction Management

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
P. O. BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
(510) 286-4454 TDD

August 13, 2002

file:
Doyle Drive Environmental & Design Study
04-SF-101 KP 12.8/15.7 (PM 8.0/9.8)
04-SF-01 KP 10.9/11.14 (PM 6.8/7.1)
EA 163700

Steve L. Muro, Director of Memorial Services Network, Division 5
Department of Veterans Affairs
Oakland Regional Office 343
1301 Clay Street, 1300 North
Oakland, CA 94612

Dear Mr. Muro:

We enclose, for your review and comment, a copy of the draft Finding of Effects Abstract for the proposed Doyle Drive Environmental & Design Study Project. This document contains a summary of the findings of eligible properties within the focused Area of Potential Effect from the Historic Property Survey Report (HPSR), and a summary of the anticipated effects that the five build alternatives would have on historic properties, from the Finding of Effect Report (FOE). The HPSR and FOE will be provided for your review once FHWA has approved these documents for distribution.

If you wish to comment on the effects findings, we respectfully request that you reply by letter to Caltrans, to the attention of Ms. Elizabeth McKee by August 30, 2002, so that your comments can be incorporated in the final FOE before it is transmitted to the State Historic Preservation Officer early in September. Comments received after that date will be forwarded to the Federal Highway Administration and the State Historic Preservation Officer.

If you would like to meet to discuss these effects findings, we would prefer to meet on August 19 or 20, 2002 because these are the only days that the Presidio Trust's preservation officer will be available as well. You can reach me at (510) 622-5458 with comments or questions.

A routine opportunity to comment on environmental issues overall will be offered to the community during the circulation phase of the draft EIS/EIR during winter 2002.

Sincerely,

Elizabeth McKee

ELIZABETH MCKEE
District Native American Coordinator
Office of Environmental Planning, South

Enclosure

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
P. O. BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
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Be energy efficient!

September 23, 2002

Mr. Mike Elliot
Supervisor, Landscape Architecture Division
Department of Veterans Affairs
811 Vermont Ave., NW,
Washington DC 20420

Dear Mr. Elliot:

You will find in this package one set of preliminary plans for the Doyle Drive Project alternatives for your review and to assist in your understanding of the project's potential effects on historic properties.. These are recent, but should be considered to be in draft stage and subject to revision.

Please note that there are two design alternatives which were inadvertently omitted from this set of plans, the On-Mason detour and the Eastbound Doyle Drive Off-Ramp to Lincoln Boulevard These design alternatives will be considered in the DEIS and the Finding of Effect Report Section 106.

- The On-Mason design alternative, which would utilize existing Mason Street as a construction detour, would be an option under any of the alternatives. We will provide you with a plan sheet illustrating the On-Mason Detour as soon as we receive it.
- The Eastbound Doyle Drive Off-Ramp to Lincoln Boulevard design alternative would be an option only under the Retrofit/Widen Alternative. The Retrofit/Widen Alternative plan in this set shows an earlier ramp design which has been superceded by the attached Figure 2.2-3.

In addition, FHWA has confirmed that it will allow Caltrans to distribute copies of the Finding of Effect to concurring parties once it has approved and transmitted the Finding of Effect to the State Historic Preservation Officer. We anticipate forwarding the complete Finding of Effect to FHWA in October.

You can reach me at (510) 622-5458 or Elizabeth (Beth) Krase at (510) 286-5612 with comments or questions.

Sincerely,

E. Krase

for ELIZABETH MCKEE
District Native American Coordinator
Environmental Planning South

Enclosure (large scale plans, Figure 2.2-3)

cc: Presidio Trust-Widell; National Park Service- Foster; FPPHA-Diane Hermann; NTHP-Buhler; VA-Elliot

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
P. O. BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
(510) 286-4454 TDD

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September 23, 2002

Mr. Rick Foster, Landscape Architect/Transportation Planner
Golden Gate National Recreation Area
Fort Mason, Building 201,
San Francisco, CA 94123

Dear Mr. Foster:

You will find in this package one set of preliminary plans for the Doyle Drive Project alternatives for your review and to assist in your understanding of the project's potential effects on historic properties.. These are recent, but should be considered to be in draft stage and subject to revision.

Please note that there are two design alternatives which were inadvertently omitted from this set of plans, the On-Mason detour and the Eastbound Doyle Drive Off-Ramp to Lincoln Boulevard These design alternatives will be considered in the DEIS and the Finding of Effect Report Section 106.

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You can reach me at (510) 622-5458 or Elizabeth (Beth) Krase at (510) 286-5612 with comments or questions.

Sincerely,

for E. Krase

ELIZABETH MCKEE
District Native American Coordinator
Environmental Planning South

Enclosure (large scale plans, Figure 2.2-3)

cc: Presidio Trust-Widell; National Park Service- Foster; FPPHA-Diane Hermann; NTHP-Buhler; VA-Elliot

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
P. O. BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
(510) 286-4454 TDD

Flex your power!
Be energy efficient!

September 23, 2002

Cherilyn Widell, Preservation Officer
The Presidio Trust
34 Graham St.,
P.O. Box 29052
San Francisco, CA 94129-0052

Dear Ms. Widell:

You will find in this package one set of preliminary plans for the Doyle Drive Project alternatives for your review and to assist in your understanding of the project's potential effects on historic properties.. These are recent, but should be considered to be in draft stage and subject to revision.

Please note that there are two design alternatives which were inadvertently omitted from this set of plans, the On-Mason detour and the Eastbound Doyle Drive Off-Ramp to Lincoln Boulevard These design alternatives will be considered in the DEIS and the Finding of Effect Report Section 106.

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In addition, FHWA has confirmed that it will allow Caltrans to distribute copies of the Finding of Effect to concurring parties once it has approved and transmitted the Finding of Effect to the State Historic Preservation Officer. We anticipate forwarding the complete Finding of Effect to FHWA in October.

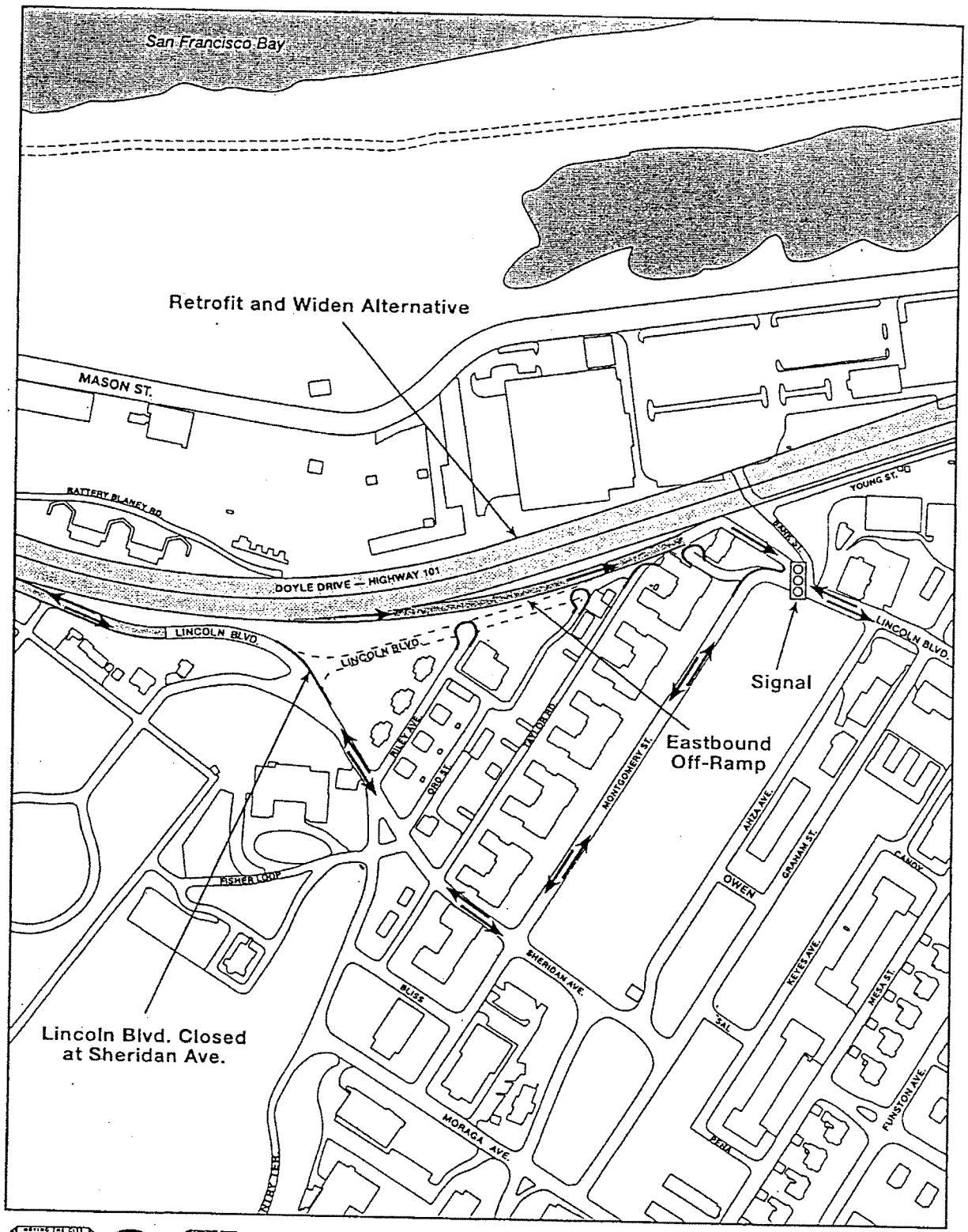
You can reach me at (510) 622-5458 or Elizabeth (Beth) Krase at (510) 286-5612 with comments or questions.

Sincerely,

for E. Krase
ELIZABETH MCKEE
District Native American Coordinator
Environmental Planning South

Enclosure (large scale plans, Figure 2.2-3)

cc: Presidio Trust-Widell; National Park Service- Foster; FPPHA-Diane Hermann; NTHP-Buhler; VA-Elliot



Doyle Drive Project

FHWA Caltrans

Scale

0 25 50 100 meters

0 50 100 200 300 400 feet

Eastbound Doyle Drive
Off-Ramp to Lincoln Blvd.

Figure 2.2-3

PBC&D 5/1/02

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
P. O. BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
(510) 286-4454 TDD

Flex your power!
Be energy efficient!

October 4, 2002

Mr. Rick Foster, Landscape Architect/Transportation Planner
Golden Gate National Recreation Area
Fort Mason, Building 201,
San Francisco, CA 94123

Dear Mr. Foster:

You will find in this package an additional set of preliminary plans for the Doyle Drive Project alternatives for your review and to assist in your understanding of the project's potential effects on historic properties. These are recent, but should be considered to be in draft stage and subject to revision.

Please note that this set is one of two design alternatives, the On-Mason Detour, which were inadvertently omitted from the previous mailing. The On-Mason design alternative, which would utilize existing Mason Street as a construction detour, would be an option under any of the alternatives. This design alternative, as well as the Eastbound Doyle Drive Off-Ramp to Lincoln Boulevard (not included), will be considered in the DEIS and the Finding of Effect Report Section 106.

You can reach me at (510) 622-5458 or Elizabeth (Beth) Krase at (510) 286-5612 with comments or questions.

Sincerely,

Elizabeth McKee

ELIZABETH MCKEE
District Native American Coordinator
Environmental Planning South

Enclosure

cc: Presidio Trust-Widell; National Park Service- Foster; FPPHA-Diane Hermann; NTHP-Buhler; VA-Elliot

bcc: branch, chron, unit, E. Krase, L. McKee, PB-Killen, SFCTA-Saage

file info:
04-SF-101
KP 13.4/15.2 (PM 8.3/9.4)
EA 163700
Doyle Drive Project

DEPARTMENT OF TRANSPORTATION
P. O. BOX 23660
OAKLAND, CA 94623-0660
(510) 286-5582

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12 November 2002

bcc: EAK, EAM, MS, JDG, Killen-PB, chron, branch, unit

Ms. Cherilyn Widell, Preservation Officer
The Presidio Trust
34 Graham Street
P.O. Box 29052
San Francisco, CA 94129-0052

file:
Doyle Drive Project
04-SF-101 KP 12.8/15.7 (PM 8.0/9.8)
04-SF-01 KP 10.9/11.14 (PM 6.8/7.1)
EA 163700

Dear Ms. Widell:

In order to comply with Section 106 of the National Historic Preservation Act, the California Department of Transportation (the Department) requests that the Presidio Trust, as a cooperating agency in the Section 106 process, provide information regarding the Trust's existing plans for those Presidio buildings which could be removed under the proposed alternatives for the replacement of Doyle Drive.

We are requesting this information only for those buildings and structures that contribute to the Presidio of San Francisco National Historic Landmark District (NHLD) within the Doyle Drive Project's focused Area of Potential Effect and which are located in the path of any of the project alternatives. Please refer to the attached table for the specific buildings that are located in the path of the proposed alternatives. Neither we nor the consultants to the San Francisco County Transit Authority have been able to locate planning documents that include specific plans for NHLD-contributing buildings. This information will enable us to gauge the relative severity of impacts to the integrity of the NHLD, as well as to begin to plan the extent that mitigation for each alternative will be possible and reasonable.

In preparation for the upcoming meeting with the SHPO and ACHP, we ask that you provide the following information so that we can develop a matrix of potential building relocation opportunities. The purpose is to enable us to inform SHPO, ACHP, and other decision-makers about the Trust's priorities for building preservation, in order to proceed with resolving the effects to the NHLD. The decision about which contributing buildings would be relocated depends on feasibility considerations such as physical constraints, secondary impacts of relocation, costs, and the potential for disruption to the park's operations. All of the project decision makers, including the Trust and the National Park Service, need to have a clear understanding of the relevant issues in balance to determine which alternative is preferred and which mitigation measures are reasonable and best fulfill public responsibilities.

Please address the following questions:

- What are the Presidio Trust's priorities for preservation and reuse of each building listed on the attached table, based on management plan criteria?
- What is the relative importance of each building noted on the attached table (high, moderate, low)?

We understand that qualities such as boundary definition, architectural significance, or association with significant historical events would be considered in this ranking.

If you have any questions, please contact Elizabeth Krase at (510) 286-5612, or Elizabeth McKee at (510) 622-5458. We look forward to receiving your response.

Sincerely,

Mara Melandry

MARA MELANDRY
Chief, Office of Cultural Resource Studies

Attachment

Buildings, which are in the path of the various Doyle Drive Project Alternatives:

Alternative 1

No-build Alternative. No buildings would have to be removed.

Alternative 2

Rebuild and Widen.

On-Mason Detour

No buildings are in the path of this detour.

Off-Mason Detour

Bldg #	Bldg. Name	Original Site Available	Original Site NOT Available
1182	Mason St. Whse.	X	
1183	Mason St. Whse.	X	
1184	Mason St. Whse.	X	
1185	Mason St. Whse	X	

Alternative 3a

On-Mason Detour

Bldg #	Bldg. Name	Original Site Available	Original Site NOT Available
670	Chemical Strhse.		X
1076	Ambulance Garage		X
1167	Gorgas Ave. Whse.		X

Off-Mason Detour

Bldg #	Bldg. Name	Original Site Available	Original Site NOT Available
670	Chemical Strhse.		X
1076	Ambulance Garage		X
1167	Gorgas Ave. Whse		X
1182	Mason St. Whse.	X	
1183	Mason St. Whse.	X	
1184	Mason St. Whse.	X	
1185	Mason St. Whse	X	

Alternative 3b

On-Mason Detour

Bldg #	Bldg. Name	Original Site Available	Original Site NOT Available
201	Exchange Store	X*	
204	Exchange Store (Thrift Shop)	X*	
230	Off Gorgas Whse.		X
670	Chemical Strhse		X
1063	Med Supply Whse.		X
1076	Ambulance Garage		X
1152	Gymnasium		X
1160	Gorgas Ave. Whse		X
1161	Gorgas Ave. Whse	X	
1162	Gorgas Ave. Whse	X	
1163	Gorgas Ave. Whse	X	
1167	Gorgas Ave. Whse	X	
1169	Gorgas Ave. Whse	X	
1170	Gorgas Ave. Whse	X	

Off-Mason Detour

Bldg #	Bldg. Name	Original Site Available	Original SiteNOT Available
201	Exchange Store	X*	
204	Exchange Store (Thrift Shop)	X*	
230	Off Gorgas Whse.		X
670	Chemical Strhse		X
1063	Med Supply Whse.		X
1076	Ambulance Garage		X
1152	Gymnasium		X
1160	Gorgas Ave. Whse		X
1161	Gorgas Ave. Whse	X	
1162	Gorgas Ave. Whse	X	
1163	Gorgas Ave. Whse	X	
1167	Gorgas Ave. Whse	X	
1169	Gorgas Ave. Whse	X	
1170	Gorgas Ave. Whse	X	
1182	Mason St. Whse	X	
1183	Mason St. Whse	X	
1184	Mason St. Whse	X	
1185	Mason St. Whse	X	

Alternative 4a:

On-Mason Detour

Bldg #	Bldg. Name	Original Site Available	Original Site NOT Available
670	Chemical Storhse		X
1076	Ambulance Garage		X
1167	Gorgas Ave. Whse		X

Off-Mason Detour

Bldg #	Bldg. Name	Original Site Available	Original Site NOT Available
670	Chemical Strhse		X
1076	Ambulance Garage		X
1167	Gorgas Ave. Whse		X
1182	Mason St. Whse	X	
1183	Mason St. Whse	X	
1184	Mason St. Whse	X	
1185	Mason St. Whse	X	

Alternative 4b:

On-Mason Detour

Bldg #	Bldg Name	Original Site Available	Original Site NOT Available
670	Chemical Strhse		X
1076	Ambulance Garage		X
1167	Gorgas Ave. Whse		X
1169	Gorgas Ave. Whse		X

Off-Mason Detour

Bldg #	Bldg. Name	Original Site Available	Original Site NOT Available
670	Chemical Strhse		X
1076	Ambulance Garage		X
1167	Gorgas Ave. Whse		X
1169	Gorgas Ave. Whse.		X
1182	Mason St. Whse	X	
1183	Mason St. Whse	X	
1184	Mason St. Whse	X	
1185	Mason St. Whse	X	

Additional Information and Consideration

- Under alternatives 3a, 3b, 4a, and 4b, Batteries Blaney and Slaughter be demolished.
- Under alternatives 3a, 3b, and 4a, Building 1151, the swimming pool, would be demolished.
- Under alternative 3a, buildings 201 and 204, in theory, may be returned to their original sites However temporary storage sites have not been identified. In addition, building 201's structural limitations appear to make its relocation infeasible.

Consultation with Interested Parties

(Correspondence with Fort Point and Presidio Historical Association and the City and County Recreation & Park Department Provided Separately)

List of Recipients of the 4/22/02 Letter Regarding Identification of Historic Properties for the Doyle Drive Project

City and County of San Francisco Planning Department
1660 Mission Street, Suite 500
San Francisco, CA, 94103
Attn: Ms. Kaye Siminson

City and County of San Francisco Recreation and Park Department
501 Stanyan Street,
San Francisco, CA 94117
Attn: Mr. Robert McDonald, Park Planner

National Trust for Historic Preservation, Western Office
8 California Street, Suite 400
San Francisco, CA 94111-4828
Attn: Mr. Mike Buhler

Fort Point & Presidio Historical Association
Presidio of San Francisco
P.O. Box 29163
San Francisco, CA 94129
Attn: Ms.. Diane L. Hermann, President

San Francisco Architectural Heritage
2007 Franklin Street
San Francisco, CA 94007
Attn: Mr. Charles Chase, Executive Director

California Preservation Foundation
1611 Telegraph Avenue, Suite 820
Oakland, CA 94612
Attn: Ms. Roberta Deering

Northern California Chapter- Society of Architectural Historians
c/o Architectural Resources Group
Pier 9, The Embarcadero
San Francisco, CA 94111
Attn: Ms. Bridget Maley, Vice President

Art Deco Society of California
100 Bush Street #511
San Francisco, CA 94104
Attn: Ms. Cherie Oliver, President

Cow Hollow Neighbors in Action
2742 Baker Street
San Francisco CA 94123
Attn: Ms. Patricia Vaughey, President

Cow Hollow Association
2611 Filbert Street,
San Francisco CA 94123
Attn: Ms. Jennifer Gridley, President

Marina Neighborhood Association
1435 Bay Street
San Francisco CA 94123
Attn: Ms. Gloria Fontanello, President

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
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OAKLAND, CA 94623-0660
(510) 286-4444
(510) 286-4454 TDD

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March 1, 2002

Ms. Holly Fiala, Director
Western Office
National Trust for Historic Preservation
8 California Street Suite 400
San Francisco, CA 94111- 4828

Dear Ms. Fiala:

Caltrans will be hosting a two-part meeting to discuss the Memorandum of Agreement (MOA) for the Doyle Drive Corridor Project. The MOA will be the guiding document for the treatment of cultural resources that will potentially be affected by the Doyle Drive Project. The MOA will address all cultural resource types, including prehistoric and historic archaeological sites, historic buildings, and possibly historic landscapes.

A morning meeting on March 18th will focus strictly on Native American issues, and will be attended by those Ohlone representatives who want to participate in the development of the MOA and are potential concurring parties. The afternoon meeting will focus on potential effects on historic buildings, structures, and landscape and proposed mitigation.

We have drafted some of the basic components for the MOA. These are elements that are common to most agreements, while some are elements specific to the Doyle Drive Project. You are certainly free to recommend additions or deletions or rewording for any part of the document. With your input and that of other interested parties we will develop the first Draft MOA for review.

The meeting on built environment issues will be on Monday, March 18th at 1 PM at the Crissy Field Center at 603 Old Mason Street (at Halleck). We will be providing lunch and refreshments beforehand at 12 PM. Please let us know if you will be attending or not so that we can plan for the meeting room and lunch.

You can reach me at (510) 622-5458 with comments or questions.

Sincerely,

Elizabeth McKee

ELIZABETH MCKEE
District Native American Coordinator
Environmental Planning South

Enclosure

Cc: Lee Saage, San Francisco County Transportation Authority
Susan Killen, Parsons Brinckerhoff
Cherilyn Widell, Presidio Trust
Paul Scolari, National Park Service

May 21, 2002

FAX AND MAIL

Ronald J. Mulcare
655 Marina Blvd.
San Francisco, CA
94123

Robert Gross
District Office Chief
Office of Environmental Planning
Department of Transportation
P.O. Box 23660
Oakland, CA 94623-4454

Doyle Drive Reconstruction

Dear Mr. Gross:

Reference your letter of April 22, 2002 to the Marina Neighborhood Association together with its enclosures. Among those enclosures is a copy of the Draft Project Description and under the heading Project Purposes a statement of the Objectives of the Doyle Drive Project.

Although nine Objectives are listed, some officially established objectives that are of grave concern to local residents and not mentioned. See Caltrans' Project Study Report approved by its District Engineer August 9, 1993. On Page 3 it acknowledges the Report of the Doyle Drive Task Force of February 2, 1993, the recommendations of which Task Force Report were **unanimously** approved by the Board of Supervisors and forwarded to Caltrans. The Task Force Report includes recommended objectives.

Accordingly, the stated Objectives of the Draft Project Description should include the addition of the following:

"10. To be consistent with the Report of the Doyle Drive Task Force dated February 2, 1993 as approved by the Board of Supervisors of the City & County of San Francisco."

/
/
/

Mr. Gross, thank you for your attention in this matter. I also request that you forward a copy of this letter to all other persons involved in stating the Doyle Drive Project Objectives in the Doyle Drive Environmental and Design Study .

Sincerely,

Ronald J. Mulcare

'ATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

)EPARTMENT OF TRANSPORTATION
. O. BOX 23660
AKLAND, CA 94623-0660
·10) 286-4444
·10) 286-4454 TDD

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August 13, 2002

file:
Doyle Drive Environmental & Design Study
04-SF-101 KP 12.8/15.7 (PM 8.0/9.8)
04-SF-01 KP 10.9/11.14 (PM 6.8/7.1)
EA 163700

Ms. Holly Fiala, Regional Director
Western Office
National Trust for Historic Preservation
8 California Street Suite 400
San Francisco, CA 94111- 4828

Attention: Mr. Michael Buhler .

Dear Ms. Fiala:

We enclose, for your review and comment, a copy of the draft Finding of Effects Abstract for the proposed Doyle Drive Environmental & Design Study Project. This document contains a summary of the findings of eligible properties within the focused Area of Potential Effect from the Historic Property Survey Report (HPSR), and a summary of the anticipated effects that the five build alternatives would have on historic properties, from the Finding of Effect Report (FOE). The HPSR and FOE will be provided for your review once FHWA has approved these documents for distribution.

If you wish to comment on the effects findings, we respectfully request that you reply by letter to Caltrans, to the attention of Ms. Elizabeth McKee by August 30, 2002, so that your comments can be incorporated in the final FOE before it is transmitted to the State Historic Preservation Officer early in September. Comments received after that date will be forwarded to the Federal Highway Administration and the State Historic Preservation Officer.

If you would like to meet to discuss these effects findings, we would prefer to meet on August 19 or 20, 2002 because these are the only days that the Presidio Trust's preservation officer will be available as well. You can reach me at (510) 622-5458 with comments or questions.

A routine opportunity to comment on environmental issues overall will be offered to the community during the circulation phase of the draft EIS/EIR during winter 2002.

Sincerely,

Elizabeth McKee

ELIZABETH MCKEE
District Native American Coordinator
Office of Environmental Planning, South

Enclosure

TE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

EPARTMENT OF TRANSPORTATION
). BOX 23660
KLAND, CA 94623-0660
)) 286-4444
)) 286-4454 TDD

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August 13, 2002

Mr. Alan Zahradnik
Golden Gate Bridge District
1011 Andersen Drive
San Rafael, CA 94901

file:
Doyle Drive Environmental & Design Study
04-SF-101 KP 12.8/15.7 (PM 8.0/9.8)
04-SF-01 KP 10.9/11.14 (PM 6.8/7.1)
EA 163700

Dear Mr. Zahradnik:

We enclose, for your review and comment, a copy of the draft Finding of Effects Abstract for the proposed Doyle Drive Environmental & Design Study Project. This document contains a summary of the findings of eligible properties within the focused Area of Potential Effect from the Historic Property Survey Report (HPSR), and a summary of the anticipated effects that the five build alternatives would have on historic properties, from the Finding of Effect Report (FOE). The HPSR and FOE will be provided for your review once FHWA has approved these documents for distribution.

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A routine opportunity to comment on environmental issues overall will be offered to the community during the circulation phase of the draft EIS/EIR during winter 2002.

Sincerely,

Elizabeth McKee

ELIZABETH MCKEE
District Native American Coordinator
Office of Environmental Planning, South

Enclosure

Kristy Ranieri
<k.ranieri@pamsf.com
>

09/04/2002 04:13 PM

To: "bollingsmith@hotmail.com" <bollingsmith@hotmail.com>
cc:
Subject: Doyle Drive Web site - Response to Your Question

Hi Bolling - Thank you for visiting the Doyle Drive Web site. We will add you to the project mailing list.

The batteries in the Doyle Drive corridor are under evaluation. The evaluation will be included in and comply with the Section 106 and California Environmental Quality Act (CEQA) processes. The project team is finalizing several of the technical studies for the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR), which is scheduled for release to the public in Winter 2002. The results of the evaluation will be provided in the Draft EIS/EIR and there will be an opportunity for public comment and a public hearing. Please check the Web site again for updates on the release date of the Draft EIS/EIR and the date and location of the public hearing. Thank you.

-----Original Message-----
From: Doyledrivemail@pbworld.com [mailto:Doyledrivemail@pbworld.com]
Sent: Thursday, August 29, 2002 7:47 PM
To: k.ranieri@pamsf.com
Subject: Doyle Drive Feedback Form

Feedback from the Doyle Drive Contact section
comments : I and the Coast Defense Study Group are deeply concerned about the threat to the historic coast artillery batteries near Doyle Drive. These batteries, now approximately 100 years old, are key elements in the military history of San Francisco and the nation.
Name : Bolling Smith
Address : 5400 Trent Street
Clinton, MD 20735
Phone : 301 868-1525
Org : editor, Coast Defense Journal
Email : bollingsmith@hotmail.com
InfoRequested : please add me to your mailing list

Kristy Ranieri
<k.ranieri@pamsf.com
>

To: "tmcgovern@icfconsulting.com" <tmcgovern@icfconsulting.com>
cc:
Subject: Doyle Drive Web site - Response to Your Question

09/04/2002 04:14 PM

Hi Terrance - Thank you for visiting the Doyle Drive Web site. We will add you to the project mailing list.

The batteries in the Doyle Drive corridor are under evaluation. The evaluation will be included in and comply with the Section 106 and California Environmental Quality Act (CEQA) processes. The project team is finalizing several of the technical studies for the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR), which is scheduled for release to the public in Winter 2002. The results of the evaluation will be provided in the Draft EIS/EIR and there will be an opportunity for public comment and a public hearing. Please check the Web site again for updates on the release date of the Draft EIS/EIR and the date and location of the public hearing. Thank you.

-----Original Message-----
From: Doyledrivemail@pbworld.com [mailto:Doyledrivemail@pbworld.com]
Sent: Friday, August 30, 2002 7:38 AM
To: k.ranieri@pamsf.com
Subject: Doyle Drive Feedback Form

Feedback from the Doyle Drive Contact section
comments : Interested in saving the Endicott Era coast defense batteries from destruction. Please let me know your plans in this regard.
Name : Terrance McGovern
Address : 1717 Forest Lane
McLean, VA 22101
Phone : 703/934-3661
Org : CDSG
Email :
InfoRequested : please add me to your mailing list

Kristy Ranieri <k.ranieri@pamsf.com>

09/05/2002 11:31 AM

To: "andy_bennett@mindspring.com" <andy_bennett@mindspring.com>
cc:
Subject: RE: Doyle Drive Feedback Form

Hi Andy - Thank you for visiting the Doyle Drive Web site. We will add you to the project mailing list.

The batteries in the Doyle Drive corridor are under evaluation. The evaluation will be included in and comply with the Section 106 and California Environmental Quality Act (CEQA) processes. The project team is finalizing several of the technical studies for the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR), which is scheduled for release to the public in Winter 2002. The results of the evaluation will be provided in the Draft EIS/EIR and there will be an opportunity for public comment and a public hearing. Please check the Web site again for updates on the release date of the Draft EIS/EIR and the date and location of the public hearing. Thank you.

-----Original Message-----
From: Doyledrivemail@pbworld.com [mailto:Doyledrivemail@pbworld.com]
Sent: Wednesday, September 04, 2002 5:27 PM
To: k.ranieri@pamsf.com
Subject: Doyle Drive Feedback Form

Feedback from the Doyle Drive Contact section
comments : I would like to be kept updated on the status of the historic seacoast batteries located adjacent to Doyle Drive. I feel it is critical they be preserved in any plan implemented.
Name : Andrew Bennett
Address : 154 Piper Ridge
Royal Palm Beach, FL 33411
Phone :
Org :
Email : andy_bennett@mindspring.com
InfoRequested : please add me to your mailing list

DEPARTMENT OF TRANSPORTATION
P. O. BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
(510) 286-4454 TDD

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September 11, 2002

Mr. Steven Becker, Executive Director
The California Historical Society
678 Mission Street
San Francisco, CA 94105

Dear Mr. Becker:

Re: Doyle Drive Environmental and Design Study

I am contacting you to update information provided to you in a letter about the above project from the San Francisco County Transportation Authority (SFCTA) dated April 19, 2001. The project involves a proposal to replace Doyle Drive, in the northern part of the City and County of San Francisco, from the eastern boundary of the Presidio of San Francisco to the approach to the Golden Gate Bridge Toll Plaza. The purpose is to improve the seismic, structural and traffic safety of the roadway within the setting and context of the Presidio and its purpose as a National Park.

The Federal Highway Administration is the lead federal agency for the project for the purposes of NEPA and Section 106 of the National Historic Preservation Act. The National Park Service, the Presidio Trust, the SFCTA and the California Department of Transportation are cooperating agencies for the project. Initial meetings were held in March of 2000 regarding the commencement of studies complying with 36 CFR Part 800, the implementing regulations for Section 106. Because of the level of effort appropriate for conducting studies of the Presidio, a National Historic Landmark, and nearby properties, the survey for historic resources was only recently completed. It will be available for your review when its findings have been reviewed by the State Office of Historic Preservation and the Advisory Council on Historic Preservation.

Currently we are preparing an effect analysis for the proposed project. Doyle Drive has been previously determined a historic property. As any project to replace Doyle Drive, also identified as a contributor to the National Historic Landmark nomination for the Presidio, would constitute an adverse effect according to 36 CFR Part 600, it is already understood that all Build alternatives for the proposed project would constitute an adverse effect on the Presidio. The focus of the effects analysis is to characterize and quantify the effects by each alternative. Four alternatives involve placing part of the new facility underground, close to the current alignment and avoiding most of the Presidio's historic buildings. One alternative involves replacing the facility above-ground along its current alignment and avoiding all historic buildings, except for some temporary relocations during construction. Mitigation measures will be developed to minimize project impacts to the extent feasible.

You will also have an opportunity to participate in public comment on the proposed project during the circulation of the Draft Environmental Impact Report, which is anticipated by the end of this year. If you wish to be informed further about the project's effects on historic resources, you can reach me at Mail Station 6 D at the above address or at (510) 622-5458. If you have questions or comments on other issues pertaining to the project please contact Jared Goldfine at the above address.

Sincerely,

Elizabeth McKee

ELIZABETH MCKEE
District Branch Chief
Environmental Planning South

cc: Lee Saage, San Francisco County Transportation Authority
Susan Killen, Parsons Brinckerhoff
Cherilyn Widell, Presidio Trust
Rick Foster, National Park Service

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

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OAKLAND, CA 94623-0660
(510) 286-4444
(510) 286-4454 TDD

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September 11, 2002

Mr. Doug, Comstock
President
Coalition for San Francisco Neighborhoods
P.O. Box 425882
San Francisco, CA 94142-5882

Dear Mr. Comstock:

Re: Doyle Drive Environmental and Design Study

I am contacting you to update information provided to you in a letter about the above project from the San Francisco County Transportation Authority (SFCTA) dated April 19, 2001. The project involves a proposal to replace Doyle Drive, in the northern part of the City and County of San Francisco, from the eastern boundary of the Presidio of San Francisco to the approach to the Golden Gate Bridge Toll Plaza. The purpose is to improve the seismic, structural and traffic safety of the roadway within the setting and context of the Presidio and its purpose as a National Park.

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Sincerely,

Elizabeth McKee

ELIZABETH MCKEE
District Branch Chief
Environmental Planning South

cc: Lee Saage, San Francisco County Transportation Authority
Susan Killen, Parsons Brinckerhoff
Cherilyn Widell, Presidio Trust
Rick Foster, National Park Service

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

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OAKLAND, CA 94623-0660
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(510) 286-4454 TDD

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September 11, 2002

Ms. Roberta Deering, Executive Director
California Preservation Foundation
1611 Telegraph Avenue, Suite 820
Oakland, CA 94612

Dear Ms. Deering:

Re: Doyle Drive Environmental and Design Study

I am contacting you to update information provided to you in a letter about the above project from the San Francisco County Transportation Authority (SFCTA) dated April 19, 2001. The project involves a proposal to replace Doyle Drive, in the northern part of the City and County of San Francisco, from the eastern boundary of the Presidio of San Francisco to the approach to the Golden Gate Bridge Toll Plaza. The purpose is to improve the seismic, structural and traffic safety of the roadway within the setting and context of the Presidio and its purpose as a National Park.

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Sincerely,

Elizabeth McKee

ELIZABETH MCKEE
District Branch Chief
Environmental Planning South

cc: Lee Saage, San Francisco County Transportation Authority
Susan Killen, Parsons Brinckerhoff
Cherilyn Widell, Presidio Trust
Rick Foster, National Park Service

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
P. O. BOX 23660
OAKLAND, CA 94623-0660
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September 11, 2002

Ms. Mercedes Devine, Director
Society of California Pioneers
300 4th Street
San Francisco, CA 94107

Dear Ms. Devine:

Re: Doyle Drive Environmental and Design Study

I am contacting you to update information provided to you in a letter about the above project from the San Francisco County Transportation Authority (SFCTA) dated April 19, 2001. The project involves a proposal to replace Doyle Drive, in the northern part of the City and County of San Francisco, from the eastern boundary of the Presidio of San Francisco to the approach to the Golden Gate Bridge Toll Plaza. The purpose is to improve the seismic, structural and traffic safety of the roadway within the setting and context of the Presidio and its purpose as a National Park.

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Sincerely,

Elizabeth McKee

ELIZABETH MCKEE
District Branch Chief
Environmental Planning South

cc: Lee Saage, San Francisco County Transportation Authority
Susan Killen, Parsons Brinckerhoff
Cherilyn Widell, Presidio Trust
Rick Foster, National Park Service

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

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September 11, 2002

Mr. Charles Fracchia, President
San Francisco Historical Society
P.O. Box 420569
San Francisco, CA 94142

Dear Mr. Fracchia:

Re: Doyle Drive Environmental and Design Study

I am contacting you to update information provided to you in a letter about the above project from the San Francisco County Transportation Authority (SFCTA) dated April 19, 2001. The project involves a proposal to replace Doyle Drive, in the northern part of the City and County of San Francisco, from the eastern boundary of the Presidio of San Francisco to the approach to the Golden Gate Bridge Toll Plaza. The purpose is to improve the seismic, structural and traffic safety of the roadway within the setting and context of the Presidio and its purpose as a National Park.

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Elizabeth McKee

ELIZABETH MCKEE
District Branch Chief
Environmental Planning South

cc: Lee Saage, San Francisco County Transportation Authority
Susan Killen, Parsons Brinckerhoff
Cherilyn Widell, Presidio Trust
Rick Foster, National Park Service

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

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September 11, 2002

Ms. Susan Goldstein, City Archivist
San Francisco History Center
San Francisco Public Library
100 Larkin Street, 6th Floor
San Francisco, CA 94102

Dear Ms. Goldstein:

Re: Doyle Drive Environmental and Design Study

I am contacting you to update information provided to you in a letter about the above project from the San Francisco County Transportation Authority (SFCTA) dated April 19, 2001. The project involves a proposal to replace Doyle Drive, in the northern part of the City and County of San Francisco, from the eastern boundary of the Presidio of San Francisco to the approach to the Golden Gate Bridge Toll Plaza. The purpose is to improve the seismic, structural and traffic safety of the roadway within the setting and context of the Presidio and its purpose as a National Park.

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Sincerely,

Elizabeth McKee

ELIZABETH MCKEE
District Branch Chief
Environmental Planning South

cc: Lee Saage, San Francisco County Transportation Authority
Susan Killen, Parsons Brinckerhoff
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Rick Foster, National Park Service

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

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September 11, 2002

Mr. Mike Hammond, Executive Director
The Victorian Alliance
824 Grove Street
San Francisco, CA 94117

Dear Mr. Hammond:

Re: Doyle Drive Environmental and Design Study

I am contacting you to update information provided to you in a letter about the above project from the San Francisco County Transportation Authority (SFCTA) dated April 19, 2001. The project involves a proposal to replace Doyle Drive, in the northern part of the City and County of San Francisco, from the eastern boundary of the Presidio of San Francisco to the approach to the Golden Gate Bridge Toll Plaza. The purpose is to improve the seismic, structural and traffic safety of the roadway within the setting and context of the Presidio and its purpose as a National Park.

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Sincerely,

Elizabeth McKee

ELIZABETH MCKEE
District Branch Chief
Environmental Planning South

cc: Lee Saage, San Francisco County Transportation Authority
Susan Killen, Parsons Brinckerhoff
Cherilyn Widell, Presidio Trust
Rick Foster, National Park Service

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

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September 11, 2002

Mr. William Hargis
Native Sons of the Golden West
414 Mason Street
San Francisco, CA 94102

Dear Mr. Hargis:

Re: Doyle Drive Environmental and Design Study

I am contacting you to update information provided to you in a letter about the above project from the San Francisco County Transportation Authority (SFCTA) dated April 19, 2001. The project involves a proposal to replace Doyle Drive, in the northern part of the City and County of San Francisco, from the eastern boundary of the Presidio of San Francisco to the approach to the Golden Gate Bridge Toll Plaza. The purpose is to improve the seismic, structural and traffic safety of the roadway within the setting and context of the Presidio and its purpose as a National Park.

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District Branch Chief
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September 11, 2002

Mr. Tom Kiernan,
National Parks Conservation Association
1300 19th Street, NW
Suite 300
Washington, DC 20036

Dear Mr. Kiernan:

Re: Doyle Drive Environmental and Design Study

I am contacting you to provide information about the above project from the San Francisco County Transportation Authority (SFCTA) dated April 19, 2001. The project involves a proposal to replace Doyle Drive, in the northern part of the City and County of San Francisco, from the eastern boundary of the Presidio of San Francisco to the approach to the Golden Gate Bridge Toll Plaza. The purpose is to improve the seismic, structural and traffic safety of the roadway within the setting and context of the Presidio and its purpose as a National Park.

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ELIZABETH MCKEE
District Branch Chief
Environmental Planning South

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Susan Killen, Parsons Brinckerhoff
Cherilyn Widell, Presidio Trust
Rick Foster, National Park Service

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

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September 11, 2002

Donneter Lane, President
San Francisco African American Historical
and Cultural Society
Fort Mason Center Building C, Room 165
San Francisco, CA 94123

Dear Mr. Lane:

Re: Doyle Drive Environmental and Design Study

I am contacting you to update information provided to you in a letter about the above project from the San Francisco County Transportation Authority (SFCTA) dated April 19, 2001. The project involves a proposal to replace Doyle Drive, in the northern part of the City and County of San Francisco, from the eastern boundary of the Presidio of San Francisco to the approach to the Golden Gate Bridge Toll Plaza. The purpose is to improve the seismic, structural and traffic safety of the roadway within the setting and context of the Presidio and its purpose as a National Park.

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Sincerely,

Elizabeth McKee

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District Branch Chief
Environmental Planning South

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Susan Killen, Parsons Brinckerhoff
Cherilyn Widell, Presidio Trust
Rick Foster, National Park Service

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September 11, 2002

Ms. Bridget Maley, President
Northern California Chapter of the
Society of Architectural Historians
c/o ARG
Pier 9 The Embarcadero
San Francisco, CA 94111

Dear Ms. Maley:

Re: Doyle Drive Environmental and Design Study

I am contacting you to update information provided to you in a letter about the above project from the San Francisco County Transportation Authority (SFCTA) dated April 19, 2001. The project involves a proposal to replace Doyle Drive, in the northern part of the City and County of San Francisco, from the eastern boundary of the Presidio of San Francisco to the approach to the Golden Gate Bridge Toll Plaza. The purpose is to improve the seismic, structural and traffic safety of the roadway within the setting and context of the Presidio and its purpose as a National Park.

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Sincerely,

Elizabeth McKee

ELIZABETH MCKEE
District Branch Chief
Environmental Planning South

cc: Lee Saage, San Francisco County Transportation Authority
Susan Killen, Parsons Brinckerhoff
Cherilyn Widell, Presidio Trust
Rick Foster, National Park Service

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

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September 11, 2002

Ms. Kathleen Manning, President
San Francisco History Association
P.O. Box 31907
San Francisco, CA 94131

Dear Ms. Manning:

Re: Doyle Drive Environmental and Design Study

I am contacting you to update information provided to you in a letter about the above project from the San Francisco County Transportation Authority (SFCTA) dated April 19, 2001. The project involves a proposal to replace Doyle Drive, in the northern part of the City and County of San Francisco, from the eastern boundary of the Presidio of San Francisco to the approach to the Golden Gate Bridge Toll Plaza. The purpose is to improve the seismic, structural and traffic safety of the roadway within the setting and context of the Presidio and its purpose as a National Park.

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District Branch Chief
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September 11, 2002

Ms. Marlene Salha, Manager
Native Daughters of the Golden West
543 Baker Street
San Francisco, CA 94107-1372

Dear Ms. Salha:

Re: Doyle Drive Environmental and Design Study

I am contacting you to update information provided to you in a letter about the above project from the San Francisco County Transportation Authority (SFCTA) dated April 19, 2001. The project involves a proposal to replace Doyle Drive, in the northern part of the City and County of San Francisco, from the eastern boundary of the Presidio of San Francisco to the approach to the Golden Gate Bridge Toll Plaza. The purpose is to improve the seismic, structural and traffic safety of the roadway within the setting and context of the Presidio and its purpose as a National Park.

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You will also have an opportunity to participate in public comment on the proposed project during the circulation of the Draft Environmental Impact Report, which is anticipated by the end of this year. If you wish to be informed further about the project's effects on historic resources, you can reach me at Mail Station 6 D at the above address or at (510) 622-5458. If you have questions or comments on other issues pertaining to the project please contact Jared Goldfine at the above address.

Sincerely,

Elizabeth McKee

ELIZABETH MCKEE
District Branch Chief
Environmental Planning South

cc: Lee Saage, San Francisco County Transportation Authority
Susan Killen, Parsons Brinckerhoff
Cherilyn Widell, Presidio Trust
Rick Foster, National Park Service

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
P. O. BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
(510) 286-4454 TDD

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September 12, 2002

Charles Edwin Chase, AIA
Executive Director
San Francisco Architectural Heritage
2007 Franklin Street
San Francisco, CA, 94109-2996

Dear Mr. Chase:

We enclose, for San Francisco Architectural Heritage's review and comment, a copy of the draft Finding of Effects Abstract for the proposed Doyle Drive Environmental & Design Study Project. This document contains a summary of the findings of eligible properties within the focused Area of Potential Effect from the Historic Property Survey Report (HPSR), and a summary of the anticipated effects that the five build alternatives would have on historic properties, from the Finding of Effect Report (FOE). A summary of the HPSR, which discussed eligible properties, was included in our letter to your organization dated April 22, 2002.

As an abstract, this document provides minimal information on the identification of eligible properties; it is intended to bring your organization up to date on anticipated effects. The effects analysis is an ongoing process, therefore the enclosed Abstract should be considered a preliminary document only. The final FOE will provide much greater detail. Both the complete HPSR and complete FOE will be provided for your review once FHWA has approved these documents for distribution.

If you wish to comment on the preliminary effects findings, please contact me by September 23, 2002, so that your comments can be incorporated in the final FOE before it is transmitted to the State Historic Preservation Officer. I can be reached at (510) 622-5458, or email me at lissa_mckee@dot.ca.gov. Comments received after that date will be forwarded to the Federal Highway Administration and the State Historic Preservation Officer.

A routine opportunity to comment on environmental issues overall will be offered to the community during the circulation phase of the draft EIS/EIR during winter 2002/3.

Sincerely,

Elizabeth McKee

Elizabeth McKee
Office of Environmental Planning, South

Enclosure

cc: Susan Killen, Parsons Brinckerhoff
Lee Saage, San Francisco County Transportation Authority
Branch
Chron
Unit

San Francisco County Transportation Authority

100 Van Ness Avenue 25th Floor
San Francisco, California 94102
415.522.4800 FAX 415.522.4829
info@sfcta.org www.sfcta.org

November 14, 2002

Colonel Herbert M. Hart
Council on America's Military Past
Post Office Box 151
Fort Meyer, Virginia 22211

Subject: Doyle Drive Replacement Project

Dear Colonel Hart:

Thank you for your letter of September 13, 2002, concerning the environmental document now in preparation for the Doyle Drive Replacement Project. I apologize for the tardy reply. Your letter was misrouted within our office I did not see it until a few days ago.

The San Francisco County Transportation Authority is preparing a combined environmental impact statement (EIS) under the National Environmental Policy Act and an environmental impact report (EIR) under the California Environmental Quality Act for the replacement of Doyle Drive. No Draft EIS/EIR has as yet been circulated for public review. It appears that you have been provided a copy of the Administrative Draft EIS/EIR intended as a working draft for review by lead and cooperating agencies. The Administrative Draft document does not reflect comments and direction from the Federal Highway Administration, National Park Service, the Presidio Trust or other cooperating agencies. No public comment period was indicated on that document because it was not a version intended for public circulation.

We are pleased to know of your interest and your concern about the historic batteries, warehouses, and other features at the Presidio. You will have the opportunity to review the Draft EIS/EIR when it is circulated for public comment. Your organization has been added to the list of those to receive the Draft EIS/EIR. We expect to circulate the draft for public review early in 2003.

Please feel free to call or communicate by electronic mail should you have questions. My direct telephone number is 714-536-6240 and electronic mail address is Lee@Saage.net.

Sincerely,

Leroy L. Saage, PE
Project Manager – Doyle Drive

cc: Lissa McKee, Caltrans
Jared Goldfine, Caltrans
PW, Chron

Moving the City.

MILITARY HISTORY — HISTORIC PRESERVATION

Council on America's Military Past - U.S.A.

POST OFFICE BOX 1151 • FORT MYER, VIRGINIA 22211

September 13, 2002

San Francisco County Transportation Alliance
ATTENTION: LEROY L. SAAGE
100 Van Ness Avenue, 25th Floor
San Francisco, California 94102

Dear Mr. Saage:

A copy has just come to us of the Draft EIS for the Doyle Drive Project. Although it is dated June 2002, we are just now receiving it from another source. We could not find a comment due date.

The Council on America's Military Past is a national history and historic preservation organization whose principal focus is on the preservation of historic American military posts, forts, cantonments, stations, etc. We have had a deep interest in the Presidio since holding our Third Annual Military History Conference there in 1969, our 15th in 1981, and our two publications, a quarterly and a monthly newspaper, have carried countless articles on the Presidio. We continue to do so.

We would appreciate receiving two sets of all of the some thousand pages iof documents relevant to this planning effort, which we should have received, apparently in June. We need to examine them to comment further on this project.

On the basis of the draft EIS alone, it is apparent that the only acceptable alternative, the only alternative that minimizes effects on this important Presidio of San Francisco National Historic Landmark, is the "retrofit and widen" alternative. We therefore recommend adoption of that alternative, and form rejection of all other alternatives due to unacceptable destruction of nationally significant historic resources. We are concerned especially about Batteries Blaney and Slaughter, the only two Endicott and later batteries that directly bear inside San Francisco Bay. Their demolition would remove the last remnants of an important facet of San Francisco Bay coast defense history. The impact on the clusters of storehouses or warehouses also is disturbing . Little appreciated as historic structures, this is a type of structure seldom preserved, and thus it is all the more important that these clusters at the Presidio be preserved.

There is another hitherto unrecognized resource not considered: the Presidio Pet Cemetery. It was not included with the National Historic Landmark because at the time that the district was last studied, the Pet Cemetery was not yet 50 years of age. We believe it originated after World War II as a War Dog Cemetery. We also believe it is now over 50 years old of age, and therefore would today contribute to the National Historic Landmark District. We believe it should be

addressed in revised drafts of the Doyle Drive Project planning documents.

At this point we do not know whether these comments meet your deadline; a phone call to Mr. Saage elicited a voice mail to the effect that he was out of the office that day. Having received this one document so late, and not having any of the others to review, we request an extension of any deadline for comments, so that we may be sent the other relevant documents and be given time to read, consider, and comment on them.

Sincerely,

Herbert M. Hart
Colonel (Ret.), USMC
Executive Director

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
P. O. BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
(510) 286-4454 TDD

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September 16, 2002

Mr. Frederick Brovold, President
American Society of Civil Engineers
Lowney Associates
405 Clyde Ave
Mountain View, CA 94043

Dear Mr. Brovold:

Re: Doyle Drive Environmental and Design Study

I am contacting you about the above project proposed by the San Francisco County Transportation Authority (SFCTA) to replace Doyle Drive, in the northern part of the City and County of San Francisco, from the eastern boundary of the Presidio of San Francisco to the approach to the Golden Gate Bridge Toll Plaza. The purpose is to improve the seismic, structural and traffic safety of the roadway within the setting and context of the Presidio and its purpose as a National Park.

The Federal Highway Administration is the lead federal agency for the project for the purposes of NEPA and Section 106 of the National Historic Preservation Act. The National Park Service, the Presidio Trust, the SFCTA and the California Department of Transportation are cooperating agencies for the project. Initial meetings were held in March of 2000 regarding the commencement of studies complying with 36 CFR Part 800, the implementing regulations for Section 106. Because of the level of effort appropriate for conducting studies of the Presidio, a National Historic Landmark, and nearby properties, the survey for historic resources was only recently completed. It will be available for your review when its findings have been reviewed by the State Office of Historic Preservation and the Advisory Council on Historic Preservation.

Currently we are preparing an effect analysis for the proposed project. Doyle Drive has been previously determined a historic property. As any project to replace Doyle Drive, also identified as a contributor to the National Historic Landmark nomination for the Presidio, would constitute an adverse effect according to 36 CFR Part 600, it is already understood that all Build alternatives for the proposed project would constitute an adverse effect on the Presidio. The focus of the effects analysis is to characterize and quantify the

effects by each alternative. Four alternatives involve placing part of the new facility underground, close to the current alignment and avoiding most of the Presidio's historic buildings. One alternative involves replacing the facility above-ground along its current alignment and avoiding all historic buildings, except for some temporary relocations during construction. Mitigation measures will be developed to minimize project impacts to the extent feasible.

You will also have an opportunity to participate in public comment on the proposed project during the circulation of the Draft Environmental Impact Report, which is anticipated by the end of this year. If you wish to be informed further about the project's effects on historic resources, you can reach me at Mail Station 6 D at the above address or at (510) 622-5458. If you have questions or comments on other issues pertaining to the project please contact Jared Goldfine at the above address.

Sincerely,

Elizabeth McKee

ELIZABETH MCKEE
District Branch Chief
Environmental Planning South

cc: Lee Saage, San Francisco County Transportation Authority
Susan Killen, Parsons Brinckerhoff
Cherilyn Widell, Presidio Trust
Rick Foster, National Park Service

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

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September 23, 2002

Ms. Holly Fiala, Director
Western Office
National Trust for Historic Preservation
8 California Street Suite 400
San Francisco, CA 94111- 4828

Attention: Mr. Michael Buhler

Dear Mr. Buhler:

You will find in this package one set of preliminary plans for the Doyle Drive Project alternatives for your review and to assist in your understanding of the project's potential effects on historic properties.. These are recent, but should be considered to be in draft stage and subject to revision.

Please note that there are two design alternatives which were inadvertently omitted from this set of plans, the On-Mason detour and the Eastbound Doyle Drive Off-Ramp to Lincoln Boulevard These design alternatives will be considered in the DEIS and the Finding of Effect Report Section 106.

- The On-Mason design alternative, which would utilize existing Mason Street as a construction detour, would be an option under any of the alternatives. We will provide you with a plan sheet illustrating the On-Mason Detour as soon as we receive it.
- The Eastbound Doyle Drive Off-Ramp to Lincoln Boulevard design alternative would be an option only under the Retrofit/Widen Alternative. The Retrofit/Widen Alternative plan in this set shows an earlier ramp design which has been superceded by the attached Figure 2.2-3.

In addition, FHWA has confirmed that it will allow Caltrans to distribute copies of the Finding of Effect to concurring parties once it has approved and transmitted the Finding of Effect to the State Historic Preservation Officer. We anticipate forwarding the complete Finding of Effect to FHWA in October.

You can reach me at (510) 622-5458 or Elizabeth (Beth) Krase at (510) 286-5612 with comments or questions.

Sincerely,

E Krase

for ELIZABETH MCKEE
District Native American Coordinator
Environmental Planning South

Enclosure (large scale plans, Figure 2.2-3)

cc: Presidio Trust-Widell; National Park Service- Foster; FPPHA-Diane Hermann; NTHP-Buhler; VA-Elliot

RECORD OF MEETING OR CONVERSATION Date: 9/27/02

MEMORANDUM File: Doyle Drive

EA# 163700

To: File From: E Krase

WHERE HELD:

_X_ By Telephone ___ District Office ___ At Other Party's Office

___ Other:

INITIATED BY:

___ District _X_ Other: Sam Stokes (private citizen)

PARTICIPANTS:

Lissa McKee, Elizabeth Krase, Caltrans Environmental Planning Office

SUBJECT:

Mr. Stokes said he is interested in the Doyle Drive project. He is concerned about the effects on the historic batteries at the Presidio. He is active in the Coastal Defense Study Group and asked a letter from the group would be appropriate.

Lissa and I welcomed his input and any letter from the group.

Mr. Stokes also mentioned that another group, the Council on America's Military Past, would likely be interested in the fate of the batteries.

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OAKLAND, CA 94623-0660
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October 1, 2002

Mr. John Hodges, Director
California Heritage Council
P.O. Box 475046
San Francisco, CA 94147

Dear Mr. Hodges:

Re: Doyle Drive Environmental and Design Study

I am contacting you to update information provided to you in a letter about the above project from the San Francisco County Transportation Authority (SFCTA) dated April 19, 2001. The project involves a proposal to replace Doyle Drive, in the northern part of the City and County of San Francisco, from the eastern boundary of the Presidio of San Francisco to the approach to the Golden Gate Bridge Toll Plaza. The purpose is to improve the seismic, structural and traffic safety of the roadway within the setting and context of the Presidio and its purpose as a National Park.

The Federal Highway Administration is the lead federal agency for the project for the purposes of NEPA and Section 106 of the National Historic Preservation Act. The National Park Service, the Presidio Trust, the SFCTA and the California Department of Transportation are cooperating agencies for the project. Initial meetings were held in March of 2000 regarding the commencement of studies complying with 36 CFR Part 800, the implementing regulations for Section 106. Because of the level of effort appropriate for conducting studies of the Presidio, a National Historic Landmark, and nearby properties, the survey for historic resources was only recently completed. It will be available for your review when its findings have been reviewed by the State Office of Historic Preservation and the Advisory Council on Historic Preservation.

Currently we are preparing an effect analysis for the proposed project. Doyle Drive has been previously determined a historic property. As any project to replace Doyle Drive, also identified as a contributor to the National Historic Landmark nomination for the Presidio, would constitute an adverse effect according to 36 CFR Part 600, it is already understood that all Build alternatives for the proposed project would constitute an adverse effect on the Presidio. The focus of the effects analysis is to characterize and quantify the effects by each alternative. Four alternatives involve placing part of the new facility underground, close to the current alignment and avoiding most of the Presidio's historic buildings. One alternative involves replacing the facility above-ground along its current alignment and avoiding all historic buildings, except for some temporary relocations during construction. Mitigation measures will be developed to minimize project impacts to the extent feasible.

You will also have an opportunity to participate in public comment on the proposed project during the circulation of the Draft Environmental Impact Report, which is anticipated by the end of this year. If you wish to be informed further about the project's effects on historic resources, you can reach me at Mail Station 6 D at the above address or at (510) 622-5458. If you have questions or comments on other issues pertaining to the project please contact Jared Goldfine at the above address.

Sincerely,

Elizabeth McKee

ELIZABETH MCKEE
District Branch Chief
Environmental Planning South

cc: Lee Saage, San Francisco County Transportation Authority
Susan Killen, Parsons Brinckerhoff
Cherilyn Widell, Presidio Trust
Rick Foster, National Park Service

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
980 Ninth Street, Suite 400
Sacramento, CA. 95814-2724

November 1, 2002

IN REPLY REFER TO
HDA-CA
File # 04-SF-101-8.3/9.4
Document # P 42408
FHWA010326D

CERTIFIED RETURN RECEIPT REQUESTED 7000 0520 0016 9118 7337

Dr. Knox Mellon
State Historic Preservation Officer
Office of Historic Preservation
P. O. Box 942896
Sacramento, CA 94296-0001

Dear Dr. Mellon:

SUBJECT: **DOYLE DR. HPSR - ELIGIBILITY**

Enclosed for your review is a copy of the four-volume Historic Property Survey Report (HPSR) (August 29, 2002) for the proposed project to reconstruct State Route 101 (Doyle Drive) from State Route 1 to Marina Boulevard in the City and County of San Francisco.

The HPSR includes the results of studies to identify National Register eligible properties located within the project area of potential effect (APE). The APE includes a focused APE for the part of the project that is located within the boundaries of the Presidio National Historic Landmark District (NHLD). The focused APE was established to address the area of direct physical and potential indirect visual effects and was established in consultation with your office at a March 29, 2001 meeting and your letter of October 31, 2001. Subsequently, the focused APE was revised slightly to include the repaving of Richardson Avenue from Francisco Street to Chestnut Street, but no additional buildings or structures were included. This accounts for the later FHWA signature date on the APE maps.

The APE includes the following historic properties that were previously listed or determined eligible for listing in the National Register of Historic Places:

- The Presidio of San Francisco National Historic Landmark District (Presidio NHLD). The Presidio NHLD was first designated as a landmark in 1962 and its specific contributing elements were also identified in updated documentation prepared by the National Park Service in 1993. The period of significance for the Presidio NHLD is 1775-1945 and 1951.

- Doyle Drive was determined eligible for the National Register in 1977 and 1980, and is also a contributor to the Presidio NHLD and to the Golden Gate Bridge.

- The Marina and the Presidio viaducts of Doyle Drive were determined individually eligible by the Caltrans Bridge Survey of 1986 with your office's concurrence.

- The San Francisco National Cemetery, also a contributor to the Presidio NHLD, is considered to be individually eligible for the National Register by Congressional designation, according to National Register Bulletin #15.

Additionally, we have determined that the Palace of Fine Arts, comprised of the rotunda, colonnade, and lagoon/landscaping area, is eligible for listing in the National Register as a reconstructed property. The Exhibit Hall wasn't reconstructed accurately and is excluded from this determination. The San Francisco Recreation and Park Department, owner/operator of the Palace of Fine Arts objects to this exclusion. It is our opinion that the eligibility assessment of this historic property is well founded. We request your concurrence with our determinations regarding eligibility of each of the aforementioned elements of the Palace of Fine Arts property.

One previously recorded archeological site is located within the focused APE for archeology, CA-SFr-6/26. We have determined this site to be eligible under criterion D.

We have further determined that fifty-five resources within the NHLD which were constructed after the period of significance and have reached 50 years of age since 1993 are not eligible. We have also determined that thirty-five buildings located in the Marina neighborhood at the eastern end of the APE also are not eligible.

We are requesting your concurrence in our eligibility determinations, determinations of ineligibility, and concurrence that the requirements of 36 CFR 800.4 (a), (b), and (c) have been met.

A Finding of Effect Report is nearing completion and will be transmitted to you in the near future. We have also been coordinating with Hans Kreutzberg of your staff to set up a site meeting to provide additional opportunity to acquaint your staff with the project and comment on the potential direct, indirect, secondary and cumulative impacts on historic properties and conceptual mitigation. Other participants would be the cooperating federal agencies, the Presidio Trust, the National Park Service, the Department of Veterans Affairs; the Advisory Council on Historic Preservation; the local sponsor agency which is the San Francisco County Transportation Authority; and Caltrans.

Further consultation will be arranged as the project progresses through the NEPA process. At this time, the Draft Environmental Impact Statement (DEIS) is being prepared for Notice of Availability and circulation to the public. A public hearing will be held during the public comment period. The preferred alternative selection and resolution of effects will follow after comments on the DEIS have been considered.

If you have any questions, please contact Joan Bollman at 916-498-5028 or Khoi Khau at 916-498-5866.

Sincerely,

/s/ Joan Bollman
For
Gary N. Hamby
Division Administrator

Enclosures (4):
HPSR, Vol. 1
HPSR, Vol. 2: "Archeological Survey Report/Historical Study Report"
HPSR, Vol. 3: "Phase I Extended Survey Report/Phase II Evaluation Report"
HPSR, Vol. 4: "Historic Architectural Survey Report"

cc: Jane Crisler, Advisory Council on Historic Preservation, Office of Planning and Review, 12136 West Bayaud Avenue, Suite 330, Lakewood, CO 80228 – (w/ copy of HPSR)
Michael Crowe, National Park Service, Pacific West Region, 1111 Jackson Street, Suite 700, Oakland, CA 94607
Rick Foster, National Park Service, Golden Gate National Recreational Area, Fort Mason, Building 201, San Francisco, 92123-0022
Cherilyn Widell, The Presidio Trust, P. O. Box 29052, San Francisco, CA 94129-0052
Robert Gross, Caltrans District 4 Environmental Planning
Jared Goldfine, Caltrans District 4 Environmental Planning
Lissa McKee, Caltrans District 4 Environmental Planning
Beth Krase, Caltrans District 4 Environmental Planning
Gary Winters, Caltrans HQ Environmental Analysis
Cindy Adams, Caltrans HQ Environmental Analysis
Glenn Gmoser, Caltrans HQ Environmental Analysis

E-mail:
FHWA-CA: Khoi Khau, Maiser Khaled, Brett Gainer
FHWA-WRC: Dan Harris

Consultation with Fort Point and Presidio Historical Association

DEPARTMENT OF TRANSPORTATION
P. O. BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
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March 1, 2002

Ms. Diane L. Hermann, President
Fort Point and Presidio Historical Association
Presidio of San Francisco
P.O. Box 29163
San Francisco, CA 94129

Dear Ms. Hermann:

Caltrans will be hosting a two-part meeting to discuss the Memorandum of Agreement (MOA) for the Doyle Drive Corridor Project. The MOA will be the guiding document for the treatment of cultural resources that will potentially be affected by the Doyle Drive Project. The MOA will address all cultural resource types, including prehistoric and historic archaeological sites, historic buildings, and possibly historic landscapes.

A morning meeting on March 18th will focus strictly on Native American issues, and will be attended by those Ohlone representatives who want to participate in the development of the MOA and are potential concurring parties. The afternoon meeting will focus on potential effects on historic buildings, structures, and landscape and proposed mitigation.

We have drafted some of the basic components for the MOA. These are elements that are common to most agreements, while some are elements specific to the Doyle Drive Project. You are certainly free to recommend additions or deletions or rewording for any part of the document. With your input we will develop the first Draft MOA for review.

The meeting on built environment issues will be on Monday, March 18th at 1 PM at the Crissy Field Center at 603 Old Mason Street (at Halleck). We will be providing lunch and refreshments beforehand at 12 PM. Please let us know if you will be attending or not so that we can plan for the meeting room and lunch.

You can reach me at (510) 622-5458 with comments or questions.

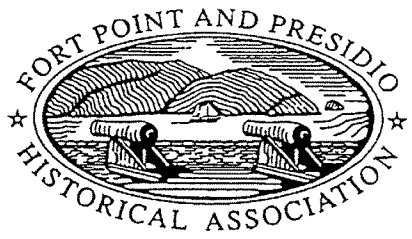
Sincerely,

Elizabeth McKee

ELIZABETH MCKEE
District Native American Coordinator
Environmental Planning South

Enclosure

Cc: Lee Saage, San Francisco County Transportation Authority
Susan Killen, Parsons Brinckerhoff
Cherilyn Widell, Presidio Trust
Paul Scolari, National Park Service



VIA E-MAIL AND REGULAR MAIL

May 22, 2002

Mr. Robert Gross
District Office Chief
Office of Environmental Planning, South
c/o Meg Scantlebury
California Department of Transportation
P. O. Box 23660
Oakland, CA 94623

Subject: Doyle Drive Project—Comments re Identification of Historic Properties

Dear Mr. Gross:

The Board of Directors of the Fort Point and Presidio Historical Association has reviewed your April 22, 2002 letter and the accompanying materials concerning the identification of historic architectural properties that may be affected by the proposed project. We have concluded that the list of historic buildings in the attachment to your letter appears to be complete, and we propose no additional architectural resources or further expansion of the Area of Potential Effect.

As an organization dedicated to the *interpretation* as well as preservation of the Presidio's history, however, we are concerned that "temporary detour facility" mentioned in alternatives 3a, 3b, 4a and 4b of the Project Description attached to your letter may result in the demolition of to the Commissary, Building 610. Although this structure is not a historic building, the Presidio Trust has designated it as the preferred location for museum use. This modern building, with large volumes of space for displays, environmental controls, handicapped access and parking adequate to handle substantial numbers of visitors, is an ideal structure for housing a world-class museum to educate the public about the history of the Presidio and its role in the development of the American West and the Pacific Rim. We have noted that the materials attached to your letter do not describe the parameters of the "temporary detour facility." We urge that any proposal for a temporary detour include options that will result in the retention of Building 610 intact.

Thank you for the opportunity to comment on the identification of historic architectural resources that may be affected by the proposed Doyle Drive project. We understand that a further study of cultural landscapes potentially affected by this project is underway and that it will be subject to public review and comment. We look forward

Presidio of San Francisco, California 94129. P.O. Box 29163. Tel: (415) 921-8193

to working with you on that phase of the planning process as well as the future phases concerning the assessment of the Doyle Drive project's effects on the Presidio's architectural, archeological and cultural features and ways to avoid or minimize adverse affects on these rich resources.

Very truly yours,

Diane L. Hermann

Diane L. Hermann
President

cc: Craig Middleton, Acting Director, Presidio Trust
Cherilyn Widell, Presidio Trust Preservation Officer
Hans Kreutzberg, California Office of Historic Preservation
Holly Fiala, Director, Western Region, National Trust for Historic Preservation
Ric Borjes, Chief, Cultural Resources and Museum Management, GGNRA

DEPARTMENT OF TRANSPORTATION
P. O. BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
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August 13, 2002

Ms. Diane L. Hermann, President
Fort Point and Presidio Historical Association
c/o 1770 Green Street, #601
San Francisco, CA 94123

file:
Doyle Drive Environmental & Design Study
04-SF-101 KP 12.8/15.7 (PM 8.0/9.8)
04-SF-01 KP 10.9/11.14 (PM 6.8/7.1)
EA 163700

Dear Ms. Hermann:

We enclose, for your review and comment, a copy of the draft Finding of Effects Abstract for the proposed Doyle Drive Environmental & Design Study Project. This document contains a summary of the findings of eligible properties within the focused Area of Potential Effect from the Historic Property Survey Report (HPSR), and a summary of the anticipated effects that the five build alternatives would have on historic properties, from the Finding of Effect Report (FOE). The HPSR and FOE will be provided for your review once FHWA has approved these documents for distribution.

If you wish to comment on the effects findings, we respectfully request that you reply by letter to Caltrans, to the attention of Ms. Elizabeth McKee by August 30, 2002, so that your comments can be incorporated in the final FOE before it is transmitted to the State Historic Preservation Officer early in September. Comments received after that date will be forwarded to the Federal Highway Administration and the State Historic Preservation Officer.

If you would like to meet to discuss these effects findings, we would prefer to meet on August 19 or 20, 2002 because these are the only days that the Presidio Trust's preservation officer will be available as well. You can reach me at (510) 622-5458 with comments or questions.

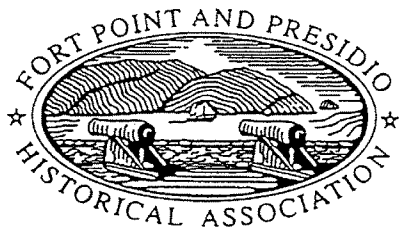
A routine opportunity to comment on environmental issues overall will be offered to the community during the circulation phase of the draft EIS/EIR during winter 2002.

Sincerely,

Elizabeth McKee

ELIZABETH MCKEE
District Native American Coordinator
Office of Environmental Planning, South

Enclosure



VIA E-MAIL AND REGULAR MAIL

August 28, 2002

Ms. Elizabeth McKee
Office of Environmental Planning, South
Department of Transportation, District 4
Mail Station: 8-C
P. O. Box 23660
Oakland, CA 94823-0060

Subject: Doyle Drive Replacement Project
Comments on Findings of Effect Abstract

Dear Ms. McKee:

I am writing on behalf of the Fort Point and Presidio Historical Association to confirm comments I made at our August 20, 2002 meeting regarding the subject abstract of findings of effect on historic properties. The following comments are also based on consultations I have had with members of the Association's Board of Directors, which consultations have been necessarily limited in order to meet the deadline for submitting our comments.

We have a number of concerns regarding the inadequacy of the Section 106 planning process for the Doyle Drive project, which will be a huge and complex undertaking with massive potential adverse effects on the Presidio's cultural landscapes and historic structures. Although the Abstract is described as a summary of the draft Findings of Effect, we learned at the above-mentioned meeting that the draft will not be completed until August 30, 2002, which is also the deadline for submitting our comments on the Abstract. Thus, even if the consulting parties meet the deadline for comments on the Abstract, our comments will be too late to inform the draft Findings of Effect. Moreover, the planning schedule distributed at the meeting provides only about ten days for interested parties to review and comment on the draft Findings of Effect by the September 20, 2002 deadline. We consider these extremely short review and comment periods unreasonable and inadequate to provide meaningful input into this crucial phase of the Section 106 planning process. Accordingly, we urge that the deadline for comments on the draft Findings of Effect be extended to provide thirty days for review and comment.

Presidio of San Francisco, California 94129, P.O. Box 29163, Tel: (415) 921-8193

We also share the concern expressed by Presidio Trust staff at the above-mentioned meeting that the Advisory Council on Historic Preservation has not been involved in the consultation process to date. We believe the Advisory Council can be enormously helpful in identifying and considering potential adverse effects and should be invited to take an active role in the Section 106 process with adequate time to comment on the Findings of Effect while they are still in draft form.

With respect to our review of the Abstract, we note that it does not contain a description of all aspects of the proposed undertaking. For example, the maps for Alternatives 3a, 3b, 4a and 4b show what appears to be a long west-bound off-ramp into Fort Scott, which will affect Buildings 966 and 967. This apparent ramp is not included in the description of the undertaking. The purpose, length, width and elevation of this ramp should be described. Furthermore, the Abstract does not adequately describe the proposed detour for the undertaking. A full description of the entire routes of the detours for all project alternatives, with their widths and elevations, and maps of these routes should be included in the draft Findings of Effect.

The Abstract identifies historic properties only by building number and title. At the above-mentioned meeting, we were informed that the draft Findings of Effect will contain descriptions of all affected historic properties. These descriptions should include statements of the historic significance of all affected historic properties. For example, the Abstract states that Battery Slaughter and portions of Battery Blaney will be demolished under Alternatives 3a, 3b, 4a and 4b. The historical significance of these batteries, in terms of both their role in our nation's coastal defense system and the larger issue of the history of our society's view of real and perceived threats from the Far East to our national security, should be included. Furthermore, Batteries Slaughter and Blaney should not be viewed in isolation, but as part of a massive system of numerous fortifications designed for an interlocking artillery defense of the San Francisco Bay. Thus, the draft Findings of Effect should acknowledge that the above-mentioned alternatives would not merely destroy the specific structures mentioned in the Abstract, but would damage the historic fabric of the entire fortification system in this National Historic Landmark District. The draft Findings of Effect should also acknowledge that these alternatives would compound the adverse effects on the cultural landscape of the Presidio's coastal defense fortifications resulting from the original construction of the Golden Gate Bridge and Doyle Drive.

The architectural significance of affected historic properties should also be described. For example, the unique decorative elements of the façade of Building 106, Band Barracks, should be included in the description of that building.

The Abstract's findings regarding adverse effects on cultural landscapes are minimal and cursory. In addition, the photographs attached to the Abstract do not clearly show the visual impact of the new aerial structures and above-grade tunnel. Verbal descriptions and visual aids such as panoramic photomontages should be included for all cultural landscapes in the path, or within the visual range, of the undertaking. A

description of any acoustical effects of the various alternatives on cultural landscapes should also be included.

Alternatives 3a, 3b, 4a and 4b call for the permanent relocation of a number of historic properties; and all build alternatives call for the temporary relocation of other historic properties. The Abstract, however, does not identify the locations of any of the relocated buildings. In the absence of such identification, it is not possible to consider the potential adverse effects of these relocations on cultural landscapes.

The Abstract mentions the removal of "some" historic era trees or "small areas of the Eucalyptus forest"; but the areas in which they are located are not identified, and the estimated number of trees to be removed is not stated. That information should be provided in the draft Findings of Effect, and photomontages of these areas should also be included.

The Abstract and its attached maps do not show clearly the effects of widening or otherwise altering surface streets (Burmingham, Gorgas and Girard) on historic properties and cultural landscapes. Maps showing only the altered streets (i.e., without the route of Doyle Drive) as well as additional photomontages should be included in the draft Findings of Effect. These maps are needed in order to evaluate the potential adverse effects of these alterations, e.g., on the relationship between adjacent historic buildings and the altered roads and access to these buildings.

Alternatives 4a and 4b call for the lowering of Halleck Street below grade, but the Abstract does not describe how far Halleck Street will be lowered or how this aspect of these alternatives will affect the cultural landscape or access to Buildings 201, 227 and 228. The draft Findings of Effect should describe fully the proposed lowering of Halleck Street, and panoramic photomontages should be included.

Alternatives 3a and 4a call for underpinning of Buildings 106, 201 and 204; and Alternative 3b calls for underpinning of Building 106. The Abstract neither states the depth of the underpinnings nor describes the nature of the adverse effects of underpinning on these buildings. Thus, it is unclear as to what, if any, visual impact on, or risk of damage to, these buildings would result from underpinning. The draft Findings of Effect should contain adequate information to clarify these issues.

Finally, Alternative 4b does not mention the demolition of Building 1151 (Indoor Swimming Pool); but the map for that alternative shows that building as shaded, indicating an adverse effect. Subsequent to our August 20 meeting, Caltrans staff has confirmed that Building 1151 will not be "taken" under Alternative 4b. It remains unclear, however, as to whether the alterations to Gorgas Avenue will adversely affect access to, and parking for, Building 1151, which is fully handicapped accessible and open for public use.

Thank you for the opportunity to comment on the Abstract of Findings of Effect. We look forward to working with you further in the Section 106 process. We hope that the planning schedule will be modified so that all interested parties can have an opportunity for meaningful input in this early planning stage in order to avoid delays later in the process and potential disputes when the draft Environmental Impact Statement/ Environmental Impact Report is published for public comment.

Very truly yours,

Diane L. Hermann

Diane L. Hermann
President

cc: Craig Middleton, Acting Director, Presidio Trust
Dick Tilles, Presidio Trust Doyle Drive Coordinator
Cherilyn Widell, Presidio Trust Preservation Officer
Lee Saage, San Francisco Transportation Authority
Joan Bollman, Environmental Specialist, Federal Highway Administration
Hans Kreutzberg, California Office of Historic Preservation
Jane Crisler, Advisory Council on Historic preservation
Holly Fiala, Director, Western Region, National Trust for Historic Preservation
Ric Borjes, Chief, Cultural Resources and Museum Management, GGNRA
Tim Kelley, President, S. F. Landmarks Preservation Advisory Board
Jared Goldfine, Caltrans, Office of Environmental Planning, South

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

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September 23, 2002

Ms. Diane L. Hermann, President
Fort Point and Presidio Historical Association
Presidio of San Francisco
P.O. Box 29163,
San Francisco, CA 94129

file info:
04-SF-101
KP 13.4/15.2 (PM 8.3/9.4)
EA 163700
Doyle Drive Project

Dear Ms. Hermann:

You will find in this package one set of preliminary plans for the Doyle Drive Project alternatives for your review and to assist in your understanding of the project's potential effects on historic properties.. These are recent, but should be considered to be in draft stage and subject to revision.

Please note that there are two design alternatives which were inadvertently omitted from this set of plans, the On-Mason detour and the Eastbound Doyle Drive Off-Ramp to Lincoln Boulevard These design alternatives will be considered in the DEIS and the Finding of Effect Report Section 106.

- The On-Mason design alternative, which would utilize existing Mason Street as a construction detour, would be an option under any of the alternatives. We will provide you with a plan sheet illustrating the On-Mason Detour as soon as we receive it.
- The Eastbound Doyle Drive Off-Ramp to Lincoln Boulevard design alternative would be an option only under the Retrofit/Widen Alternative. The Retrofit/Widen Alternative plan in this set shows an earlier ramp design which has been superceded by the attached Figure 2.2-3.

In addition, FHWA has confirmed that it will allow Caltrans to distribute copies of the Finding of Effect to concurring parties once it has approved and transmitted the Finding of Effect to the State Historic Preservation Officer. We anticipate forwarding the complete Finding of Effect to FHWA in October.

You can reach me at (510) 622-5458 or Elizabeth (Beth) Krase at (510) 286-5612 with comments or questions.

Sincerely,

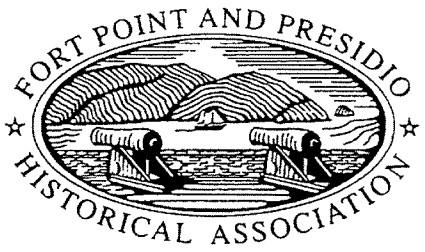
Elizabeth McKee

ELIZABETH MCKEE
District Native American Coordinator
Environmental Planning South

Enclosure (large scale plans, Figure 2.2-3)

cc: Presidio Trust-Widell; National Park Service- Foster; FPPHA-Diane Hermann; NTHP-Buhler; VA-Elliot

bcc: branch, chron, unit, E. Krase, L. McKee, PB-Killen, SFCTA-Saage



November 7, 2002

Ms. Elizabeth McKee
Office of Environmental Planning, South
Department of Transportation, District 4
Mail Station: 8-C
P. O. Box 23660
Oakland, CA 94823-0060

Subject: Doyle Drive Replacement Project
Responses to Your September 23 and October 4, 2002 Letters

Dear Ms. McKee:

The Board of Directors of the Fort Point and Presidio Historical Association has reviewed the proposals depicted in the design drawings for the proposed Doyle Drive replacement project that were enclosed in the subject letters. We are submitting the following comments for your consideration.

On-Mason Detour – Retrofit & Widen Alternative

The On-Mason detour design for the Retrofit and Widen alternative, enclosed in your October 4, 2002 letter, shows the proposed detour as passing through Building 650, Stilwell Hall. We understand that this portion of the proposed detour would be elevated at approximately the same height as that of the existing Doyle Drive. We further understand that the project sponsors do not intend to demolish or relocate Stilwell Hall. Nevertheless, we have concluded that the On-Mason detour for the Retrofit and Widen alternative would adversely affect this historic building for the reasons discussed below.

The Presidio Trust Management Plan was formally adopted by the Presidio Trust in its August 23, 2002 Record of Decision. The Management Plan states that the Presidio Trust will "pursue the rehabilitation of Stilwell Hall for lodging" (see PTMP, p. 72) and contains a conceptual drawing showing the "revival" of Stilwell Hall (see PTMP, p. 74-75). It is our understanding that the Presidio Trust intends to begin implementation of this aspect of its Management Plan in the near future. Stilwell Hall has deteriorated substantially and badly needs rehabilitation. An elevated road above this building, with its attendant noise and vibration, is inconsistent with lodging use and will adversely affect the Presidio Trust's ability meet its mandate to rehabilitate Stilwell Hall and bring it into building code compliance in a timely manner. Accordingly, findings of adverse effects

Presidio of San Francisco, California 94129, P.O. Box 29163, Tel: (415) 921-8193

must be made with respect to the impacts of the On-Mason Detour design for the Retrofit and Widen alternative on the preservation of historic Stilwell Hall.

We understand that it is feasible to modify the design of the On-Mason Detour under the Retrofit and Widen alternative so as to avoid the above-mentioned adverse effects on Stilwell Hall. We urge that the project sponsors consider such a modification.

Eastbound Off-Ramp to Lincoln Boulevard

Based on our review of figure 2-2.3, attached to your September 23, 2002 letter, we have concluded that the introduction of a traffic signal at the foot of the Main Post Parade Ground and the apparent intended use of Montgomery Street and Sheridan Avenue for access to westbound Doyle Drive will adversely affect the cultural landscape of the Main Post. During the Presidio's entire 226-year history, the roads in this National Historic Landmark District have never been controlled by traffic signals. Furthermore, the historic Montgomery Street barracks buildings and the Main Post Parade Ground face Montgomery Street. Thus, the introduction of the proposed traffic signal and the increased through-traffic on Montgomery Street could adversely affect the cultural landscape of the Main Post Parade Ground as well as the Montgomery Street Barracks buildings. Therefore, findings of adverse effects should be made with respect to the potential impacts of the Eastbound Off-Ramp to Lincoln Boulevard on these important historic resources.

Thank you for the opportunity to comment on the new design alternatives. We look forward to working with you further in the Section 106 process.

Very truly yours,

Diane L. Hermann

Diane L. Hermann
President

cc: Craig Middleton, Acting Director, Presidio Trust
Dick Tilles, Presidio Trust Doyle Drive Coordinator
Cherilyn Widell, Presidio Trust Preservation Officer
Lee Saage, San Francisco Transportation Authority
Joan Bollman, Environmental Specialist, Federal Highway Administration
Hans Kreutzberg, California Office of Historic Preservation
Jane Crisler, Advisory Council on Historic preservation
Holly Fiala, Director, Western Region, National Trust for Historic Preservation
Ric Borjes, Chief, Cultural Resources and Museum Management, GGNRA
Tim Kelley, President, S. F. Landmarks Preservation Advisory Board
Jared Goldfine, Caltrans, Office of Environmental Planning, South

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South Access to the Golden Gate Bridge

Doyle Drive Environmental and Design Study **Meeting Minutes**
PB Project No. 13145A

Date of Meeting: May 5, 2004
4:00 to 6:00 PM

Location: Presidio of SF

Subject: Project Status Update Presentation

Attendees: Doyle Drive Committee of the Fort Point and Presidio Historic Association

Gary Kennerley	PB
Michael Painter	MPA Design
Kassie Wilner	PAM

Presentation:

- Project Setting and Context
- Project Status
- Alternatives Considered
- Alternatives Carried Forward
- Design Options
- Time Line

---

1) Introductions were made.

2) G. Kennerley presented a summary of project status.

3) Specific questions/issues raised at the meeting on May 5, 2004:

   A. Specific information of the dimensions of the "hump" crossing Halleck Street and its relationship to the nearby historic properties, especially Buildings 201 and 204.

   B. More detailed information of the effects of Alternative 2 (replace and widen) on historic properties, including the batteries, and on the non-historic former Commissary.

   C. An update on the east end of the project. Including the charrette re the Mason/Marina/Lyon intersection.

   D. Whether a garage or parking structure is being considered, and if so, information about its location, size, design, capacity.

Distribution: *File 13145*

Consultation with the City and County of San Francisco Recreation & Park Department Regarding the Palace of Fine Arts and Other City and County Properties

cc: M Dunac - JRP

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

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April 22, 2002

City and County of San Francisco Planning Department
1660 Mission Street, Suite 500
San Francisco, CA 94103
Attn: Ms. Kaye Siminson

file info
04-SF-101
KP 13.4/15.2 (PM 8.3/9.4)
EA 163700
Doyle Drive Environmental & Design Study

Dear Ms. Siminson:

The California Department of Transportation (Caltrans), on behalf of the Federal Highway Administration (FHWA), is proposing to replace the southern approach of U.S. 101 to the Golden Gate Bridge, known as Doyle Drive. Doyle Drive is located in the City of San Francisco and within the Presidio of San Francisco (Presidio), a National Historic Landmark District (NHL) and part of the Golden Gate National Recreation Area. The Presidio Trust, the National Park Service, and the U.S. Veterans Administration, federal land management agencies with jurisdiction in the Presidio, will participate in the project as consulting parties under Section 106 of the National Historic Preservation Act (NHPA) and as cooperating agencies under NEPA. Other consulting parties under Section 106 include the California Office of Historic Preservation, the Advisory Council on Historic Preservation, and the Secretary of the Interior. The San Francisco County Transportation Authority is the lead agency under the California Environmental Quality Act (CEQA).

Six alternatives are being studied for the Section 106 and the NEPA/CEQA processes which result in an Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). Project limits for all alternatives extend eastward along Doyle Drive for approximately 1.1 miles, from the Park Presidio Interchange to the proposed Presidio National Park access in the vicinity of Girard Road. East of Girard Road improvements would be made to Richardson Avenue to the vicinity of Lyon and Francisco Streets under selected alternatives. For Section 106 compliance, the focused Area of Potential Effect (APE) for the built environment covers a greater area than the direct alignment required for the project because of the potential for indirect (visual) effects and the detour(s) that may be required during project construction. Please refer to the enclosed APE map.

The Section 106 process requires Federal agencies to take into account the effects of their undertakings on historic properties. At the early stages of project planning, this process seeks to accommodate historic preservation concerns with the needs of Federal undertakings through consultation among the agency official and other parties with an interest in the effects of the undertaking on historic properties. Section 106 steps include identifying historic properties potentially affected by the undertaking, assessing the undertaking's effects, and seeking ways to avoid, minimize or mitigate any adverse effects on historic properties.

At this time, Caltrans seeks information from individuals and organizations likely to have knowledge of, or concerns with, historic properties in the area, in order to assist in the identification of historic properties. If you wish to comment on the identification of historic properties within the APE, we respectfully request that you reply by letter to Caltrans, to the attention of Ms. Elizabeth McKee. Due to the expedited schedule of this project, we request your comments no later than May 22, 2002. Your comments will be forwarded to the Federal Highway Administration and the State Office of Historic Preservation (SHPO).

A draft Historic Architecture Survey Report (HASR) has been prepared by qualified consultants under the direction of Caltrans specialist staff; it identifies built environment properties which are historically and/or architecturally significant within the focused Area of Potential Effects. Copies of the HASR will be provided to your organization and additional repositories once they have been approved by FHWA and SHPO. At this time, we enclose a packet of information about the project and the historic architecture studies conducted for this project for your review and comment.

Within the focused APE of the project for architecture, there has been no change to the eligibility status of 269 buildings within the Presidio that were identified as contributing to the Presidio National Historic Landmark District in 1993. Fifty-five resources which date to the Cold War period, which were identified as non-contributing to the district in 1993, have been re-considered for National Register eligibility as part of the current study, but none has been found to appear eligible for the National Register or as a historical resource under CEQA. Within the focused APE but just east of the Presidio, the Palace of Fine Arts has been re-evaluated and found to appear eligible for the National Register of Historic Places and to qualify as a historical resource under CEQA. However, 35 residences in the Marina District have been studied, but none appears eligible for the National Register, nor to qualify as historical resources for the purposes of CEQA.

Under the direction of Caltrans staff, consultants will be preparing a report that assesses the potential project effects on identified historic properties. We will be communicating with you in the near future to obtain your comments on potential effects and proposed mitigation for adverse effects.

A routine opportunity to comment on environmental issues overall will be offered to the community during the circulation phase of the draft EIS/EIR during summer 2002.

If you have any questions about the overall process of identifying historic properties or compliance with Section 106 of the National Historic Preservation Act, please call Ms. Elizabeth Krase, Branch Chief, Architectural History, at (510) 286-5612 or Ms. Elizabeth McKee, Branch Chief, Archaeology, at (510) 622-5458.

Sincerely,

ROBERT GROSS
District Office Chief
Office of Environmental Planning, South

Enclosures:
1. List of letter recipients
2. Focused Area of Potential Effect
3. Draft Project Description
4. Draft Project Plans for Alternatives 1, 2, 3a, 3b, 4a, 4b
5. Draft HASR Appendix, Appendix F

bcc: RGross, EKrase, LMcKee, MScantlebury, branch, chron, unit, NTuqan, JGoldfine, JMihelarakis, SKillen-PB, MBunse-JRP, LSaage-SFCTA

May 21, 2002

Mr. Robert Gross
District Office Chief
Department of Transportation, District 4
Office of Environmental Planning South
P.O. Box 23660
Oakland, California 94623-0660

Re: Doyle Drive Historic Architecture Studies and Identification

Dear Mr. Gross:

The Recreation Department is in receipt of your letter dated April 22, 2002 regarding the Doyle Drive Historic Architecture Studies and draft Historic Architecture Survey Report (HASR). We are also in receipt of the Doyle Drive Environmental and Design Study (for Section 106 Compliance) submitted to the San Francisco Landmarks Preservation Advisory Board, dated May 15, 2002.

We have reviewed the HASR and Doyle Drive Environmental and Design Study and have concerns regarding the exclusion of the Exhibition Hall of the Palace of Fine Arts from the National Register. The reports submitted conclude that the Exhibition Hall does not appear to meet the criteria of significance for listing in the NRHP or the CRHR. The reports are not supplemented with the technical information or methodology to substantiate this determination.

The Recreation and Park Commission (who has ownership and jurisdiction over the Palace of Fine Arts) is currently developing an HSR study for the entire property, including the exhibition hall, landscape and rotunda. We will be using this information to apply for National Register status. We request that our studies be considered and included in any future environmental assessment conducted for the Doyle Drive project. The Recreation and Park Department believes that its HSR study should ultimately be used to consider the historic merits of this property. We anticipate completing these studies in the next few months. The Department would be happy to share any information we have on this evaluation.

The Department would also like to enforce our strong concerns regarding the potential construction impacts that the Doyle Drive Replacement project may have on the Palace of Fine Arts. We are concerned that the vibration impacts associated with the grading and construction activities may negatively impact the structure and exterior of the Palace of Fine Arts, as well as the clay lined lagoon. We are assured that this information will be evaluated in the Environmental Impact Report prepared

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San Francisco, CA 94117-1898

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Phone: (415) 831-2700

for the replacement project and are anticipating to review these studies when made available. Our Department hopes that you will consider these impacts when evaluating the Palace of Fine Arts as a historic resource. We would be happy to share any seismic and structural reports that enforce the fragile nature of these structures.

If you should have any questions please feel free to contact me at (415) 831-2791.

Sincerely

Robert McDonald
Senior Planner
Project Manager
Recreation and Park Department

Elizabeth McKee, Branch Chief
Meta Bunse, JRP
Leroy Saage, SFCTA
Paul Maltzers, Environmental Review Officer

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August 13, 2002

City and County of San Francisco Recreation and Park Department
501 Stanyan Street
San Francisco, CA 94117.

Attn: Mr. Robert McDonald, Park Planner

Dear Mr. McDonald:

We enclose, for your review and comment, a copy of the draft Finding of Effects Abstract for the proposed Doyle Drive Environmental & Design Study Project. This document contains a summary of the findings of eligible properties within the focused Area of Potential Effect from the Historic Property Survey Report (HPSR), and a summary of the anticipated effects that the five build alternatives would have on historic properties, from the Finding of Effect Report (FOE). The HPSR and FOE will be provided for your review once FHWA has approved these documents for distribution.

If you wish to comment on the effects findings, we respectfully request that you reply by letter to Caltrans, to the attention of Ms. Elizabeth McKee by August 30, 2002, so that your comments can be incorporated in the final FOE before it is transmitted to the State Historic Preservation Officer early in September. Comments received after that date will be forwarded to the Federal Highway Administration and the State Historic Preservation Officer.

If you would like to meet to discuss these effects findings, we would prefer to meet on August 19 or 20, 2002 because these are the only days that the Presidio Trust's preservation officer will be available as well. You can reach me at (510) 622-5458 with comments or questions.

A routine opportunity to comment on environmental issues overall will be offered to the community during the circulation phase of the draft EIS/EIR during winter 2002.

Sincerely,

Elizabeth McKee

ELIZABETH MCKEE
District Native American Coordinator
Office of Environmental Planning, South

Enclosure

PLANNING DEPARTMENT

City and County of San Francisco 1660 Mission Street, Suite 500 San Francisco, CA 94103-2414

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May 22, 2002

Robert Gross
District Office Chief
Office of Environmental Planning, South
California Department of Transportation
P.O. Box 23660
Oakland, CA 94623-0660

Re: Comments of the Landmarks Preservation Advisory Board and Planning Department on Section 106 Review of the Doyle Drive Replacement project

Dear Mr. Gross,

The San Francisco Planning Department is in receipt of your letter from the California Department of Transportation(Caltrans), dated April 22, 2002, regarding the Doyle Drive Replacement. As a federal undertaking, the project is subject to review pursuant to Section 106 of the National Historic Preservation Act. As a Certified Local Government, the City and County of San Francisco must be consulted on projects which require Section 106 review. At its May 15 hearing, the Landmarks Preservation Advisory Board (Landmarks Board) reviewed the documentation provided in your letter and received testimony from representatives of Caltrans. A representative of San Francisco Architectural Heritage Foundation also commented. No other members of the public spoke at the hearing.

The Landmarks Board and staff concur with the description of the undertaking, the boundaries of the focused area of potential effect (APE), and the assessment of eligibility of historic resources in the APE. The resources located within the Presidio National Historic Landmark District are especially well-documented. Of particular note is Doyle Drive, which contributes to the Presidio NHLD. It is our opinion that there should be further examination of the significance of this resource and its historic association with the construction of the Golden Gate Bridge. Doyle Drive's character-defining features, such as the light standards, should be identified and included in the Historic and Architectural Survey Report in order to facilitate future evaluation of the effects of the project on this specific resource.

The Landmarks Board concurs that the 35 houses in the Marina located within the APE are not eligible for listing on the National Register of Historic Places. However, this neighborhood may be an area of local interest. The Historic and Architectural Survey Report, when completed, should be submitted for our review so that we can better understand the historic and architectural significance of the area. The Landmarks Board considers itself to be one of the first lines of outreach to the neighborhood, and will consider the effects of the project on the area at the appropriate time.

We look forward to participating in further review of the Doyle Drive Replacement project once the draft Environmental Impact Report is completed, and thank you for providing the opportunity to assist you in your Section 106 review. Should you have any questions, please

contact Kaye Simonson, the Planner assigned to this project, at (415)558-6321 or by e-mail at kaye_simonson@ci.sf.ca.us.

Sincerely,

Lawrence B. Badiner
Zoning Administrator

cc: JRP Historical Consulting Services
Parsons Brinckerhoff
San Francisco County Transportation Authority

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August 13, 2002

City and County of San Francisco Planning Department
1660 Mission Street, Suite 500
San Francisco, CA, 94103
Attn: Ms. Kaye Siminson

Dear Ms. Siminson:

We enclose, for the Landmarks Preservation Advisory Board's review and comment, a copy of the draft Finding of Effects Abstract for the proposed Doyle Drive Environmental & Design Study Project. This document contains a summary of the findings of eligible properties within the focused Area of Potential Effect from the Historic Property Survey Report (HPSR), and a summary of the anticipated effects that the five build alternatives would have on historic properties, from the Finding of Effect Report (FOE). The HPSR and FOE will be provided for your review once FHWA has approved these documents for distribution.

If you wish to comment on the effects findings, we respectfully request that you reply by letter to Caltrans, to the attention of Ms. Elizabeth McKee by August 30, 2002, so that your comments can be incorporated in the final FOE before it is transmitted to the State Historic Preservation Officer early in September. Comments received after that date will be forwarded to the Federal Highway Administration and the State Historic Preservation Officer.

We plan to make a presentation to the Landmarks Board on August 21, 2002. You can reach me at (510) 622-5458, or Elizabeth Krase at (510) 286-5612, with comments or questions in the meantime.

A routine opportunity to comment on environmental issues overall will be offered to the community during the circulation phase of the draft EIS/EIR during winter 2002.

Sincerely,

Elizabeth McKee

ELIZABETH MCKEE
District Native American Coordinator
Office of Environmental Planning, South

Enclosure

PLANNING DEPARTMENT

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August 28, 2002

Robert Gross
District Office Chief
Attn: Elizabeth McKee
Office of Environmental Planning, South
California Department of Transportation
P.O. Box 23660
Oakland, CA 94623-0660

Re: Comments of the Landmarks Preservation Advisory Board and Planning Department on Section 106 Review of the Doyle Drive Environmental and Design Study, Finding of Effect Abstract

Dear Mr. Gross,

The San Francisco Planning Department is in receipt of the Abstract Finding of Effect (FOE), dated August 13, 2002, regarding the Doyle Drive Environmental and Design Study. As a federal undertaking, the project is subject to review pursuant to Section 106 of the National Historic Preservation Act. As a Certified Local Government, the City and County of San Francisco must be consulted on projects which require Section 106 review. You have requested that we provide our comments by August 30. At its August 21 hearing, the Landmarks Preservation Advisory Board (Landmarks Board) reviewed the FOE and received testimony from representatives of the California Department of Transportation (Caltrans). A representative of the Fort Point and Presidio Historical Association and one other member of the public also commented.

Due to the brief time available to review the material, it is difficult to provide informed comments. The two-week comment period does not allow adequate time for review, particularly in light of the complexity of the project, and the number of historic resources involved. Additionally, we have not been provided with sufficient information to allow a comprehensive evaluation of the effects. Only the abstract of the FOE was provided for our review. It is a well-organized document, and does present an overview of the effects of the project on historic resources. However, it does not describe the historic resources located in the project area, and there is not sufficient information in the abstract to fully evaluate the effects, nor to determine whether all resources that will be affected have been identified. This is especially critical due to the diverse types of resources in the project area, from the Palace of Fine Arts, to the Presidio, to the Golden Gate Bridge. The effects of the Doyle Drive project are not limited to physical changes to individual historic resources, but also include the visual impacts on the historic resources, the cultural landscape, and the historical contexts as a whole.

In order to fully evaluate the effects of the project, it is necessary and desirable to be provided with more detailed information, and the Planning Department and Landmarks Board must be given adequate time to review all information. To date, the Historic and Architectural Survey Report (HASR) has not been submitted, so we do not have complete information on the

cultural resources located in the project area. Additionally, the project description is not sufficient. For example, there are substantial questions regarding the effect of the new tunnels on the landscape, which are not adequately described in the documents. Temporary detours during construction, and the effect on historic resources from the detours, are not shown. Receiving sites for buildings to be permanently relocated are not shown in the proposal; therefore, we cannot evaluate the effects on those areas.

The Landmarks Board has suggested that a member of the Board be included in the project Advisory Committee, to facilitate their understanding of the project. They have also requested that copies of the Historic and Architectural Survey Report, final Findings of Effect, and the Draft Environmental Impact Report be provided to all Landmarks Board members at the time they are submitted to the Federal Highway Administration and State Historic Preservation Officer. A list of Landmarks Board members and their addresses is attached.

We look forward to participating in further review of the Doyle Drive project, and thank you for providing the opportunity to assist you in your Section 106 review. We will be happy to place the project on either the October 2 or October 16 Landmarks Board calendar to allow for a more in-depth presentation. We would hope that the completed HASR and full FOE would be submitted for our review and that a simulation of the proposed project would be provided at that time. Should you have any questions, please contact Kaye Simonson, the Planner assigned to this project, at (415)558-6321 or by e-mail at kaye.simonson@sfgov.org.

Sincerely,

Gerald G. Green
Director of Planning

cc: San Francisco County Transportation Authority
Dr. Knox Mellon, State Historic Preservation Officer
Tim Kelley, President, Landmarks Preservation Advisory Board

G:\Documents\Landmarks\Section 106\Doyle Drive\Doyle Drive 106 082802.doc

SAN FRANCISCO
LANDMARKS PRESERVATION ADVISORY BOARD
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Ina Dearman	217 Upper Terrace San Francisco, CA 94117	753-5291(H) 665-8157(FAX)
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Nancy Ho-Belli	1745 North Point Street San Francisco, CA 94123	922-1849(H) 928-5440(FAX)
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Sarah Ellen Owsowitz (Deputy City Attorneys)	City Attorney's Office 1 Dr. Carlton B. Goodlett Pl., #234 San Francisco, CA 94102	554-4618 554-4700(Receptionist) 554-4757(FAX)

Unit

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
P. O. BOX 23660
OAKLAND, CA 94623-0660
(510) 286-5582

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7 November 2002

bcc: EAK, EAM, MS, JDG.

file:
Doyle Drive Project
04-SF-101 KP 12.8/15.7 (PM 8.0/9.8)
04-SF-01 KP 10.9/11.14 (PM 6.8/7.1)
EA 163700

Mr. Gerald G. Green
Director of Planning
City and County of San Francisco Planning Department
1660 Mission Street, Suite 500
San Francisco, CA 94103-2414

Attn: Ms. Kay Simonson, San Francisco Planning Department
Mr. Tim Kelley, Landmarks Preservation Advisory Board

Dear Mr. Green:

Thank you for your letter dated August 28, 2002, and for the Landmarks Preservation Advisory Board's interest in the Doyle Drive Project and its participation in the Section 106 process.

In that letter, the Landmarks Board suggested that a Board member be included in a project advisory committee. Currently, the only formal Doyle Drive Project advisory committee is the Doyle Drive Executive Committee. As you may be aware, the San Francisco City and County Planning Department is already represented on that committee by Daniel Pulon. The San Francisco County Transportation Authority has requested Mr. Pulon to keep the Landmarks Board apprised of future Executive Committee meetings. We suggest that you contact Mr. Pulon at (415) 558-5978 to determine the appropriate level of involvement for the Landmarks Board.

The California Department of Transportation (the Department) will continue to provide information to the Landmarks Board as a consulting party in the Section 106 process, and to welcome any comments the Board wishes to make. The Department will transmit copies of the Historic Architectural Survey Report within a week. This document has been submitted to the Federal Highway Administration (FHWA) and, with the FHWA's concurrence with the report findings, the Department is now authorized to forward a copy to the Landmarks Board. Similarly, the Department will forward the Finding of Effect Report to the Landmarks Board when FHWA transmits it to the State Historic Preservation Officer and the Advisory Committee on Historic Preservation.

We appreciate Board's concern regarding the brief amount of time provided for its review of the Doyle Drive Project Finding of Effect Abstract, and we understand the need for additional information to fully evaluate project effects on historic properties. The Department will make every effort to provide documents to the Landmarks Board with sufficient review times. There will be approximately a one-month comment period for each document.

We look forward to the Landmarks Board's continued interest and participation in reviewing the environmental documents regarding the Doyle Drive Project, pursuant to Section 106 of the National Historic Preservation Act.

If you have any questions, please contact Elizabeth Krase at (510) 286-5612.

Sincerely,

for MARA MELANDRY
Chief, Office of Cultural Resource Studies

cc: Mr. Daniel Pulon, CCSF Planning Dept
Ms. Joan Bollman, FHWA
Mr. Lee Saage, SFCTA

DEPARTMENT OF TRANSPORTATION
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November 7, 2002

Ms. Lena Ch'en
Public Works Department
City and County of San Francisco
Bureau of Architecture
30 Van Ness Avenue, Suite 4100
San Francisco, CA 94102

Dear Ms Ch'en:

You will find in this package two copies of the Inventory and Evaluation of the Palace of Fine Arts, which is a portion of the Historic Architectural Survey Report (HASR) for the Doyle Drive Environmental and Design Study for your review. If you have any comments, please submit them in writing no later than December 5, 2002. If you wish, you may also send comments to the State Historic Preservation Officer.

You can reach me at (510) 622-5458 or Elizabeth (Beth) Krase at (510) 286-5612 with comments or questions.

Sincerely,

for ELIZABETH MCKEE
District Native American Coordinator
Environmental Planning South

Enclosure

cc: City and County of San Francisco Recreation and Park Department – Robert McDonald

bcc: branch, chron, unit, E. Krase, L. McKee, MS, PB-Killen, SFCTA-Saage

file info:
04-SF-101
KP 13.4/15.2 (PM 8.3/9.4)
EA 163700
Doyle Drive Project

ROYSTON HANAMOTO ALLEY & ABEY

R | H | A | A

December 2, 2002

Ms Elizabeth McKee
District Native American Coordinator
Environmental Planning South
Department of Transportation
P.O. Box 23660
Oakland, CA 94623-0660

RE: Doyle Drive Environmental and Design Study
Appendix C: Inventory and Evaluation of the Palace of Fine Arts, San Francisco, CA

Dear Ms. McKee:

The purpose of this letter is to provide some comments on the Inventory and Evaluation of the Palace of Fine Arts (dated July 2002) prepared by JRP Historical Consulting Services. My firm is currently preparing an Historic Landscape Report and Landscape Improvement Plan for the Palace of Fine Arts for the San Francisco Recreation and Park Department.

Overall, this report is well researched and documents the history well. I do have some comments in the overall approach to the evaluation of the site.

1. My primary comment is that the property should be evaluated as a district, and as such evaluated as a whole. The report evaluates each of the four elements as individual features, but I would like to see more emphasis and application of the National Register criteria of the property as a whole.
2. The period of significance is not discussed, but there is great emphasis on the 1915 PPIE. The fair was of course the reason for its creation, but the property has served successfully as a city park for the vast majority of its existence. This period should be acknowledged. Since little change on the site except for the reconstruction of the rotunda and colonnade, the period of significance could be argued to be 1915 to 1960.
3. On page C-i, the fourth paragraph begins "The Palace of Fine Arts property is a reconstruction." When viewed as a whole, only the rotunda and colonnade are reconstructed. The lagoon and landscape are largely intact and unaltered from the period of significance.

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4. The arguments for inclusion of the reconstructed rotunda and colonnade as contributing elements are well made. Although its integrity has been compromised, the majority of the structure is original.
5. The evaluation of the exhibit hall, however, as not meeting the criteria seem to ignore its significance as the only structure remaining from the PPIE.

While these comments may seem small, I believe that the significance of the site is enhanced when viewed and evaluated as a whole, rather than a collection of individual pieces. One of the remarkable things about this site is masterful way in which Maybeck incorporated both landscape and architecture into one creation. The one creation should be the focus of the National Register evaluation, rather than an over-emphasis on individual elements. Thank you for the opportunity to comment.

Sincerely,
ROYSTON HANAMOTO ALLEY & ABEY

Douglas Nelson, ASLA
Principal

CAREY & CO. INC.
ARCHITECTURE

MEMORANDUM

DATE: December 2, 2002
TO: Lena Ch' en
FROM: Charlie Duncan
RE: Palace of Fine Arts

At your request, I am writing in response to my review of the Historic Architectural Survey Report, Appendix C - Inventory and Evaluation of the Palace of Fine Arts, Prepared by JRP Historical Consulting Services as part of the Doyle Drive Environmental and Design Study. The document is dated July 2002. As you know Carey & Co. has done extensive research on the Palace of Fine Arts site, having written the 1993 Historic Structure Report. Under contract with the City of San Francisco, we are currently working on the updated HSR, Dome re-roofing, and the Project Improvement Plan.

While the Historic Architectural Survey Report was thorough, clear, and well structured, I take issue with the finding that the Exhibit Hall is not eligible for inclusion on the National Register. The author's argument is rooted in the criteria for eligibility discussion on page C-14. Criteria Consideration E states:

> *A reconstructed property is eligible when it is accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan and when no other building of structure with the some associations has survived. All three of these requirements must be met.*

Sections 3.1, 3.2 and 3.3 discuss the Exhibit Building stating that it meets all the above criteria except for accurate execution. Careful comparison of the original exposition drawings and the 1963 reconstruction indicates that while stripped of original ornament, the Exhibit Building was rebuilt as it was in 1915. In other words, the 1963 scheme is a substrate that might allow for completion in the future. It is not inaccurate, rather, it is incomplete. In addition, the mass and siting of the Exhibit Building are unaltered. It forms a critical visual element to the landscape / dome / colonnade composition serving as a backdrop and visual terminus. The structural frame of the Exhibit Building is the only surviving built element of the 1915 exposition. As such, it is historically significant and contributes to the ensemble under Criterion C: Design / Construction.

I feel very strongly that all elements addressed in the report, including the Exhibit Building, are potentially eligible for listing on the National Register as a district at the local level of significance.

Old Engine Co. No 2 460 Bush Street, San Francisco, CA 94108
415.773.0773 *f.* 415.771.1773

MAYBECK FOUNDATION
Swedenborgian Church
3200 Washington Street
San Francisco, CA 94115
415-474-0172

December 4, 2002

MEMORANDUM

TO: Lena Chen, Department of Public Works, City and County of San Francisco

FROM: Bill Marquand, Maybeck Foundation

RE: Doyle Drive Environmental and Design Study Appendix C: Inventory and Evaluation of the Palace of Fine Arts, San Francisco, CA

I am pleased to be able to comment on the above appendix, which I find very insightful and helpful and hope to build on to some extent in our Register application.

As you know, since JRP's investigation of the State's view of the property as Register-eligible, the City hired us to nominate the property. SHPO is guiding us in ways that are different than the appendix anticipates. I attribute this to the fact that the property is in a class of its own and seems to have required some consensus building between the State and Federal government over exactly how to treat its complex eligibility. I believe the appendix is perfectly reasonable discussion of the issues involved but for your sake will lay out briefly how we have approached the nomination with guidance from the State.

We are nominating the site as a district in which all landscape and architectural elements contribute. The State will not accept a nomination based on the Maybeck era of significance because the overwhelmingly prominent architecture of the site has two "strikes" against it: it is a reconstruction and it is less than 50 years old. It was agreed that the best way to approach the nomination is as a less-than-fifty-year building, eligible on its own as a project that attained "exceptional local significance." The State and Federal government feel that the Maybeck era is significant to the application, though not as THE era of significance.

I have submitted a draft of the local significance argument to the State and they are currently reviewing it. Unfortunately I have nothing I can share with you yet that has even informal approval. I have been encouraged by historians to have it treated also as the work of a master, but do not yet have approval of this argument. I may drop it in any case since the 1960's local significance argument requires us to develop a time-consuming, new narrative that, unlike that of the Maybeck era, is not well documented.

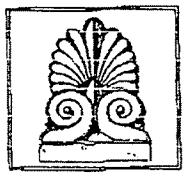
The City's motive in nominating the Palace is to acquire Federal status for the site so that its stature is clear to all during the upcoming fundraising campaign. We understand that if the City deems it desirable in the future to add further arguments concerning the historical significance of the site and structures, the application can be amended and re-adopted.

FAX 925-969-9948
E-mail mail@maybeck.org

Memorandum
Appendix C, Doyle Drive EDS
December 4, 2002
2 of 2

Also there were some minor factual points:

- The appendix mentions that John Cahill was the contractor whereas he was only a 'wise uncle' that helped package the project acceptably. Modglin was the contractor (see plaque on interior side of southwest rotunda pier).
- The claim that the Rotunda and Colonnade forms were faithfully re-built is reasonable, and it was clearly their intent. Yet many things can happen from groundbreaking to completion. I have yet to see in my research, apart from claims by participants, a real 'before and after' analysis of the details, and none is provided in the appendix. Still, I have no reason to believe it is not a faithful duplicate.
- The appendix claims that the Palace is the only building or structure that survives with PPIE associations. The Palace of the Legion of Honor is, I understand, also a reconstruction of a PPIE design. I have heard that it and another building elsewhere in the Bay Area are examples of original or duplicates of off-site PPIE buildings.



CAREY & CO. INC.
ARCHITECTURE

MEMORANDUM

DATE: December 4, 2002
TO: Lena Ch=en
FROM: Charlie Duncan
RE: Palace of Fine Arts – Doyle Drive Environmental and Design Study

This morning I reviewed the Doyle Drive Environmental and Design Study – Finding of Effect Abstract. I have also discussed several issues with Doug Nelson of RHAA.

1. Generally, it appears that there is no adverse effect to the built fabric of the Exhibit Building.
2. On page 15, footnote 2 states that the "exhibit hall" does not appear to meet the criteria for inclusion on the National Register. This statement was informed by a finding published in the HASR. I believe that unquestionably the exhibit hall is eligible as a contributing structure to an historic district listed on the National Register at the local level of significance.
3. Alterations to road patterns and road widening to the west of the exhibit hall in schemes 3a, 3b, 4a, and 4b appear to eliminate screen trees and therefore have an effect on the park setting of the Palace of Fine Arts site. Exposure to traffic without the visual buffer would, I believe, compromise the setting as a park enclave.
4. In schemes 3a, 4a, and 4b a second vehicular entry is added to the west of Lyon Street making for an abrupt entry sequence, the elimination of screen trees, and a doubling of the concrete paving. The redundant entry designs seem to imply an adverse effect on the park setting.

Thank you for the opportunity to comment on the relationship between the Doyle drive project and the Palace of Fine Arts site.

Old Engine Co. № 2 460 Bush Street, San Francisco, CA 94108
415.773.0773 f. 415.771.1773

Chen, Lena

From: <doug@rhaa.com> at SFGOV
Sent: Wednesday, December 04, 2002 5:24 PM
To: "Lena Ch'en \(E-mail\)" <lena_chen@ci.sf.ca.us> at SFGOV
Cc: "Charles Duncan \(E-mail\)" <cduncan@carey-sf.com> at SFGOV; "Bill Marquand \(E-mail\)" <bmarquand@maybeck.org> at SFGOV
Subject: Comments on Doyle Drive study

Lena:

I have quickly reviewed the Doyle Drive Environmental and Design Study Finding of Effect Abstract (August 13, 2002) and have a few comments:

1. Alternatives 3a, 4a, and 4b have all relocated the access/egress to the Palace of Fine Arts site from the existing location on Lyon Street to a point a few feet west in the middle of the currently landscaped island. This will result in loss of trees that will adversely effect the Palace of Fine Arts site. These trees play an important role of containing views from the southern part of the park. This is an important screen. Without it, the impacts of the traffic and the urban views beyond become visible.

2. Since there are currently existing residences on Lyon Street, this portion of the street will need to be retained, even if cut off from Lombard/Doyle Drive. There will be a net gain of paving and a loss of important landscape area immediately adjacent to the park.

3. As currently shown, Alternatives 3a, 4a, and 4b cut off access to Bay Street and force all traffic into the Exploratorium parking lot making it into a through street for anyone coming to or from the neighborhood. This is not a safe condition. It forces neighborhood traffic through an area with cars backing up as well as pedestrians (including many children).

Please call if you have any questions regarding these comments.

Doug.

Douglas Nelson
Principal
Royston Hanamoto Alley & Abey
225 Miller Avenue, Mill Valley, CA 94941
415-383-7900
doug@rhaa.com

City and County of San Francisco

Willie Lewis Brown, Jr., Mayor
Edwin M. Lee, Director

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Department of Public Works
Bureau of Architecture
30 Van Ness Avenue, Suite 4100
San Francisco, CA 94102-6028

Mark Dorlan, Interim Bureau Manager

DATE:	December 4, 2002	# OF PAGES INCLUDING THIS ONE:	7
TO:	Beth Krase Elizabeth McKee	FROM:	Lena Ch'en, CCSF/DPW Project Manager
FIRM:	CALTRANS	PHONE:	(415) 557-4751
PHONE:	(510) 286-5612/622-5458	FAX	(415) 557-4701
FAX:	(510) 286-6374	SUBJECT:	Palace of Fine Arts – Comments on CALTRANS Doyle Drive Environmental and Design Study

Comments:

Dear Beth and Elizabeth,

Enclosed are comments from the City's consultants regarding the Doyle Drive Environmental and Design Study, and also on the HASR prepared by JRP. There are 2 pages from Charlie Duncan of Carey & Co, 2 pages from Doug Nelson of RHAA, and 2 pages from Bill Marquand of Maybeck Foundation.

I would also like to schedule a meeting to discuss the comments. I will send out an email to coordinate the meeting.

Please contact me if you have any questions.

Lena Ch'en

lena_chen@ci.sf.ca.us

Department of Public Works project manager

for Recreation & Park Department

City & County of San Francisco

Cc: RPD - K. How, G. Hoy, T. Leung, R. McDonald

DPW – P. Araica, File

City and County of San Francisco

Willie Lewis Brown, Jr., Mayor
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Mark Dorian, Interim Bureau Manager

DATE:	December 4, 2002	**# OF PAGES INCLUDING THIS ONE:**	2
TO:	Beth Krase Elizabeth McKee	**FROM:**	Lena Ch'en, CCSF/DPW Project Manager
FIRM:	CALTRANS	**PHONE:**	(415) 557-4751
PHONE:	(510) 286-5612/622-5458	**FAX**	(415) 557-4701
FAX:	(510) 286-6374	**SUBJECT:**	Palace of Fine Arts – Comments on CALTRANS Doyle Drive Environmental and Design Study

Comments:

Dear Beth and Elizabeth,

Enclosed are one additional page of comments from the City's consultant Doug Nelson of RHAA regarding the Doyle Drive Environmental and Design Study.

Please contact me if you have any questions.

Lena Ch'en

lena_chen@ci.sf.ca.us

Department of Public Works project manager

for Recreation & Park Department

City & County of San Francisco

Cc: RPD - K. How, G. Hoy, T. Leung, R. McDonald

DPW – P. Araica, File

Caltrans response to letters from consultants to the San Francisco Department of Public Works regarding the Palace of Fine Arts:

Caltrans staff and the consultants who prepared the evaluation of the Palace of Fine Arts for the National Register have considered the comments expressed by consultants to the San Francisco Department of Public Works. The San Francisco Recreation and Parks Department and Department of Public Works made similar comments earlier in the process, and those comments were addressed in the Historic Property Survey Report for the Doyle Drive Project.

There is no new information in the December correspondence presented by Carey & Company, the Maybeck Foundation, and Royston Hanamoto Alley & Abey that would change the eligibility assessment of the eligibility of the Palace of Fine Arts property. This conclusion is supported by the fact that this reconstructed property meets Criteria Consideration E, which requires that this type of property must be accurately executed in a suitable environment, be presented in a dignified manner as part of a restoration master plan, and it must be shown that no other building or structure with the same associations has survived.

Comments from Carey & Company suggest that instead of describing the Exhibit Hall building as being an inaccurate reconstruction, it should be described as incomplete because the city chose to reduce the cost of the reconstruction project by not completing the architectural ornamentation. Caltrans staff and Doyle Drive consultants believe the conclusion that the Exhibit Hall is an inaccurate reconstruction is correct because any evaluation of historic significance of a building must be based on the conditions as they exist at the time of the survey. The evaluation should not be based on conditions that may exist in the future. The suggestion that the reconstructed hall might allow for completion in the future may be true, but is not relevant to its evaluation at the present time. Carey & Company's letter also suggests that because the steel frame of the exhibit hall is the only surviving built element of the 1915 exposition, it should be considered significant under Criterion C, for design and construction. The Doyle Drive consultant's evaluation of this building finds that the exhibit hall retains only one aspect of historic integrity, that of location. It does not retain integrity of design, materials, workmanship, feeling, or association to 1915 (to retain integrity of association a property must be sufficiently intact to convey its association with a historic event or activity, in this case the Panama-Pacific International Exposition).

Assessment of the property as a district would not change the conclusions regarding the eligibility of the components of the property. The letter from Royston Hanamoto Alley & Abey suggests that the Palace of Fine Arts property should be evaluated as a district, and as such evaluated as a whole". While the recent evaluation of the Palace of Fine Arts did not specifically describe the group of buildings as a district, the property was discussed as a whole, both in terms of individual built elements and in terms of the interrelationship of those elements.

Assessment of the property as a district would not change the assessment of effects on the property. Visual effects caused by removal of shrubs or changes in vehicular access do not appear to have an adverse effect on the character-defining elements of the property, those characteristics that support National Register eligibility.

PLANNING DEPARTMENT

City and County of San Francisco • 1660 Mission Street, Suite 500 • San Francisco, California 94103-2414

(415) 558-6378

NEIGHBORHOOD PLANNING FAX: 558-6409 | CITYWIDE POLICY FAX: 558-6409 | INFORMATION SERVICES FAX: 558-6426 | MAJOR ENVIRONMENTAL FAX: 558-5991

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December 5, 2002

Dr. Knox Mellon
State Historic Preservation Officer
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001

Robert Gross
District Office Chief
Office of Environmental Planning, South
California Department of Transportation
P.O. Box 23660
Oakland, CA 94623-0660

Re: Comments of the Landmarks Preservation Advisory Board and Planning Department on Section 106 Review of the Doyle Drive Replacement project, Historic Architecture Survey Report

Dear Sirs,

The San Francisco Planning Department is in receipt of the Historic Architecture Survey Report (HASR), dated August 29, 2002, regarding the Doyle Drive Environmental Design Study. As a federal undertaking, the project is subject to review pursuant to Section 106 of the National Historic Preservation Act. As a Certified Local Government, the City and County of San Francisco must be consulted on projects which require Section 106 review. At its December 4 hearing, the Landmarks Preservation Advisory Board (Landmarks Board) reviewed the document and received testimony from a representative of the California Department of Transportation (Caltrans). The Landmarks Board and staff concur with the description of the undertaking, the boundaries of the focused area of potential effect (APE), and the assessment of eligibility of historic resources in the APE, including the Presidio National Historic Landmark District, the Palace of Fine Arts, and the Marina.

We would like to thank Caltrans staff for making an extra effort to provide the document to us well in advance of the hearing, thus allowing the Landmarks Board and staff adequate time to review this complex document. We look forward to participating in further review of the Doyle Drive Replacement project, and thank you for providing the opportunity to assist you in your Section 106 review. Should you have any questions, please contact Kaye Simonson, the Planner assigned to this project, at (415)558-6321 or by e-mail at kaye.simonson@sfgov.org.

Sincerely,

Gerald G. Green
Director of Planning

Parsons Brinckerhoff
303 Second Street, Suite 700N
San Francisco, CA. 94107-1317
415-243-4600
Fax: 415-243-9501

South Access to the Golden Gate Bridge

Doyle Drive Environmental and Design Study **Meeting Minutes**
PB Project No. 13145A

Date of Meeting: July 7, 2004
10:00 to 12:00 PM

Location: CCSFR&P, 30 Van Ness

Subject: Parkway Design Option Review Meeting

Attendees:

Lee Saage	SFCTA
Mary Hobson	CCSF R&P
Jared Goldfine	CT
Joseph Mihelarakis	CT
Rick Foster	GGNRA
Dick Tilles	Presidio Trust
Gary Kennerley	PB
Michael Painter	MPA Design
Ignacio Barandiaran	Arup

Agenda:

1. Introductions
2. Meeting Purpose
   Obtain Rec & Park input on the current design options for the east end of the Presidio Parkway Alternative
3. East End Configurations
   a. Diamond
   b. Circle Drive
4. Action Items

---

1) Introductions were made.

2) G. Kennerley provided a brief summary of project status. The purpose of the meeting was to obtain R&P input on the proposed configurations for the east end of Alternative 5 as R&P had been unable to attend the agency design meetings.

3) R&P noted that the disabled parking at the north en of Palace Drive served visitors to the Palace of Fine Arts rather than the Exploratorium.

   The current Diamond and Circle options provide staging for 10 buses. R&P noted that they can have up to 30 school buses staging in the existing parking lot.

   Michael Painter described how parking along Palace Dr could be increased to reduce the number on underground parking spaces.

   R&P said they considered the mature trees along Richardson Ave. an important visual screen for the PFA.

   For the Diamond option, R&P were concerned with the proximity of the Richardson exit ramp to the proposed main entrance at the center of the Exploratorium building. If the Circle option could be modified to avoid the YMCA pool building, R&P would prefer the Circle option as it removes the exit ramp closest to the PFA.

R&P noted that the application for historic registration for the PFA was with the State for approval.

5. Action Items:

East end options as current configured will be evaluated in the DEIS/R.
Options to retain YMCA pool building should be considered in future design refinements

Distribution: *attendees*
File 13145

APPENDIX C

Table of Historic Properties within Focused APES (Architectural and Archaeological)

Table A
Contributing Elements of the Presidio NHLD within the Focused APEs (Architectural and Archaeological) Showing Effects by Alternative

Presidio Building No.	Building Name	Alt. 1: No-Build	Alt. 2: Replace & Widen, No-Detour	Alt. 2: Replace & Widen - with Detour	Alt. 5: Presidio Parkway, Diamond[1]	Alt. 5: Presidio Parkway, Circle Drive[2]
None	**San Francisco National Cemetery**[3]	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
None	Rostrum, **National Cemetery**	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2224	Portal Drive, **National Cemetery**	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2225	Main Drive and Officers' Circle, **National Cemetery**	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2226	North Drive, **National Cemetery**	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2227	First Drive, **National Cemetery**	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2228	South Drive, **National Cemetery**	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2229	First Drive West, **National Cemetery**	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

[1] A Merchant Road slip ramp option could be used as an additional design feature with either the Diamond Option or Circle Drive Option of Alternative 5. No additional cultural resources beyond those already identified as impacted by Alternative 5 will be affected

[2] A Merchant Road slip ramp option could be used as an additional design feature with either the Diamond Option or Circle Drive Option of Alternative 5. No additional cultural resources beyond those already identified as impacted by Alternative 5 will be affected

[3] The San Francisco National Cemetery is listed on the NRHP as a contributor to the Presidio NHLD; it is not listed on the register as a separate historic property (see Section 4 for a description).

Presidio Building No.	Building Name	Alt. 1: No-Build	Alt. 2: Replace & Widen, No-Detour	Alt. 2: Replace & Widen - with Detour	Alt. 5: Presidio Parkway, Diamond[1]	Alt. 5: Presidio Parkway, Circle Drive[2]
2230	Second Drive West, **National Cemetery**	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3201	Boundary Wall, **National Cemetery**	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3202	Cast-iron gate, **National Cemetery**	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3203	Main Entrance, **National Cemetery**	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
150	Mortuary Chapel, **National Cemetery**	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
151	Housing, **National Cemetery**	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
152	Restroom, **National Cemetery**	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
153	Garage, **National Cemetery**	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
154	Maintenance Garage, **National Cemetery**	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
None	Park Presidio Boulevard (US 1)	No Effect	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)
None	Richardson Avenue (US101)	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)
F47	Battery Slaughter	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
F47	Battery Baldwin	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2	Post Hospital	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
35	Enlisted Men's Barracks / Mess Hall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

Presidio Building No.	Building Name	Alt. 1: No-Build	Alt. 2: Replace & Widen, No-Detour	Alt. 2: Replace & Widen - with Detour	Alt. 5: Presidio Parkway, Diamond[1]	Alt. 5: Presidio Parkway, Circle Drive[2]
36	Artillery Barracks / Military Police Offices	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
40	Bachelor Officer Quarters	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
41	Bachelor Officer Quarters	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
50	Officers' Club	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
86	Barracks	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
87	Barracks	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
95	Magazine	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
96	Tennis Court	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
97	Red Cross Building	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
99	WPA Theater	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
100	Barracks and Mess Hall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
101	Barracks and Mess Hall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
102	Barracks and Mess Hall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
103	Barracks and Mess Hall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
104	Barracks and Mess Hall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
105	Barracks and Mess Hall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
106	Band Barracks	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
107	Switching Station	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

Presidio Building No.	Building Name	Alt. 1: No-Build	Alt. 2: Replace & Widen, No-Detour	Alt. 2: Replace & Widen - with Detour	Alt. 5: Presidio Parkway, Diamond[1]	Alt. 5: Presidio Parkway, Circle Drive[2]
108	Storage, Electric Shop	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
113	Garage, 5 Vehicle	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
116	Post Trader (Sutler)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
118	Garage, 5 Vehicle	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
122	Gymnasium	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
123	Garage	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
124	Enlisted Family Quarters	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
125	Enlisted Family Quarters	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
126	Enlisted Family Quarters	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
127	Enlisted Family Quarters	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
128	Enlisted Family Quarters	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
129	Enlisted Family Quarters	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
130	Chapel	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
135	Service Club, NCO Club	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
For buildings in the 150 series, see the National Cemetery listing above						
201	Exchange Store	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Destruction)	Adverse Effect Direct (Destruction)

Presidio Building No.	Building Name	Alt. 1: No-Build	Alt. 2: Replace & Widen, No-Detour	Alt. 2: Replace & Widen - with Detour	Alt. 5: Presidio Parkway, Diamond[1]	Alt. 5: Presidio Parkway, Circle Drive[2]
204	Exchange Store - Presidio Thrift Shop	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Destruction)	Adverse Effect Direct (Destruction)
210	Guard House	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
218	Fire Station	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
220	Bakers' and Cooks' School and Barracks	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
222	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
223	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
224	Flammable Storage	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
225	Storehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
227	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
228	Bakery	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
229	Bakery	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
230	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Destruction)	Adverse Effect Direct (Destruction)
575	Lombard Street Gate	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
603	Crissy Center (former commissary)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
631	Ammunition Magazines	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
632	Ammunition Magazines	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
635	Battery Blaney	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
636	Battery Sherwood	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

Presidio Building No.	Building Name	Alt. 1: No-Build	Alt. 2: Replace & Widen, No-Detour	Alt. 2: Replace & Widen - with Detour	Alt. 5: Presidio Parkway, Diamond[1]	Alt. 5: Presidio Parkway, Circle Drive[2]
640	Hangar, Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
643	Aircraft Hangar	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
650	Enlisted Barracks w/ Mess, Stilwell Hall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
651	Administration Building	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
652	Transformer Vault	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
654	Guard House	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
661	Stables for 102 Animals	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
662	Stables for 102 Animals	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
663	Stables for 102 Animals	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
667	Stables for 102 Animals	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
668	Stables for Veterinary Hospital	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
669	Animal Crematory / Post Incinerator	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
670	Chemical Storehouse	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Destruction)	Adverse Effect Direct (Destruction)
671	Ancillary Shed	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
680	Electrical Substation	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
681	Barracks	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

Presidio Building No.	Building Name	Alt. 1: No-Build	Alt. 2: Replace & Widen, No-Detour	Alt. 2: Replace & Widen - with Detour	Alt. 5: Presidio Parkway, Diamond[1]	Alt. 5: Presidio Parkway, Circle Drive[2]
682	Enlisted Barracks and Mess	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
683	Day Room	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
920	Motor Repair Shop	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
923	Transformer Vault	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
926	Hangar	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
929	Gas Pump House	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
931	Armorer's Building	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
933	Dope Shop and Boiler Houses	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
934	Motor Test Building	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
935	Aero Storehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
936	Transformer Vault	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
937	Hangar	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
951	Bachelor Officer Quarters, Scott Hall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
952	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
953	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
954	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
955	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
956	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
957	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

Presidio Building No.	Building Name	Alt. 1: No-Build	Alt. 2: Replace & Widen, No-Detour	Alt. 2: Replace & Widen - with Detour	Alt. 5: Presidio Parkway, Diamond[1]	Alt. 5: Presidio Parkway, Circle Drive[2]
958	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
959	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
960	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
961	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
962	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
963	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
964	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
966	Radio Receiver Station	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
967	Film Vault	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
968	Garage	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
969	Garage	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
983	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
984	Torpedo Wharf	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
985	Mine Loading House	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
986	Mine Loading House	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
988	Guard Station	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
989	Plumbing Shop	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
990	Flammable Storage	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1000	Officer Quarters	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

Presidio Building No.	Building Name	Alt. 1: No-Build	Alt. 2: Replace & Widen, No-Detour	Alt. 2: Replace & Widen - with Detour	Alt. 5: Presidio Parkway, Diamond[1]	Alt. 5: Presidio Parkway, Circle Drive[2]
1001	Officer Quarters	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1002	Officer Quarters	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1003	Officer Quarters	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1004	Officer Quarters	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1007	Barracks	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1008	Ward, 76 Beds	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1009	Ward, 80 Beds	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1012	Ward, 76 Beds	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1013	Ward, 22 Beds, Receiving Office	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1014	Outpatient Clinic	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1016	Administration Building	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1040	Power House	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1047	Laundry	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1050	Hospital ward	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1051	Hospital ward	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1052	Tennis Court	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1056	Animal House	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1059	Storage	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1060	Medical supply warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1061	Acid storage	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1062	Quartermaster shop	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1063	Medical Supply Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1076	Ambulance garage	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

Presidio Building No.	Building Name	Alt. 1: No-Build	Alt. 2: Replace & Widen, No-Detour	Alt. 2: Replace & Widen - with Detour	Alt. 5: Presidio Parkway, Diamond[1]	Alt. 5: Presidio Parkway, Circle Drive[2]
1147	Tennis Court	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1151	Indoor Swimming Pool	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Destruction)
1152	Gymnasium	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1160	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1161	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1162	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1163	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1167	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1169	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1170	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1182	Warehouse	No Effect	No Adverse Effect	Adverse Effect Direct (Removal)	No Adverse Effect	No Adverse Effect
1183	Warehouse	No Effect	No Adverse Effect	Adverse Effect Direct (Removal)	No Adverse Effect	No Adverse Effect
1184	Warehouse	No Effect	No Adverse Effect	Adverse Effect Direct (Removal)	No Adverse Effect	No Adverse Effect
1185	Warehouse	No Effect	No Adverse Effect	Adverse Effect Direct (Removal)	No Adverse Effect	No Adverse Effect
1186	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1187	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1188	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1231	Blacksmith Shop	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1233	Storehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1237	Post Office	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

Presidio Building No.	Building Name	Alt. 1: No-Build	Alt. 2: Replace & Widen, No-Detour	Alt. 2: Replace & Widen - with Detour	Alt. 5: Presidio Parkway, Diamond[1]	Alt. 5: Presidio Parkway, Circle Drive[2]
1243	Quartermaster Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1245	Flammable Storage Shed	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1246	Garage, 4 Vehicle	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1247	Garage, 4 Vehicle	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1248	Garage, 4 Vehicle	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1250	Garage, 4 Vehicle	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1261	Enlisted Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1262	Enlisted Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1263	Enlisted Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1265	Enlisted Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1266	Enlisted Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1268	Enlisted Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1270	Enlisted Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1272	Enlisted Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1273	Enlisted Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1274	Enlisted Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

Presidio Building No.	Building Name	Alt. 1: No-Build	Alt. 2: Replace & Widen, No-Detour	Alt. 2: Replace & Widen - with Detour	Alt. 5: Presidio Parkway, Diamond[1]	Alt. 5: Presidio Parkway, Circle Drive[2]
1275	Enlisted Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1276	Enlisted Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1277	Enlisted Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1283	Fire Control Station	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1285	Garage, Battery Howe-Wagner	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1287	Battery Howe-Wagner	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1289	Enlisted Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1290	Enlisted Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1291	Enlisted Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1293	Enlisted Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1294	Enlisted Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1295	Enlisted Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1297	Enlisted Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1298	Enlisted Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1299	NCO Open Mess Annex, Community Center	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

Presidio Building No.	Building Name	Alt. 1: No-Build	Alt. 2: Replace & Widen, No-Detour	Alt. 2: Replace & Widen - with Detour	Alt. 5: Presidio Parkway, Diamond[1]	Alt. 5: Presidio Parkway, Circle Drive[2]
1901	Officer-in-charge Quarters, USCG	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1902	Boathouse, USCG	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1903	Boathouse and Quarters, USCG	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1905	Buoy Shack w/Latrine, USCG	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1906	Tide Gauge House, USCG	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1907	Shop / Garage, USCG	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1911	Breakwater, USCG	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2004	Anza Street	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2005	Appleton Street	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2006	Arguello Boulevard	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2009	Bank Street	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Destruction)	Adverse Effect Direct (Destruction)
2012	Battery Blaney Road	No Effect	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)
2020	Battery Wagner Road	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2024	Birmingham Road	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2027	Bliss Road	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2040	Cowles Street	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Alteration) (Hook Ramp Option only)	Adverse Effect Direct (Alteration) (Hook Ramp Option only)
2042	Crissy Field Avenue	No Effect	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)

Presidio Building No.	Building Name	Alt. 1: No-Build	Alt. 2: Replace & Widen, No-Detour	Alt. 2: Replace & Widen - with Detour	Alt. 5: Presidio Parkway, Diamond[1]	Alt. 5: Presidio Parkway, Circle Drive[2]
2049	Edie Road	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2054	Fisher Loop	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2058	Funston Avenue	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2059	General Kennedy Avenue	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2063	Girard Road	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)
2064	Gorgas Avenue	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)
2065	Graham Street	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2068	Halleck Street	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)
2076	Hoffman Street	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2080	Incinerator Road	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2081	Infantry Terrace (30th Infantry Terrace)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2087	Keyes Avenue	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2094	Lincoln Boulevard	No Effect	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)
2096	Lombard Street	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2097	Long Avenue	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2107	McDowell Avenue	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2114	Mesa Street	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2119	Montgomery Street	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2121	Moraga Avenue	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2130	Old Mason Street	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

Presidio Building No.	Building Name	Alt. 1: No-Build	Alt. 2: Replace & Widen, No-Detour	Alt. 2: Replace & Widen - with Detour	Alt. 5: Presidio Parkway, Diamond[1]	Alt. 5: Presidio Parkway, Circle Drive[2]
2131	Ord Street	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2132	O'Reilly Avenue	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2134	Park Boulevard	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2135	Patten Road	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2151	Riley Avenue	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2154	Ruckman Avenue	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2159	Shofield Road	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2162	Sheridan Avenue	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2174	Storey Avenue	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2176	Taylor Road	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2179	Thornburg Road	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2184	Upton Avenue	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2185	Vallejo Street	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Destruction)	Adverse Effect Direct (Destruction)
None	Young Street	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Destruction)	Adverse Effect Direct (Destruction)
See National Cemetery listing above for streets in cemetery						
3008	Stone Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3009	Concrete Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3010	Stone Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3011	Concrete Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

Presidio Building No.	Building Name	Alt. 1: No-Build	Alt. 2: Replace & Widen, No-Detour	Alt. 2: Replace & Widen - with Detour	Alt. 5: Presidio Parkway, Diamond[1]	Alt. 5: Presidio Parkway, Circle Drive[2]
3012	Concrete Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3047	Spanish Bronze Cannon	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3048	Spanish Bronze Cannon	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3053	1876 Centennial Tree	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
See National Cemetery listing above for street features located in cemetery						
3204	Stone Curb	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3205	Stone Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3206	Stone Retaining Wall and Curb	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3207	Concrete Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3208	Stone Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3209	Stone Curb / Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3210	Stone Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3211	Circle in Stone Curb	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3212	Stone Retaining Wall Complex	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3213	Stone Curb	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

Presidio Building No.	Building Name	Alt. 1: No-Build	Alt. 2: Replace & Widen, No-Detour	Alt. 2: Replace & Widen - with Detour	Alt. 5: Presidio Parkway, Diamond[1]	Alt. 5: Presidio Parkway, Circle Drive[2]
3214	Stone Curb	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3215	Stone Retaining Walls	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3628	Concrete Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3701	Concrete and Stone Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3702	Stone Gate Post with Ring	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3709	Concrete Seaplane Ramp	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3730	Wm. A Richardson Memorial	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

APPENDIX D
Conceptual Mitigation Plan

INTRODUCTION

Each build alternative for the South Access to the Golden Gate Bridge - Doyle Drive Project would result in adverse effects to historic properties, as presented in the December 2005 draft Finding of Effects (FOE) document. The historic properties that would be affected are the Presidio National Historic Landmark District (NHLD), Doyle Drive's viaducts as individual properties, and the Doyle Drive portion of the Golden Gate Bridge property. Based on available information, neither of the build alternatives would have an adverse effect on the Palace of Fine Arts property; however there are concerns about possible vibration impacts to the buildings and the lagoon. Although the project meet standards for acceptable vibration in proximity for fragile historic structures, additional vibration testing and the preparation of an Historic Structures Report for the Palace of Fine Arts would be implemented to ensure that the property would not be damaged during construction of the project. The Replace and Widen Alternative and would have no adverse effect with conditions[1] on the known archaeological site CA-SFr-6/26. If prehistoric or historic period archaeological sites are identified prior to or during construction, then the construction of the Replace and Widen Alternative could adversely affect them.

As agreed by the cooperating agencies, including the Federal Highway Administration (FHWA), California Department of Transportation (Caltrans), National Park Service (NPS), and Presidio Trust (the Trust), the draft FOE does not include a draft Memorandum of Agreement (MOA) or present mitigation measures in the main text of the report.[2] Instead, FHWA, Caltrans, the California State Historic Preservation Officer (SHPO), the Advisory Council on Historic Preservation (ACHP), the Trust, NPS, and other reviewing agencies and consulting parties will coordinate regarding measures to mitigate the project's adverse effects on historic properties. This consultation process will follow the completion of the FOE and will lead to the preparation, execution, and implementation of the MOA. Conceptual mitigation measures provided in this appendix will serve as a basis for discussion and negotiation between FHWA, other agencies, and interested parties in preparation of the MOA, which is in progress. The MOA will include a requirement to develop and implement archaeological and built environment treatment plans to address the adverse effects of the project on historic properties.

These conceptual measures provide two levels of mitigation, and they are divided by build alternative. One level of mitigation is those measures that, when implemented, as conditions of project approval would enable the adverse effects on certain properties or contributors to be avoided. The other level of mitigation includes measures that would reduce the degree of adverse effects. Many measures suggested in this appendix are repeated under both build alternatives, while some measures would be needed only under specific options of each build alternative. No single measure proposed in this appendix would mitigate all adverse effects of the proposed project. Rather, a

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[1] These conditions would include protection measures such as the establishment of an environmentally sensitive area (ESA) to protect the site during ground disturbing activities.

[2] Participants in the National Historic Preservation Act (NHPA) Section 106 meetings that were held on the Presidio in July 2003 regarding cultural landscapes, built environment, and archaeology discussed mitigation measures for the adverse effects of the project. They agreed that the revised FOE would include this appendix regarding conceptual mitigation. Since that time, the process to develop the MOA has begun.

combination of the measures suggested in this appendix and those suggested by the agencies will emerge as the agreed-on mitigation through development of the MOA and associated treatment plans.

In general, there is a wide range of actions that can qualify as mitigation, depending on the type of project and the impact the project may have on historic properties. Several principles and practices guide the selection and application of appropriate mitigation measures. Some of the principles that have been followed in general historic preservation practice are listed below.[3]

- Mitigation measures are usually implemented in a manner that corresponds with the resource being affected, rather than in a compensatory fashion that does not relate to the affected resource.
- Mitigation must be relevant to the goals of historic preservation, rather than as an enhancement of the project to which it is related or as an enhancement to amenities unrelated to the affected historic properties.
- Mitigation should be consistent with the significance of the historic property and correspond to the severity of the adverse effects on the historic property.
- Mitigation measures that are chosen should be a worthwhile use of public funds and provide a high degree of public benefit relative to the cost.
- Mitigation measures should benefit the greatest number of people, particularly those members of the interested public, rather than only those of a specialized audience or particular group.
- Historic properties that will be demolished or greatly altered should be documented in permanent forms.
- Archaeological resources should be avoided whenever feasible. If avoidance proves infeasible, then significant archaeological resources should be subjected to scientific data recovery guided by an approved data recovery plan.

The mitigation measures ultimately selected for this undertaking will meet the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (48 Federal Register [FR] 4471 6-44740) and standards and guidelines for historic preservation activities established by SHPO. The agencies will also consider the *Presidio Trust Management Plan* (PTMP), as applicable, when addressing adverse effects on historic properties within the Focused Areas of Potential Effect (APEs).

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[3] These factors are based on those presented in the following source: Caltrans, "San Francisco-Oakland Bay Bridge East Span Seismic Safety Project, Consideration of Proposed Mitigation Measures," September 1999. The participants in the Section 106 July 2003 meetings recommended the use of this Caltrans document to inform the development of conceptual mitigation measures for this project.

The build alternatives would not have an adverse effect on any known archaeological properties, but there is the potential to encounter previously undiscovered prehistoric and historic-period archaeological resources in the Focused APE (Archaeological) during project preconstruction or construction. Therefore, the conceptual mitigation in this appendix includes measures to protect unknown archaeological sites and features.

As noted in Section 2 of the draft FOE, the Section 106 consultation process has played an important role in shaping the selection of the alternatives and options n since preparation of the initial draft FOE in December 2002. Part of this effort has been to avoid or reduce adverse effects to historic buildings, structures, objects, and sites, as well as the Presidio NHLD and its cultural landscape. Although both of the remaining build alternatives would adversely affect historic properties, the scale and scope of the adverse effects has decreased during this process.

The lead agency (FHWA) and the project proponent (San Francisco County Transportation Authority [SFCTA]) would be responsible for ensuring that the agreed-on mitigation measures are implemented. Other agencies may be responsible for certain components of the chosen mitigation measures, depending on the measures ultimately selected. Many of these measures will require FHWA, Caltrans, SHPO, and SFCTA to review proposed plans and to confirm that mitigation has been carried out to the agreed-on standards. Other agencies, including ACHP, NPS, and the Trust, and other consulting parties may also request to review and comment on specific plans or to ensure that mitigation measures are implemented as planned.

PROJECT IMPACTS

Alternative 2—Replace and Widen

The adverse effects that would occur under this build alternative include changes to the Presidio NHLD and its cultural landscape, removal of some of the Mason Street Warehouses (under the With Detour option only), demolition of the Doyle Drive viaducts, and changes to the Golden Gate Bridge property. Project designs have given and will give priority to avoiding historic properties within the Focused APEs. Avoidance would continue during construction, except where clearly noted in the project description. Appropriate recordation would serve as baseline mitigation to reduce the adverse effects on historic resources, with additional measures supplementing that documentation.

Alternative 5—Presidio Parkway

The adverse effects that would occur under this build alternative include changes to the Presidio NHLD and its cultural landscape, including demolition of Buildings 201, 204, 230, 670, and 11 51 (the latter under the Circle Drive option only), demolition of the Doyle Drive viaducts, and changes to the Golden Gate Bridge property. Project designs have given and will give priority to avoiding historic properties within the Focused APEs. Avoidance would continue during construction, except where clearly noted in the project description. Appropriate recordation would serve as baseline mitigation to reduce the adverse effects on historic resources, with additional measures supplementing that documentation.

The conceptual mitigation being considered for both alternatives is described below.

CONCEPTUAL MITIGATION MEASURES

Measures to Avoid Adverse Effects

Measures to avoid adverse effects would include steps taken in both the design and construction phases of the project. Adverse effects have been and would be avoided during the design phase by omitting components that could possibly impact historic properties. Measures proposed in the noise and vibration study to mitigate potential construction and operational impacts will be implemented to avoid permanent effects to the contributing buildings, structures, objects and sites of the Presidio NHLD.

Preparation of Historic Structures Reports

Historic buildings are often more fragile than they appear, therefore Historic Structure Reports would be prepared for all structures that could be affected by the project. Historic Structure Reports provide the foundation for the rehabilitation, restoration, stabilization or reconstruction of an historic building. They are critical if the proposed work involves fabricating significant missing architectural or landscape features, recapturing the appearance of a property at one particular period of its history, removing later additions, or substantially modifying existing historic fabric. The report will describe the building's architectural history, its original appearance and what changes were made and when, and its present condition. The document will also provide guidance with respect to protection, stabilization, and reconstruction. This document will include the information necessary for making appropriate decisions on restoring or removing fabric, and on period of restoration, as recommended in the "Secretary of the Interior's Standards for the Treatment of Historic Properties."

Stabilization and Monitoring during Construction

Based on information from the Historic Structure Reports, the lead agency or project proponent would prepare a treatment plan that presents a detailed methodology for the protection of historic properties, such as buildings, structures, objects, and sites, including cultural landscape elements, within the Focused APEs that are in close proximity to construction activities. The treatment plan would describe methods for the preservation, stabilization, shoring or underpinning, and monitoring of buildings, structures, and objects. The treatment plan would also include provisions that high vibration construction techniques would be avoided in sensitive areas. Underpinning or other stabilization methods would be used at buildings located near project construction areas, and at buildings that may be susceptible to inadvertent damage or destruction. A professional historical architect or architectural historian who meets the Secretary of the Interior's *Professional Qualifications Standards* (48 FR 44738-44739) would approve and monitor underpinning and stabilization activities.

Archaeological Monitoring, Discovery, Evaluation, and Treatment Plan

As part of the development of an MOA, the lead agency or project proponent would be responsible for developing an archaeology monitoring, discovery, evaluation and

treatment plan that includes a program to identify archaeological sites before and during construction, archaeological research objectives, data recovery methods, and standards of curation for recovered materials. The plan will be reviewed and approved by cooperating agencies in accordance with the stipulations outlined in the MOA. A professional archaeologist who meets the Secretary of the Interior's *Professional Qualifications Standards* (48 FR 44738-44739) would prepare the treatment plan and oversee all pre-construction and construction activities in the Focused APE (Archaeological).

The plan will be consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation (48 FR 44734–37) and take into account the Council's publication, *Treatment of Archaeological Properties: A Handbook* (ACHP 1980), and SHPO guidelines Specifically the plan will specify the process and schedule for conducting evaluations in areas within the APE, including where additional subsurface exploration is to be carried out; the methods, locations, and schedule for subsurface exploration; the methods that will be used to determine whether archaeological properties are significant. It will also outline the process and schedule for conducting data recovery for significant resources found in the APE, including the research questions to be addressed through data recovery; the methods to be used in analysis, data management, and dissemination of data; the methods to be used for data recovery, with an explanation of their relevance to the research questions. The plan will also describe the proposed curation of recovered materials and records and the proposed methods for disseminating results of the work. Efforts to comply with NAGPRA will also be included as will also be described.

Collections Management and Curation

A comprehensive collections program will be developed and implemented as part of the project for materials discovered during excavation and for records created in support of historic preservation efforts. The program will include a complete collections management protocol that will include accessioning and cataloging, curatorial and preservation treatment, and disposition of these materials into a designated museum facility.

Measures to Reduce Adverse Effects

Measures to minimize adverse effects to historic properties would be implemented during the preconstruction, construction, and post-construction phases. Many of these mitigation measures would require careful review by SHPO, Caltrans, and other agencies before they are implemented. These measures may require stipulations in the contracts of the construction contractors to ensure the appropriate preservation of elements of the Presidio NHLD located within the Focused APEs. Some of the measures could also benefit from adherence to and reference of established historic preservation manuals and literature, such as the NPS Preservation Briefs. Where appropriate, these publications could be included in the project documents.

Recordation

The lead agency or project proponent would ensure that buildings, structures, objects, and sites, including cultural landscape elements of the Presidio NHLD, that would be

adversely affected by this build alternative are recorded and documented to the standards of the Historic American Building Survey (HABS) or Historic American Engineering Record (HAER). This step would require coordination with the landowners and the HABS/HAER program of the NPS to determine the appropriate level of recordation. This coordination would address the adequacy of previously conducted recordation of buildings and resources that would be adversely affected by this build alternative.

Some historic properties may require Level 1 HABS/HAER documentation, which would include preparation of measured drawings, large-format photography, and written history and description. Many buildings, structures, and objects within the Presidio NHLD have been previously documented, and many have existing as-built plans, including Doyle Drive. Resources with existing drawings may only require Level 2 HABS/HAER documentation, which would include a selection of existing drawings, large-format photography, and written history/description. NPS may approve Level 3 HABS/HAER documentation for some previously documented resources. The Level 3 sketch plan, large-format photography, and short-form historical report could be used to update previous documentation.

NPS has recently established the Historic American Landscapes Survey (HALS) program to document historic and cultural landscapes. This program has yet to be funded, and NPS has not developed standards for documentation under HALS. If HALS documentation standards are established during the period in which recordation is occurring for this project, the lead agency or project proponent and NPS would address the appropriateness of this type of documentation for the components of the Presidio NHLD cultural landscape that would be adversely affected by this build alternative. If HALS standards are not developed in time, HABS documentation could be prepared for the landscape elements, with reference to other guidance for the treatment of historic landscapes published by NPS, including *Preservation Brief 36, Protecting Cultural Landscapes: Planning, Treatment, and Management of Historic Landscapes,* and the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes.*

Recordation or documentation methods in addition to HABS/HAER/HALS may also be appropriate and could be proposed as mitigation for this build alternative. The lead agency or project proponent could fund archive-quality video documentation of Doyle Drive and other transportation and circulation resources related to this project. This video could include footage taken before the construction phase while driving on and around existing Doyle Drive and other Presidio NHLD roads that would be adversely affected by this build alternative. The lead agency or project proponent could also coordinate with the Trust and NPS regarding pre-construction photographic documentation of certain resources that are not expected to be adversely affected but could be damaged inadvertently. Additional recordation and documentation could also address adverse effects to historic functional areas that may be located within multiple planning districts.

Design Guidelines

The lead agency or project proponent would ensure that design guidelines for construction of Doyle Drive are developed to ensure sympathetic, compatible, and

appropriate designs for the new structure. This step would partly mitigate the adverse effect of the demolition of Doyle Drive itself, the adverse effect to the Golden Gate Bridge property, and the adverse effect of the introduction of new elements within the Presidio NHLD and its cultural landscape. Aesthetic details can be considered mitigation, but there may be a limit to the amount of change possible in the design of Doyle Drive once important engineering and environmental considerations have been addressed. It is likely that the design guideline mitigation would apply to the visual appearance of the structure, rather than specifics of alignment, overall depth and width, or placement of supports. The design guidelines could address such issues as the overall theme of the visual appearance of Doyle Drive, whether it will suggest the Art Deco/Moderne designs of the Golden Gate Bridge, or whether the structure will be designed as unobtrusively as possible within the landscape of the Presidio NHLD. The guidelines will need to balance how this measure mitigates the adverse effects to both the Golden Gate Bridge and Presidio NHLD. Design guidelines could be informed by the documentation prepared under HABS/HAER standards. The new design features that would need to be reviewed in particular are the viaducts, railings, lighting features, and landscape elements. It would be necessary for an architectural historian or historical architect to advise the structural designers on appropriate architectural treatments that could serve as mitigation. The SHPO, the ACHP, cooperating agencies, and interested parties would review draft design guidelines as part of the MOA and provide comment on the guidelines as well as on proposed design changes.

Interpretive or Educational Materials and Popular Reports

The lead agency or project proponent would ensure that interpretive or educational materials and programs are prepared to mitigate the adverse effects on the Presidio NHLD, the specific features of the Presidio NHLD that would be adversely affected, the Doyle Drive viaducts, and the Golden Gate Bridge. The interpretive and educational materials could also focus on improving comprehension of the Presidio's historic functional areas affected by the undertaking. Such materials or programs could include popular reports, documentary videos or current appropriate technology, booklets, additions to the Trust's website, interpretive signage, and additional interpretive information available at park visitor centers, elsewhere on the Presidio, and adjacent to the Golden Gate Bridge. These materials could also include salvaged items, historic drawings, interpretive drawings, current and historic photographs, models, and oral histories. Assistance could also be provided for archiving or digitizing the documentation of contributing elements within the Presidio NHLD and Doyle Drive itself. Materials such as popular reports, documentary videos, booklets, and digitized photos, for example, could be disseminated to appropriate repositories such as the Trust, San Francisco Public Library; San Francisco Architectural Heritage; Golden Gate National Recreation Area; Caltrans District 4; Caltrans Transportation Library in Sacramento; and Golden Gate Bridge, Highway and Transportation District.

Relocation (Applicable to Only Alternative 2 With Detour Option)

The Mason Street Warehouses (Buildings 11 82, 1 183, 1184, and 1185) will be removed, and therefore adversely affected, by the Alternative 2 With Detour option. These are the only contributing elements of the Presidio NHLD that are proposed for removal under the build alternatives, and the lead agency and project proponent propose to relocate these buildings only temporarily and return them following removal

of the temporary detour. The lead agency or project proponent would ensure that these buildings are recorded to HABS standards before they are removal and in consultation with landowners and the HABS program of the NPS, as discussed above. The lead agency or project proponent would prepare a plan for the removal and return of these buildings. This plan would be included in the treatment plan for architectural resources and cultural landscapes. The plan would detail the methods that would be used for stabilizing the buildings before removal, locations that could temporarily house the buildings, methods by which the buildings would be moved, and the manner in which the buildings would be stabilized and protected in the temporary location. The consulting parties would agree on methods and an appropriate temporary location for these buildings. The plan would include site plans for returning the buildings to their original locations, including placing them on new foundations and restoring them to conditions consistent with those before the removal.

Architectural Resource and Cultural Landscape Monitoring

Activities within the Focused APE (Architectural) with the potential to effect architectural resources and the cultural landscape would be monitored to ensure that the project conforms to the design guidelines and any other treatment plans agreed to by the consulting parties. A professional architectural historian and a professional historical landscape architect who meet the Secretary of the Interior's Professional Qualifications Standards (48 FR 44738-44739) would monitor construction to identify conditions that could conflict with the mitigation measures. The lead agency or project proponent would take steps to correct these conflicts.

Minor Repairs and Reconstruction

The lead agency or project proponent would ensure that inadvertent damage to historic properties or to their contributing elements would be repaired in accordance with the Secretary of the Interior's *Standards for Treatment of Historic Properties*. The features covered by this measure would include contributing buildings, structures, and objects, as well as contributing elements such as landscaping, curbs, fencing, and related features.

Salvage

The lead agency or project proponent would ensure that selected decorative or architectural elements of the historic properties, such as the original light standards on existing Doyle Drive, are reviewed for the feasibility of salvage to mitigate their loss or demolition. Where possible, these elements would be retained and incorporated into the new construction. Where re-use is not possible, selected salvaged elements could be made available to the Golden Gate Bridge District for reuse or in interpretive display. Buildings approved for demolition will be "deconstructed" in accordance with Trust policies and original materials saved for reuse in other rehabilitation projects.

APPENDIX E

Cultural Landscape Report

CULTURAL LANDSCAPE REPORT

For

Presidio of San Francisco National Historic Landmark District

And

Palace of Fine Arts

San Francisco, California

November 2004

Prepared by:

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SECTION 1: INTRODUCTION

1.1 PURPOSE OF REPORT

This report provides a history of the development of portions of the cultural landscape of the Presidio of San Francisco and the Palace of Fine Arts that are within the Doyle Drive project's area of potential effect (APE). It also describes the cultural landscape features and characteristics of these portions of the Presidio and Palace of Fine Arts. This report was prepared during July through September 2004 by Denise Bradley, ASLA, who meets the Secretary of the Interior's professional standards for historical landscape architects.

1.2 RESEARCH AND FIELD METHODOLOGY

The history and description in this report were prepared using information from secondary and primary references. Fieldwork was conducted during July through September 2004 to verify information from previous reports and to identify landscape features.

A number of secondary sources were used in preparing the history of the development of the portion of the Presidio of San Francisco's landscape that is within the Doyle Drive project's APE. Of particular value were the following:

- **Presidio of San Francisco, Cultural Landscape Analysis, Golden Gate National Recreation Area** (NPS and Land and Community Associates [LCA] 1992). This report provided a description of individual areas of the Presidio's landscape in relation to: Historic Events and Associations, Buildings and Large-Scale Structures, Small-Scale Structures and Features, Circulation, natural Features an Systems, Design and the Response to the Environment, and Land Use.
- **Presidio of San Francisco, Cultural Landscape Report, work-in-progress, phase one priority areas: Main Post, Glen Gate/Fort Point, Fort Scott, Letterman Complex, Crissy Field** (NPS and LCA 1993). This report provided a narrative history and graphics of the development of the Presidio's landscape from 1776 through 1992. The information in this report was the basis for the narrative history of the landscape in the Presidio NHL (National Historic Landmark) update (NPS 1993). This report provided valuable information that was used and quoted extensively in the history contained in this report.
- **"Presidio of San Francisco: National Register of Historic Places Registration Form"** (NPS 1993). This update to the Presidio of San Francisco National Historic Landmark (NHL) nomination was prepared by the National Park Service in 1993, and it "made an initial effort to identify and explaining contributing landscape features, in addition to buildings and archeological features, that exist within the Landmark" (NPS 1993: 7–16). A historical narrative on the development of the Presidio's landscape was included in the nomination, and landscape features that were considered contributing features to the NHL district were identified. This nomination also established the NHL district's period of significance as 1776-1945 and 1951. It also divided the Presidio's history into a series of periods: Spanish-Mexican Settlement (1776-1846), Early United States Occupation (1846-1860), Civil War (1861-1865), Indian and Military Affairs (18866-1890), Nationalistic Expansion (1891-1914), World War I (1915-1918), Military Affairs Between Wars (1919-1940), and World War II (1941-1945). This report was used as the basis for identifying contributing landscape features and was quoted extensively in the history contained in this report.
- **Seacoast Fortifications Preservation Manual** (NPS and Freeman 1999). This report provided a map of seacoast fortifications in the Presidio as well as valuable information on the history of the development these structures. It also identified the character-defining features of each type of fortification.

- **Final Environmental Impact Statement and Planning Guidelines for New Development and Uses on 23 Acres Within the Letterman Complex, Presidio of San Francisco** (Presidio Trust 2000). This report focused on the historic landscape features within the Letterman area. It was used in preparing the history of development and description of historic landscape features within this area.
- **Presidio of San Francisco, Vegetation Management Plan and Environmental Assessment** (NPS 2001). This report provided information on the history of the Presidio forest, and this information, along with the report's "Figure 6: Historic Forest Extent at the Presidio" and historic aerial photographs, was used for understanding the location and characteristics of different portions of the forest. The report also categorized the vegetation features into general management types and provided a general description of the historic characteristics and location of these types.
- **"The Last Word in Airfields: A Special History Study of Crissy Field, Presidio of San Francisco"** (Haller 1994) and **The Last Word in Airfields: San Francisco's Crissy Field** (Haller 2001). This report and book provide a detailed description of the history and development of the landscape for the Lower Post and Crissy Field. Both were used as the basis for identifying contributing landscape features and were quoted extensively in the history contained in this report.
- **Doyle Drive Project, SFCTA Contract no. 99/00–7, Historic Architectural Survey Report** (JRP Historical Consulting Services 2002) and **Doyle Drive Project, Draft Finding of Effect (JRP Historical Consulting Service 2002)**.
- **"Historic Landscape Report, Draft, Palace of Fine Arts, San Francisco, California."** (RHAA 2003) and **"Palace of Fine Arts; National Register of Historic Places Registration Form"** (Marquand et al. 2004). This Historic Landscape Report and NRHP nomination provide a detailed description of the history and development of the landscape for the Palace of Fine Arts. Both were used as the basis for identifying contributing landscape features and were quoted extensively in the history contained in this report.
- **Ruckman & Storey** (Presidio Trust no date), **Fill Site 6A, Cultural Landscape Report** (Presidio Trust no date), and **"Sidewalks at the Presidio: transition between public and private space. Draft"** (Presidio Trust no date). These cultural landscape reports, prepared by the Presidio Trust, focused on specific areas within the Presidio and provided additional information that was not available in the Presidio NHL update (NPS 1993).

Key primary sources included the following:

- Historic aerial photographs from the Presidio Trust and San Francisco Public Library's Historical Photograph collections were valuable for determining the age and historic location of trees and for providing a visual overview of Presidio over time.
- Historic maps from the Golden Gate National Recreation Area Archives were valuable in understanding the development of the Presidio over time.

The landscape characteristics described in *National Register Bulletin 30: Guidelines for Evaluating and Documenting Rural Historic Landscapes* have become an accepted typology used to document, describe, and analyze the various components of historic landscapes. These landscape characteristics include: land uses and activities; patterns of spatial organization; the response to the natural environment; cultural traditions; circulation networks; boundary demarcations; vegetation; buildings, structures, and objects; clusters; archeological sites, and small-scale elements.

Originally, designated for "rural landscapes," these landscape characteristics are now used in the documentation and evaluation of all types of historic landscapes, regardless of the physical setting of the landscape (urban, rural, industrial, etc.) or whether the landscape was the result a conscious plan or design or the was the product or result of human activity. During the past 15 years since *National Register Bulletin 30* was originally published, the term "cultural landscape" has come to be the more common term to describe

all types of historic landscapes.

These landscape characteristics were used in developing the description of the cultural landscape features for this report. However, not all characteristics have the same importance in all landscapes, or in the case of large landscape like the Presidio, in all areas of a landscape. Also, these characteristics are interrelated, and it is sometimes difficult to discuss them separately. So the discussion of the individual landscape characteristics in this report was adapted in order to address the Presidio's cultural landscape at a level that would allow for an understanding of the landscape and an understanding of the effects of the proposed Doyle Drive project on the landscape. For this reason, generally, the discussion of small-scale elements was not included unless they had the potential to be effected by the proposed project. Also, the discussion of the buildings is limited to their spatial organization and the identification of major clusters, since there was a separate Historic Architectural Survey Report (HASR) for this project that provided detailed information on the buildings. The detailed description of Doyle Drive is also contained in the HASR, and information on Doyle Drive in this cultural landscape report focuses on how the construction of Doyle Drive affects landscape characteristics as it passes through the Presidio.

1.3 ORGANIZATION OF REPORT

This report is organized around the areas of the Presidio landscape within Doyle Drive project's APE, based on the planning districts discussed in the *Presidio Trust's Management Plan* (Presidio Trust 2002). The discussion within each sub-area is divided into three parts: 1) a narrative that explains the history of the development of the cultural landscape; 2) a description of the major cultural landscape characteristics; and 3) a list of the contributing features identified in the Presidio NHL Update (NPS 1993).

The Palace of Fine Art's landscape was considered as a separate sub-area from the Presidio. Information on the Palace of Fine Art's includes: 1) a short narrative history of its landscape development and 2) a description of the major cultural landscape features.

SECTION 2: FORT SCOTT PLANNING DISTRICT

2.1 HISTORY OF DEVELOPMENT OF DURING THE PERIOD OF SIGNIFICANCE (1776–1945, 1951)

Fort Scott is the western-most of the Presidio Trust's planning districts. Fort Scott is roughly bounded by Doyle Drive on the north, Park Presidio Boulevard on the east, the Kobbe Avenue officers' housing area on the south, and the Pacific coastline on the west.

2.1.1 SPANISH-MEXICAN SETTLEMENT (1776–1846), EARLY UNITED STATES OCCUPATION (1846–1860), CIVIL WAR ERA (1861–1865), AND INDIAN AND MILITARY AFFAIRS (1866–1890)

Throughout the Spanish-Mexican Settlement period, this northeastern portion of the Presidio served as a transportation corridor between the Castillo, located at Fort Point, and the Main Post. "The path between the Presidio proper and the guns of the Castillo de San Joaquin guarding the harbor entrance at 'Fort' Point is believed to have led along the high ground overlooking the marshland and beach" (Haller 2001: 6). A road appears in this location on the Coast Survey maps in 1859 and 1869. (U.S. Coast Survey 1859 and 1869) Development in this area began in the 1890s when a portion of the seacoast battery defense system was built on the bluffs overlooking the Pacific Coast and the San Francisco Bay.

2.1.2 Nationalistic Expansion (1891–1914)

2.1.2.1 Development of Batteries

Five batteries from the Endicott-era defense system are located with the Doyle Drive project's APE. The first of these, Battery Howe-Wagner, is located in the Fort Scott planning district (The other four—Batteries Baldwin, Sherwood, Slaughter, and Blaney—are located in the Crissy Field planning district, and the history of their development is presented in that section.)

"Construction began in 1893 on a new series of fortifications of reinforced-concrete construction to replace the then obsolete 'Third Series' defenses of Fort Point and the interim East and West Batteries" (NPS 1993: 7–45). Battery Howe-Wagner was the first of these defenses to be built as part of what became known as the Endicott-era defense system. Construction began on the battery in 1893 and was completed in 1895." (NPS and Freeman 1999: 1–2). As a mortar battery, Battery Howe-Wagner was "placed well back from the shore because the mortars had a minimum range; locating them too close to the shore would create a gap in the defended water area. In addition, the engineers preferred to locate a mortar battery behind a large hill or elevation that not only obscured the battery from view, but also provided it with substantial protection from naval bombardment" (NPS and Freeman 1999: 3–3). "Battery Howe-Wagner (No. 1287) began as a single cross-shaped unit with sixteen 12–inch rifled mortars. Each of the cross' four arms contained a pit which later were divided into east (Howe) and west (Wagner) pits" (NPS and LCA 1993: 5–1).

Earth was essential feature of battery construction in the 1890s. "Each battery was designed to resist the penetration of a projectile, the resistance calculated in so many feet of earth placed in front of so many feet of concrete. In addition to its protective values, earth was graded into the natural contours

surrounding each structure" (NPS and Freeman 1999: 3–6). "The long slopes of Batteries Howe and Wagner were made of clay faced with a deep layer of loam, and then planted. Moles and gophers criss-crossed the area with burrows, and in the heavy rains of the 1894–1895 winter, the slopes turned liquid and flowed into the mortar pits. After the exhausting work of removing some 1,000 cubic yards of material by hand and carried out in pails, the slopes were rebuilt" (NPS and Freeman 1999: 3–7). Trees were planted behind Battery Howe-Wagner "...to screen them from other parts of the reservation. Trees were not planted in front of the batteries where they would have interfered with the field of fire and observation" (NPS and LCA 1993: 5–2).

2.1.2.2 Development of Presidio Forest

The general history of the Presidio forest is presented with this history of the Fort Scott planning district and applies to the portions of the Presidio forest located within the other areas of the Doyle Drive project's APE (South Hills and Crissy Field planning districts). Tree plantings in the Presidio were ordered by Major General Irvin McDowell in the early 1880s, and Major W. A. Jones, U.S. Army Corps of Engineers, developed a *Plan for the Cultivation of Trees Upon the Presidio Reservation* in 1883. This was the first, and a relatively rare example, of large-scale landscape planting on an Army reservation (NPS 2001: 42). The purpose of the Presidio forest plan was to stabilize the shifting sand dunes in the area, provide protection from prevailing ocean winds in the settled areas, and create a visual boundary between the Presidio and San Francisco.

Major Jones based the Presidio forestation plan the same principles and successes as those for the Golden Gate Park plan developed in 1871 by William Hammond Hall. Conditions in the western portion of the San Francisco's peninsula—dry season with minimal rain fall, winds, unstable sand dunes—challenged the conventional methods of landscape design prevalent in the eastern United States. Hall conceived an ambitious plan to stabilize the dunes and plant trees in Golden Gate Park based on principles he gathered from similar situations in Europe and North Africa. (Streatfield 1976b) Planting had begun at Golden Gate Park in 1871 and by the end of the decade 135,000 trees and shrubs had been planted. (Beatty 2001: 6–8)

Tree planting was part of a popular design philosophy of the period that advocated afforestation for a wide variety of benefits. "A judicious planting of tall and well foliaged trees...breaks the wind, ameliorates the climate, saves fuels, and adds beauty to the landscape in summer and winter" (Shinn 1879). It was generally accepted that the massive tree plantings that were undertaken in the late nineteenth and early twentieth centuries throughout California were necessary and desirable. A brigadier general expressed this viewpoint when visiting the Presidio in 1905: "The desirability, from every point of view, of covering these bleak hill sides with a forest grove is so evident that it is considered unnecessary to enter into any discussion" (Thompson and Woodbridge 1992 in Dames & Moore 1995: 3–2). In addition to the pragmatic goals for creating the Presidio forest (control sand dunes, ameliorate wind), the project was conceived as way to define the Presidio as separate from the city of San Francisco. Trees were planted along the tops of the ridges to enhance the "sense of place" by defining and accentuating the ridge line. The valleys were not planted except for a few trees along stream banks. "In order to make the artificial boundary with the city seem as pronounced as possible, trees were planted at the entrances (especially the southernmost entrances at [the] Arguello and Presidio Boulevard gates). The effect was that of a forest separating the Presidio from the City of San Francisco. Emphasis was placed on irregularly shaped planting areas to make the areas seem less contrived" (Adams 1995: 112).

Between 1888 and 1897, the Army planted nearly 100,000 trees on the Presidio. The Presidio planting plan specified the types of trees that were in vogue in California at the time. The favorite tree for the mass plantings was the eucalyptus, followed by the Monterey pine. (Shinn 1879) At the Presidio, the

most commonly planted tree species included various species of eucalyptus, Monterey cypress (*Cupressus macrocarpa*), Monterey pine (*Pinus radiata*), and blackwood acacia (*Acacia melanoxylon*) (NPS 2001: 42)

The eucalyptus and acacia were exotic imports from Australia. Australian plants began to appear in an increasing number of species in California during the 1850s. Their use became so predominant that within a few years the San Francisco peninsula was described as being "more Australian that Australia." These plants adapted well to the California climate and grew quickly, possessing the characteristics that enabled them to not only survive the local growing conditions but to also grow quickly so that they would stabilize the sand dunes. In the nursery that William Hammond Hall established at the start of his planting project at Golden Gate Park, he discovered that eucalyptus met all of the necessary conditions. "Hall discovered to his delight that his nursery-reared trees grew at an astonishing rate. In only two years, eucalyptus seedlings shot up to eighteen feet with a caliper of four inches" (Beatty 2001:7). This quick growth that produced "instant trees" was considered desirable in a place where large forests, such as those found in the east, were sorely missed.

The use of evergreens, such as Monterey cypress and Monterey pine, was widely practiced after the 1880s. (Streatfield 1976a) John McLaren, superintendent of Golden Gate Park, wrote about the park's early experiments in planting trees and explained why Monterey cypress and Monterey pine came to be so widely planted along the coast: "A great many different species of trees were experimented with, including those especially suggested by European foresters...In exposed situations all of these... failed entirely. At the same time, many of our native trees and shrubs...were set out...the Monterey cypress and Monterey pine alone stood the test of braving the storms and the blasting influence of the summer winds in the more exposed places and the district close to the shore" (McLaren 1924: 329–330).

"By the beginning of the 1900s, trees covered approximately 400 acres of the reservation, with much of the forest consisting of densely crowded trees that required thinning. In 1902, forester W. L. Hall developed a plan for the required thinning as well as additional planting for visual screening and soil retention. During that same year, Major Jones...visited the Presidio and made additional recommendations to beautify it, including thinning of forest stands and planting of a variety of ornamental shrubs and flowers. Large-scale plans launched in 1907 for garrison expansion and the construction projects in the post-World War II years reduced the geographic proportions of the forest [Thompson 1994] (NPS 2001: 42).

"The forest was planted over a period that extended from 1886 to the early 1940s. Development of the forest generally followed the intent of the plan developed by Major Jones in concept, but actual species planted, locations, and spatial arrangement depended upon the availability of plant material, funding, and labor" (NPS 2001: 45). Regular thinning of trees was intended by Jones as a long-term maintenance strategy. He intended that this thinning maintain "distance between trees about equal to their height" (NPS 2001: 45). However, this maintenance thinning generally did not occur.

"When the Presidio was planted, most stands were planted with even spacing and only one species in each planted area. Single species (or monotypic) stands still prevail; however, several stands now exhibit some trees species diversity" (NPS 2001: 45). These stands tend to have trees evenly spaced with little understory growth.

Today's Presidio forest is a result of past actions as well as dynamic natural forces and natural regeneration. Its location and character are also dynamic. Reproduction is occurring within some stands, and this has resulted in some areas having trees of different ages ("uneven-aged stands"). These stands have a different character, than do those with only one species or trees that are all the same age, since the trees are not evenly spaced, are not the same size or height, and have more variations in the types of

understory plants. This reproduction is also responsible for the expansion of trees outside of the areas that were not initially planted. In other cases, portions of the Presidio forest were removed to make way for development (NPS 2001: 45–46). Due to the dynamic nature of the Presidio forest, aerial photographs from 1935 were used as the baseline for determining the location of the Presidio's historic forest in the *Vegetation Management Plan* (NPS 2001). "Even though the date of the photograph is somewhat after the major planting effort and some expansion and shifting of the forest likely had already occurred, it is the best available depiction of the extent of the historic forest...Any early planting that failed to survive, or forested areas that had already been cleared by 1935 to allow for other uses or developed are not reflected on [these photographs]" (NPS 2001:42,45).

2.1.2.3 Fort Winfield Scott

Construction began on Fort Scott in 1910. It was developed "to serve as headquarters for the seacoast defenses of the Bay area and accommodate all Coast Artillery troops at the Presidio"(NPS 1993: 7–47). There were three main groups of buildings at Fort Scott. These include the barracks and administrative buildings facing of near the Fort's central parade ground; officer family housing that located southeast of the parade ground along Kobbe Avenue; and enlisted family housing located east of the parade ground along Ruckman and Storey avenues. (NPS 1993: 7–47)

"The 1910–1912 construction of the core barracks and headquarters buildings (Nos. 1201–1208, 1216–1218) defined the new parade ground, the functional and symbolic center of the Fort. The design of these buildings, attributed to army engineer Major William W. Harts...marked the major introduction of the Spanish Colonial Revival stylistic idiom to the architecture of the Presidio.... The curving design of the Fort Winfield Scott parade ground itself (No. 1223), also attributed to the innovation of Major Harts, contrasts the strict rectilinear placement of the Posts' Main Parade Ground, established in the 1890s" (NPS 1993: 7–48). The parade ground is horseshoe-shaped and responds to the rolling topography of the site and views of the Bay. "[T]he parade ground has a formal organization as well, a precisely north-south axis is aligned through the headquarters building (No.1201)" (NPS 1993: 7–48). Before the development of the Golden Gate Bridge in the 1930s, the parade ground "probably offered views to the north of the San Francisco Bay and Marin headlands" (NPS and LCA 1993: 5–2).

Housing and the related circulation for Fort Winfield Scott were also laid in response to the topography of the site, rather than in a linear or grid configuration. This resulted in a curvilinear or serpentine layout for the roads and houses. Housing for officers was laid out along Kobbe Avenue, located to the south of the parade ground and outside of the Doyle Drive project's APE. To the east of the parade ground, enlisted-family quarters were laid out along two roads: Storey Avenue, located north of Battery Howe-Wagner, and Ruckman Avenue, located south of Battery Howe-Wagner. Upton Avenue was laid out in 1911 and provided access along the west side of the battery and south to service buildings for Fort Scott (PT Ruckman & Storey n.d.: 1 and NPS 1993: 7–197).

Storey Avenue was named in 1910, but its alignment had already been laid out probably around 1895 in order to provide access to Battery Howe-Wagner. The road continued around the southeast side of the battery to the Lower Storey enlisted-family housing area. Quarters (Nos. 1261–1262, 1265 and 1268) for enlisted families were constructed along the southwestern side of the road from 1909–1910. These houses were oriented toward the Bay (NPS and LCA 1993: 5–3).

The alignment for Ruckman Avenue was completed in 1911. It began at Storey Avenue and went along the south side of Battery Howe-Wagner. Three houses for enlisted-family quarters (Nos. 1272–1274) were built along the south side of the street in 1912. The fronts of the houses were oriented towards the Bay (PT Ruckman & Storey n.d.: 1).

2.1.3 World War I (1915–1918)

"New buildings at Fort Winfield Scott [during World War I period] generally followed construction programs initiated earlier in the century" (NPS 1993: 7–51). One house (No. 1240) was added to the west end of Ruckman Avenue in 1918. (PT Ruckman & Storey n.d.: 1)

2.1.4 Military Affairs between World Wars (1919–1940)

2.1.4.1 Batteries

"During this period much of the Post's once state-of-the art system of defense works was recognized as obsolete for 'modern' warfare and existing guns were removed" (NPS 1993: 7–54). The guns of Battery Howe-Wagner were removed in 1920. (NPS and Freeman 1999: 1–2). Schofield Road was laid out in 1920. It provided access from Ruckman Avenue east to Park Boulevard. (NPS 1993: 7–197)

2.1.4.2 Quarters

In 1921, three additional houses (Nos. 1263, 1266, and 1270) were built along the northeast side of Lower Storey Avenue, facing the four houses that had been built on the southwest side of the street in 1909–10.

After Battery Howe-Wagner's guns were removed in 1920, the area surrounding it became available for other uses. (When the battery was still active, the surrounding area and in its line of fire would have had to remain open for operational and safety reasons.) In 1933, nine duplex quarters (Nos. 1289–1295 and 1297–1298) were built on upper Storey Avenue, across the street and north of the battery. Also in 1933, three new quarters (Nos. 1275–77) were added to row of existing houses along the south side of Ruckman Avenue. (PT Ruckman & Storey n.d.: 1)

A noncommissioned officers' club (No. 1299) opened in 1937. It was located to the northwest of quarters No. 1298 on upper Storey Avenue. (PT Ruckman & Storey n.d.: 1)

"Major landscape improvements were funded for this area by the Works Progress Administration (WPA) from 1938 to 1940. Most notably, these included the widening of Lincoln Boulevard from 10' to 22', [and] the paving of interior roads..." (NPS 1993: 7–56). "Additional WPA and CCC funds went toward projects ranging from tree and shrub plantings to the construction of stone or concrete curbs, retaining walls, and steps (NPS and LCA 1994: 5–4).

"Perhaps the most significant event occurring at Fort Scott between the two world wars involved construction of the Golden Gate Bridge. Conceived in the early 1920s, the plan was approved in 1930 and construction began in 1933...Construction of the Golden Gate Bridge altered the Fort Scott landscape by strictly defining its relationship to adjacent areas. Access roads became the fort's northern, western, and eastern borders, separating it from Crissy Field officers' housing to the north, the coastal batteries to the west, and the main post to the east. The construction of U.S. Route 101 and subsequent screen plantings blocked views from the parade ground to San Francisco Bay" (NPS and LCA 1993: 5–4).

2.1.5 World War II (1941–1945)

Several mobilization-type structures of light standardized wood-frame construction were build at Fort Scott during World War II. (NPS and LCA 1993: 5–4 and NPS 1993: 7–59). Five buildings located within the Doyle Drive project's APE were built in 1941. These include a building used for offices (No. 1239) at the southeast corner of Upton and Ruckman avenues and four warehouses (Nos. 1241–1244) located south of the Ruckman Avenue quarters and accessed via Schofield Road.

Appleton Street was built in 1941 to provide a service access to the quarters along lower Storey and Ruckman avenues, and four multi-car garages (Nos. 1246–1250) were built along the south side of Appleton.

2.2 DESCRIPTION OF MAJOR CULTURAL LANDSCAPE FEATURES

2.2.1 Land Uses and Activities and Cultural Traditions

Fort Scott's historic land uses and activities supported seacoast defense systems, the administration of harbor defense activities, and housing for personnel. Related land uses and activities included undeveloped open space, supply and storage, utilities, training, medical, and recreation. Today, landscape features remain that represent these historic land uses and contribute to the integrity of this area.

These land uses and the landscape features described below reflect the cultural traditions associated with the Presidio's Nationalistic Expansion (1891-1914), Military Affairs Between Wars (1919-1940), and World War II (1941-1945) periods.

2.2.2 Response to Natural Environment

The Fort Scott planning district is located on the west side of the Presidio and was sited in this location due to its proximity to the seacoast batteries that are located along the bluff, overlooking the San Francisco Bay and the Pacific coastline. In 1910, the open land between the bluff (to the north) and the Pacific coastline cliffs (to the west) was chosen as the site for Fort Winfield Scott, the headquarters for the coordination of coastal and harbor defense in the San Francisco Bay region. Fort Scott was sited on the eastern side of the ridgeline in order to help shelter it from the winds from the west. This area provided ample open space to construct the new post, since this area had not previously been developed to any extent. It was also located far enough away from the Main Post to allow it to have an autonomous identity.

2.2.3 Boundaries

Before the construction of the Bay Bridge, Doyle Drive, and U.S. 101 in the 1930s, the Fort Scott area was defined or bounded by the bluff that overlooks Crissy Field and the Bay on the north, by the Presidio forest on the east and south, and by the cliffs that overlook the Pacific Ocean on the west. Since the construction of Doyle Drive and U.S. 101 in the 1930s, these two road structures have added to the definition of the boundaries of this area along the north and east sides, respectively. Doyle Drive also separated Fort Scott both physically and visually from the northern point of the San Francisco peninsula and from the portion of Lincoln Boulevard and the historic housing cluster located in this area.

2.2.4 Patterns of Spatial Organization and Cluster Arrangement

The parade ground and main administrative and barracks buildings for Fort Scott are located just west of the ridgeline. The parade ground is horseshoe-shaped and was laid out in response to the topography of the site. Buildings line the parade ground on the east, south, and west sides. The north side was left open and originally provided a view of the Golden Gate. The parade ground is oriented on a north-to-south axis. In 1912, the Army designated Fort Scott as an independent post from the Presidio. Its physical location on the west side of the Presidio, the presence of the Presidio forest between it and the Main Post, its north-to-south orientation axis that responded to the Golden Gate (rather than the northeast-to-southwest orientation of the Main Post), and spatial organization (laid out in response to the topography rather than in a grid) contributed to its separate identity from that of the Main Post. The undeveloped land of the Presidio forest to the south and east was used to construct the quarters for the officers and enlisted men stationed at Fort Scott.[1] The main clusters of buildings and structures within the Doyle Drive project's APE are located in the area east of the parade ground and include an Endicott-era mortar battery, enlisted family housing located along Storey and Ruckman avenues, and a group of World War II-era warehouses located south of Appleton Road.

2.2.4.1 Battery Howe-Wagner

Battery Howe-Wagner (No. 1287) is located between Storey and Ruckman Avenues. From 1895-1920, Battery Howe-Wagner was part of the seacoast defense system. The location of Battery Howe-Wagoner is one of its character defining features (mortar batteries were □placed well back from the shore because the mortars had a minimum range; locating them too close to the shore would create a gap in the defended water area□ [NPS and Freeman 1999: 3-3]). Other character defining features are the use of concrete, the lookout tower, and the earthwork that surrounded the battery to provide protection and camouflage. The battery's guns were removed in 1920, and since then it has been used as a storage area or left vacant. It character defining features remain, although they are not readily apparent due to the trees and brush that have been allowed to grow on top of the battery over the years.

2.2.4.2 Enlisted Family Quarters

The two rows of enlisted family quarters, located north of the battery on upper Storey Avenue and south of the battery located on Ruckman and lower Storey avenues, developed in three stages during the period from 1909 to 1933. When built, these groups of houses were enclosed on the east and south sides by the Presidio forest.

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[1]The batteries overlooking the Pacific coast, the horseshoe-shaped parade ground area, and the Kobbe Avenue quarters area are not located within the Doyle Drive project□s APE and are not described.

2.2.4.2.1 Lower Storey Avenue

The first houses built in the enlisted quarters area were the row of four houses (Nos. 1261,1262, 1265, and 1268) built along the southwest side of lower Storey in 1909-1910. The fronts of the houses in this row face lower Storey Avenue. Originally, this row of houses had views of the Presidio forest and possibly glimpses through the forest of the Bay. Today, they face the houses (Nos. 1263, 12766, and 1270) on the opposite side of the street. Since, the construction of Doyle Drive and Park Presidio Boulevard in the 1930s, the fronts of the houses have also had views of these structures. The houses are set back from the street in a uniform line. The front and side yards for each house are connected and form a common green space. There is a concrete sidewalk located along the southwest side of lower Storey Avenue that provides for public pedestrian circulation. The houses are located above the street, and a set of concrete steps connects each house to the main sidewalk. A concrete retaining wall is located on the southwest edge of the main sidewalk. Appleton Street, built about 23 years after the houses, provides a service access along the back side of the houses, and there are two multi-car garages (Nos. 1248 and 1250) located on the southwest side of Appleton Street. Originally, the backs of the houses had views to the Presidio forest. However, as a result of the construction of the warehouses, to the west, during World War II, portions of the forest adjacent to the backs of the houses was removed. A concrete sidewalk and steps connect each house to Appleton Road. The backyard, behind each house, is graded level and has a concrete patio, shared by both units. The general site slopes down from the north to south, and so there is a low concrete retaining wall on the north side of each backyard area.

The row of three houses (Nos. 1263, 1266, 1270) on the northeast side of lower Storey Avenue were built in 1921. The fronts of the houses in this row face lower Storey Avenue and have views of the houses (Nos. 1261, 1262, 1265, 1268) across the street. The houses are set back from the street in a uniform line. The front and side yards for each house are connected and form a common green space. There is a concrete sidewalk located along the northeast side of lower Storey Avenue that provides for public pedestrian circulation. Concrete sidewalks from the front doors and the side entrances connect each house to the main sidewalk. Rod Road provides service access to the back side of this row of houses. As with the front yards, the backyards for each house are connected and form a common green space; although due to the steep topography, the 'backyards' are actually a narrow, steep hill. Originally, this row of houses had views to the northeast and east of the Presidio forest and possibly glimpses through the forest of the Bay. Today, views from the back of the houses to the north are of the Presidio forest, Doyle Drive, and Park Presidio Boulevard. A set of concrete steps is located on both ends to provide access from each unit down to Rod Road. Parking is provided for these houses in a small lot located along the eastern end of Rod Road.

Ruckman Avenue

One house (No. 1240) was built at the west end of Ruckman Avenue in 1918. Its front is oriented to the east.

The remaining six houses (Nos. 1272-1277) along Ruckman Avenue were developed in 1933. The fronts of these houses face Ruckman Avenue, and due to their orientation and appearance, these houses are perceived as part of the cluster located along the southwest side of lower Storey Avenue. This area is directly south of Battery Wagner-Howe and was developed after this battery was decommissioned (1920). The views from the front yards are north to Battery Howe-Wagner, and for the houses along the intersection with Storey Avenue to Doyle Drive. The front and side yards for each house are connected and form a common green space. There is a concrete sidewalk located along the south side of Ruckman Avenue that provides for public pedestrian circulation. Appleton Street provides a service access along the back side of the houses, and there are two multi-car garages (Nos. 1246 and 1247) located on the

south side of Appleton Street. Originally, the backs of the houses had views to the Presidio forest. However, the construction of the warehouses, to the south, during World War II removed this portion of the forest that was adjacent to the backs of the houses. They now have views to the south of this warehouse area in the foreground and the forest in the background. For the three houses located on the east end of the row, Nos. 1274-1272, a concrete sidewalk connects each house to Appleton Road. For the three houses located on the west end of the row, Nos. 1275-1277, there are two sidewalks, one for each unit, that connect the back door to Appleton Street. Each house has a driveway to the basement garage.

2.2.4.2.3 Upper Storey Avenue

The row of eight houses (Nos. 1289-1295 and 1297-1298) along the north side of upper Storey Avenue was developed in 1933. This area is located directly north of Battery Wagner-Howe and was developed after this battery was decommissioned (1920). The houses in this row originally had views to the north and northeast of the San Francisco Bay. Since the construction of Doyle Drive, a portion of this structure has been visible in views to the north. Over the years, the growth of the forested area on the north side of Doyle Drive has obscured any views of the Bay. The identical houses are set back from the street in a uniform line. The yards for each house are connected and form a common green space. On the north side of the row, there is a concrete sidewalk running parallel to the row of houses that provides for public pedestrian circulation. Each house has two concrete sidewalks, one for each unit, which connects the front entrances to the public sidewalk. This sidewalk continues around the side of the house and connects to a sidewalk on the south side of the house. A sidewalk, one for each unit in the house, connects the south entrance to the public concrete sidewalk that runs along the north side of Storey Avenue. Each house has a driveway that connects Storey Avenue to the basement garage. The views to the south are to Battery Howe-Wagner.

2.2.4.3 World War II-Era Warehouses

The cluster of warehouses (Nos. 1241-1244) that is located south of the Ruckman Avenue was built in 1941. This area previously was part of the Presidio forest, and the forest was removed to allow for the construction of the warehouses. The removal of the forest altered the views and the sense of enclosure that the forest provided to the quarters area along Ruckman Avenue and lower Storey Avenue. The general site slopes down from the west to the east, and the site is graded into four terraces. Two of the warehouses (Nos. 1241 and 1242) are located on the west side of the highest terrace. Warehouse No. 1243 is located on the east side of the next terrace. The area between these two terraces is sloped and is paved. A road loops through this area, and there are concrete gutters on both sides of the road.

Warehouse No. 1244 is located on the next lower terrace. There is a paved road that provides access around this warehouse. A concrete retaining wall is located on the west side of this terrace. The east side of the terrace is a steeply sloped hill covered in vegetation. A set of concrete steps leads down to the fourth terrace level.

The fourth terrace is the location of the Presidio's native plant nursery (a non-historic feature). The unpaved portion of Schofield Road goes through this area on the west side of the nursery and ends at Appleton Street.

2.2.5 Circulation

2.2.5.1 Lincoln Boulevard

Lincoln Boulevard (No. 2094) provided the primary access to this portion of the Presidio from the Main Post before the construction of Fort Scott in 1910-12. The road followed the plateau along the bluff and peninsula's point on the north. (This area was the general location of a road corridor that connected the Main Post to the Castillo during the Spanish and Mexican periods.) After the construction of Fort Scott, Lincoln Boulevard linked the fort to the Main Post, provided the primary access to the fort on its east and west sides, and provided the access to the series of batteries along the west coastline. It continues to provide this access today. The location of Lincoln Boulevard (its vertical and horizontal alignment) is a character-defining feature of the road in this area.

2.2.5.2 Doyle Drive

Doyle Drive and Park Presidio Boulevard run through this portion of the Presidio. Before the construction of Doyle Drive, Lincoln Boulevard helped to define the boundaries along the east, north, and west sides of Fort Scott. Since the construction of these features, Doyle Drive has separated the portions of Lincoln Drive on the east and north sides from the Fort Scott area. It has also separated the bluff area to the north and the Lincoln Boulevard housing (Nos. 951-964) from the Fort Scott area. Doyle Drive altered the views toward the Bay from the houses along upper and lower Storey Avenue. Since its construction, Doyle Drive has been a visible feature from these houses. After the construction of Doyle Drive, trees grew up in the areas that are north of Doyle Drive and south of Lincoln Boulevard, and these trees now obscure the views to the Bay from the houses along Storey Avenue.

2.2.5.3 Fort Scott Roads

The roads within Fort Scott were laid out in a curvilinear alignment that responded to the topography of the site. Roads within the Doyle Drive project's APE include Storey Avenue (No 2174), Battery Wagner Road (No. 2020), Ruckman Avenue (No. 2154), Upton Avenue (No. 2184), Appleton Street (No. 2005), Rod Road (not listed in the NHL nomination), Schofield Road (No. 2159), and Miller Road (not listed in the NHL nomination). The location (horizontal and vertical alignments) of these roads and their relationship to the topography are key character defining characteristics of these circulation features.

Storey Avenue was named in 1910 but its alignment probably dates to the construction of Battery Howe-Wagner in 1893-95. It would have provided access from Lincoln Boulevard (on both the east and west) to Battery Howe-Wagner. Beginning in 1910, Storey Avenue was the site of a row of quarters for enlisted families attached to Fort Scott. On the east side, Storey Avenue begins at Lincoln Boulevard. It follows the hill up, goes around the north side of Battery Howe-Wagner, then along the north side of the Fort Scott Parade ground, and ends on the west side at Lincoln Boulevard. Today, the road provides vehicular access between the Main Post and Fort Scott and to the houses along upper Storey and lower Storey avenues.

Battery Wagner Road is located on the north side of the Battery Wagner-Howe and originally provided access to the battery. Today, it is a one-way street and provides parallel parking for the houses located along upper Storey Avenue, to the north. The road begins on the east side at Storey Avenue and ends on the west side at the intersection of Storey and Upton avenues.

Ruckman and Upton avenues were laid out in 1911 as part of the construction of enlisted family quarters in this area. Ruckman Avenue begins on the east side at Storey Avenue and ends on the west side at Upton Avenue. It runs along the south side of Battery Howe-Wagner. Up until about 1940, Upton Avenue began at Ruckman Avenue and continued south to Kobbe Avenue, the location of the Fort Scott officers" quarters. This road provided access to service-oriented buildings located in the second tier of buildings on Fort Scott's parade ground's east side. In the early 1940s, it was extended north along the west side of Battery Howe-Wagner to Storey Avenue.

Appleton Street is a service road for the row of houses located on the southeast side of lower Storey Avenue and the south side of Ruckman Avenue. Its east end begins at Storey Avenue, and it ends at Ruckman Avenue on the west. It provides access to four multi-car garages for these houses. Although its construction date is listed in the NHL nomination (NPS 1993) as 1941, it appears on a 1934 map (Presidio of San Francisco 1934), and probably was constructed in conjunction with the Ruckman Avenue houses in 1933. There are stone curbs on either side of the road on its east end; these stones are currently painted red.

Rod Road is a service road located behind (northeast) the row of three houses (Nos. 1263, 1266, and 1270) located on the northeast side of lower Storey Avenue. Although not listed as a contributing road corridor in the NHL nomination (NPS 1993), this road appears on a 1934 map (Presidio of San Francisco 1934) and so was constructed during the Presidio NHL district's period of significance.

According to the NHL nomination (NPS 1993), the Schofield Road corridor dates from 1920. The road begins at Park Boulevard in the east and curves around the south side of the enlisted barracks and mess building cluster (Nos. 681-683), today used by the Bay School of San Francisco. Schofield Road did not extend west past these buildings until the early 1940s when it was extended to provide a connection to the warehouses (Nos. 1241-1244) that were built during World War II in the area south of Appleton. The road is paved east of the U.S. 101 overpass, and this portion of the road has a stone retaining wall along its south side. The road is unpaved and poorly defined west of the overpass.

Miller Road is an unpaved road corridor that begins at the north end of the parking lot north of the Log Cabin (No. 1299) and loops around to the parking lot of the chapel (No. 1389). This road first appears on a 1942 map, but at that time it was a short cul-de-sac, beginning north of the Log Cabin and ending just south of Doyle Drive.

2.2.6 Vegetation

A row of Monterey cypress trees was planted around the outline of the Battery-Howe Wagner. Today, part of this row still exists on the north and south sides of the battery. However, as these trees have grown over the years, they no longer provide a screen (probably their original function). The battery's guns were removed in 1920, and over the years trees (primarily pines) have either been allowed to grow or were planted on top of the battery.

By the end of the Presidio's period of significance in 1945, the Presidio forest was located north and east of lower Storey Avenue and south of Ruckman Avenue. The trees provided a forest setting and a sense of separateness for the houses along lower Storey and Ruckman avenues. The trees also buffered the residences from the Stables area to the east. Some of the trees along the bluff on the south side of Lincoln Boulevard, to the north of Rod Road, were removed as part construction of Doyle Drive. (Presidio of San Francisco 1934 and San Francisco Public Library, Historical Photograph Collection) However, after the construction of Doyle Drive, the forest regenerated or was replanted in the area north of Doyle Drive and south of Lincoln Boulevard. This forest area now provides a belt of vegetation that partially screens the back (north) of the houses along lower Storey Avenue from Doyle Drive. Portions of the Presidio forest were removed south of Appleton Street in 1941 when the four warehouses were built.

The trees in the vicinity of Miller Road do not appear on aerial photographs in the 1927-48. This vegetation area appears to have either been planted or allowed to grow after the end of the period of significance for the Presidio NHL district.

The primary vegetation features for the residential housing clusters consist of foundation plantings around the houses and grass lawns. These patterns appear to be historic.

The *Vegetation Management Plan's* □Figure 5: Existing Presidio Native Plant Communities□ identified a native □coastal prairie□ plant community located north of the Log Cabin (No. 1299) and south of Doyle Drive (NPS 2001: 28), and grass mowing in this area has ceased (PT *Ruckman & Storey*).

2.2.7 Archeology

No archeological sites were identified within the Doyle Drive project's archeological APE.

2.3 CONTRIBUTING FEATURES LISTED IN THE PRESIDIO OF SAN FRANCISCO NHL NOMINATION

The following features of the Fort Scott planning district are located within the Doyle Drive project's APE and are listed as contributing features in the Presidio of San Francisco NHL District nomination (NPS 1993):

No. 1231. Blacksmith shop. 1913.

No. 1233. Storehouse. 1933.

No. 1237. Post Office. 1942..

No. 1239. Offices. 1941.

No. 1240. Enlisted Family Housing. 1918.

No. 1241. Warehouse. 1941.

No. 1242. Warehouse. 1941.

No. 1243. Warehouse. 1941.

No. 1245. Shed. 1918.

No. 1246. Garage. 1941.

No. 1247. Garage. 1941.

No. 1248. Garage. 1941.

No. 1250. Garage. 1941.

No. 1261. Enlisted Family Housing. 1909.

No. 1262. Enlisted Family Housing. 1909.

No. 1263. Enlisted Family Housing. 1921.

No. 1265. Enlisted Family Housing. 1909.

No. 1266. Enlisted Family Housing. 1921.

No. 1268. Enlisted Family Housing. 1909.

No. 1270. Enlisted Family Housing. 1921.

No. 1272. Enlisted Family Housing. 1912.

No. 1273. Enlisted Family Housing. 1912.

No. 1274. Enlisted Family Housing. 1912.

No. 1275. Enlisted Family Housing. 1933.

No. 1276. Enlisted Family Housing. 1933.

No. 1277. Enlisted Family Housing. 1933.

Nos. 1289, 1290, 1291, 1293, 1294, 1295, 1297, 1298. Enlisted family housing. 1933.

No. 1299 NC open mess. 1937, reconstructed 1942.

No. 1285. Garage, Battery Howe-Wagner. 1933.

No. 1287. Battery Howe-Wagner. 1895.

No. 2005. Appleton Street. 1941.

No. 2020. Battery Wagner Road. 1898.

No. 2154. Ruckman Avenue. 1911.

No. 2159. Schofield Road. 1920.

No. 2174. Storey Avenue. 1910 (The alignment of this road probably dates to ca. 1895 and the construction of Battery Howe-Wagner).

No. 2184. Upton Avenue 1911.

No. 3210. Stone retaining wall. South of buildings 681–683, on the south side of Schofield Road

No. 3628. Concrete retaining wall. South side of Ruckman Avenue at intersection with Appleton Street.

Presidio Forest lands. 1883–. (Listed as a site and counted individually.)

SECTION 3: CRISSY FIELD PLANNING DISTRICT

3.1 HISTORY OF DEVELOPMENT DURING THE PERIOD OF SIGNIFICANCE (1776–1945, 1951)

Located to the east of Fort Scott is the Presidio Trust's Crissy Field planning district, the Crissy Field planning district includes the area north of Doyle Drive plus the Stables Area (located west of Lincoln Boulevard, east of Park Presidio Boulevard, and north of Doyle Drive). The portion of Crissy Field that is north of Mason Street is under National Park Service Management, and the portion south of Mason Street is under the Presidio Trust management. However, for the purposes of this report both are described together.

3.1.1 Spanish-Mexican Settlement (1776–1846) and Early United States Occupation (1846–1860)

"Originally, extensive tidal wetlands extended some two miles along the shore between a high promontory of sand dunes (where Fort Mason is today) to the point where the bluffs move in to hug the shore at the harbor entrance (now the site of the former U.S. Coast Guard Station). A freshwater pond lay against the bluffs to the west, fed by springs above, while streams from the Presidio uplands added their freshwater flow to the tidal waters of the Bay. A sandy beach backed by dunes separated much of the Presidio area from the open Bay. This low sandy beach gave way to an extensive area of sand dunes that straddled the eastern boundary of the reservation, known by locals as Strawberry Island or Sand Point, (names evocative of the original nature of the area.) Native Americans reaped the bountiful natural harvest of the area for food and shelter. On the top of the once sandy promontory to the east (modern-day Fort Mason), are substantial maddens of clam and mussel shells, while near the one-time northwestern shore of the marsh (in today's Crissy Field), a Native American burial site and maddens with shell and charcoal from ancient fires have been discovered and documented" (Haller 2001: 5).

"The Spanish colonists of El Presidio de San Francisco had a negligible impact on this shoreline landscape. The supply ships so eagerly awaited by the isolated garrison anchored in the shallow waters to the north of the Presidio quadrangle. Sailors landed on the beach in small boats and soldiers helped them wrestle the goods across the intervening marsh. The path between the Presidio proper and the guns of the Castillo de San Joaquin guarding the harbor entrance at 'Fort' Point is believed to have led along the high ground overlooking the marshland and beach" (Haller 2001: 5–6).

3.1.2 Civil War Era (1861–1865)

"In April 1861, The Bay Shore and Fort Point Road Company obtained a franchise from the California legislature to construct a macadamized road from Francisco and Mason Streets in San Francisco to Fort Point [Grassick 1993: 212 in Haller 2001: 6]. Sometime between 1863 and 1865, the road was completed along the shoreline, entering the Presidio near the present-day intersection of Lyon and Jefferson streets. "By 1870, the U.S. Army had built the first of a series of quartermaster wharves in the area of the old Spanish anchorage in order to bring supplied to the post by sea, and the first evidence of roadways crossing the area on a north-south axis (to connect the wharf to the main post) appears on maps and photographs. In subsequent years, the Quartermaster Corps built a number of warehouses in the area, corrals appeared for horses and mules...and small dikes were used as target-range butts" (Haller 2001: 6).

3.1.3 Indian and Military Affairs (1866–1890)

"In 1888 at the request of the Secretary of the Treasury, the Secretary of War William C. Endicott transferred a small portion of Presidio lands along San Francisco Bay for use as a lifesaving station . . .The purpose of the station was to rescue sailors and passengers from shipwrecks in San Francisco Bay and around the Golden Gate Strait...The Fort Point Life Saving Station was comprised of a station-keeper's residence, a boathouse, and other support buildings and structures...the Station was bounded by a white picket fence" (NPS 1993: 7–41 to 7–42).

3.1.4 Nationalistic Expansion (1891–1914)

3.1.4.1 Lower Post Area

During the period from 1891 to 1914, the sand dunes south of the beach were "occasionally used for field artillery and cavalry drill [and] For years the post's trash and garbage were dumped in the marsh, as was the rubble from the earthquake and fire of 1906, and debris and fill from road and causeway construction in the area" (Haller 2001: 6). "In 1907, Major William W. Harts addressed the problems of utilizing the marsh area in his master plan for the Presidio: 'This swamp not only renders the largest portion of the level area of the Presidio absolutely useless but is an obstruction to the use of the bay front and is probably a source of ill health. It is in any case a waste of valuable land besides being a disagreeable and unsanitary feature of the post [National Archives 1890 to 1914]" (Haller 2001:7). "The major intended the wetlands to be turned into an 'artificial plain of ample size' for drill grounds, ceremonies, and future construction as the post expanded" (Haller 2001: 8). His plans for filling the marsh were not undertaken until 1915 and were done so then as part of the Panama-Pacific International Exposition.

"In 1908 the Army commenced construction of a 'torpedo' or mine depot east of Fort Point, including two mine loading rooms (Nos. 985 and 986), a mine planter pier (No. 984, reconstructed in 1941), and a fuel oil tank and pump station (No.), located on the bluff above. Nearby, a warehouse (No. 983) was built in 1908, and a plumbing shop (No. 989) in 1909" (NPS 1993: 7–45).

In 1911, 287 acres of the Presidio were leased to the Panama-Pacific International Exposition Company for use in the fair (NPS and LCA 1993: 7–2). The two-mile shoreline marsh area from the Transport Docks at Fort Mason on the east to the bluffs near Fort Point on the west, including the Presidio's shoreline, was filled and turned into dry land in preparation for the construction of the fair's pavilions. The first contract for this work was issued on 25 March 1912 (Haller 2001: 8).

3.1.4.2 Batteries

Four batteries were constructed along the bluff overlooking the western portion of the Lower Post area. Construction was begun on Battery Slaughter in 1899 and was completed in 1900. To the west of it, Battery Sherwood was built during 1900. Construction began on Battery Baldwin, located to the west of Battery Sherwood, in 1901 and was completed in 1903. Construction began on Battery Blamey, located to the east of Battery Slaughter, in 1902 and was completed in 1903 (NPS and Freeman 1999: 1–2 to 1–3).

As part of the Endicott era of seacoast fortifications, this series of batteries was located in relationship to its view of a minefield that protected the entrance to both sides of the Golden Gate. "Submarine mines were powerful deterrents to an attacking fleet, so mine field were carefully located on both sides of the harbor entrance. Electrical cables connected the mines to the shore, and the mines could be exploded

electrically at just the right moment. The minefields needed protection and some batteries occupied locations chosen for their view of the minefields rather than positions from which they could bombard vessels. Batteries ... Slaughter, Sherwood, Blamey and Baldwin, in conjunction with other batteries at Fort Mason and Fort McDowell, overlooked the interior mine fields and together they created an internal corridor to the defenses that did not before exist. Their positions east of the Golden Gate reflected the importance assigned to the mine defense" (NPS and Freeman 1999: 3–11).

3.1.4.3 Stables Area

"In the area west of the National Cemetery, a new complex consisting primarily of five large brick stables (Nos. 661–663, 667–668) was constructed from 1913–1914" (NPS 1993: 7–46). This area provided shelter for the Presidio's cavalry's horses and mules. On the hill to the south overlooking the stables, an enlisted barracks and mess building (No. 682) had been previously built in 1902.

3.1.5 World War I (1915–1918)

3.1.5.1 Lower Post Area

"Early in 1915, the site of the Fort Point Life Saving Station...was relocated some 700 feet to the west to make way for the redwood-plank automobile racetrack and grandstand for the Panama-Pacific Exposition [PPIE], begun that same year...In the 1915 relocation, the two principal buildings of the original station—the keeper's residence (No 1901) and a boathouse (No. 1902)—were moved on to the new site" (NPS 1993: 7–51). "The residence, which had been parallel to the Bay, facing south, was reoriented at a right angle to the shoreline, facing southeast; the boathouse was relocated east of the residence, roughly approximating its directional relationship to the residence at the original site. The other structures of the original station were demolished" (NPS 1993: 7–42).

"When the exposition opened in 1915, the portion of the Presidio waterfront east of Halleck Street was the site of state and international pavilions, with the ornate Palace of Fine Arts on the reservation's eastern edge. The western portion of the leased (and filled) area became a race track, one mile in circumference, with three grandstands...There were separate areas for athletics, polo, and aviation events, and a drill ground for military demonstrations" (Haller 2001: 8, 13). After the exposition the structures were dismantled, and the Army continued to use the level field of the western portion of the lower Presidio for its early air operations (Haller 1994: vi).

"These site developments [related to the PPIE] made the area suitable for more intensive military uses once the exposition closed. The expansion of U.S. military operations associated with U.S. involvement in the war and the 1914 creation of the Aviation Section, Signal Corps set the stage for further development of the Lower Presidio. When the U.S. entered World War I in 1917, the Lower Presidio was developed as a mobilization camp called the North Cantonment "(NPS and LCA 1993: 7–2).

"Construction included new Army warehouses used in conjunction with rail transport of military supplies in and out of the Presidio. These warehouses [Nos. 1183–1189] remain largely intact just inside the Marina Avenue entrance. From this period and through the second World War, this part of the North Cantonment served as the Presidio's major supply depot. The landscape reflected the industrial and utilitarian character of the area with the development of rail lines parallel to the coast line and the interior circulation road and additional warehouses arranged one and two deep adjacent to the tracks" (NPS and LCA 1992: 7–2).

3.1.6 Military Affairs between Wars (1919–1940)

3.1.6.1 Fort Point Lifeboat Station

A new boathouse (No. 1903) and pier (No. 1904), that had been planned for the lifesaving station in 1914, were built in 1919. Additional buildings, structures, and landscape improvements were added by 1940. Buildings included the buoy shack (No. 1905), tide gauge house (No. 1906) and shop (No. 1907), and the pier was "substantially altered before 1940 (NPS 1993: 7–56). Landscape features in this area included "seven large palm trees, a massive screen of cedars around the northwest and southwest perimeters of the station site, a low concrete seawall (No. 1912), and a flagstaff (No. 1915)" (NPS 1993: 7–56 to 7–57).

3.1.6.2 Crissy Field

The permanent airfield to serve the Army Air Service was built in 1921 and was named after Major Dana H. Crissy. Crissy was a pilot who was killed in a plane crash while undertaking "an important test of the practical limits of long-range air power" (Haller 1994: vi). The airfield was an open field with a "roughly-graded clay surface" (Haller 1994: vi). A concrete road ran along the south edge of the airfield and connected the Crissy Field buildings to those at the east of the Lower Post area. Buildings associated with the operations of Crissy Field were located south of the airfield next to the bluffs. At the west end of the field were service-related structures: a concrete ramp and hangar for the seaplanes (No. 937), a hanger for land planes (No. 926), and a garage, were located along the southern edge of the airfield next to the bluffs. A group of administrative buildings was located to the east of: an administrative building (No. 651), enlisted barracks (No. 650), flagstaff, and guardhouse. Later in the 1920s, additional structures to the east of this area, including hangars for the Air Reserve (No. 643) and for the U.S. Airmail service (No. 640). (Haller 1994: vi, 123 and NPS 1993: 7–57)

Also in 1921, quarters were built for the pilots assigned to Crissy Field. On top of the bluff overlooking the field, bachelor officers' quarters (No. 951) and a row of houses for married officers (Nos. 952–964) were built on the south side of Lincoln Boulevard. These houses faced the Bay. A service road, Hoffman Street, and two multi-car garages (No. 968–969) were built to the on the south side of this row of houses (Haller 1994: vi, 123 and NPS 1993: 7–57).

"During the 1920s, the size of the field was limited by a large cantonment of temporary barracks and warehouses that had filled the eastern half of the Presidio shoreline during the World War I expansion" (Haller 1994:vi). After the removal of these buildings began in 1925, the landing field was extended by 1,000 feet in 1926. In 1928, the entire northern shoreline was commanded for the airfield, but this was mainly for safety purposes. In practice, only the western portion of the area was used for take-off and landing. The east end of the field continued to be used for other purposes, including a Polo Field, and pilots only used this eastern portion of the area for emergency landings. (National Archives 1931 in Haller 1994: vii).

"In 1936, Crissy Field closed as a first-line air base. Windy and foggy weather had always made for difficult flying conditions; the construction of the Golden Gate Bridge made operating aircraft from Crissy Field even more challenging; and its location near the ocean, though convenient to coast artillery batteries, was vulnerable to enemy bombardment by sea. There was little room for expansion, and the recent activation of Hamilton Field in Marin County offered an up-to-date alternative location for the Air Corps" (Haller 1994: viii).

"As the designation 'Crissy Field' became officially and functionally obsolete, the Army began to again refer to the location as the 'Lower Post'" (Haller 2001: 111). The area was used for ceremonial activities and assemblies for large troop formation and the polo field continued to exist on the east end. With the increasing military mobilization prior to World War II, the airfield area was used as a temporary encampment and parade group for troops passing through (Haller 2001: 111–12).

3.1.6.3 Batteries

"During this period much of the Post's once state-of-the art system of defense works was recognized as obsolete for 'modern' warfare and existing guns were removed" (NPS 1993: 7–54). As early as 1917, the 3–inch guns of Battery Slaughter were removed. By 1920, guns had been removed from Batteries Blaney, Baldwin, and Sherwood. Most of these batteries remained vacant. (NPS 1993: 7–54). The construction of Doyle Drive in the period from 1933 to 19–37 resulted in the burial of Batteries Baldwin and Slaughter. (NPS and Freeman 1999: 2–30)

3.1.6.4 North Cantonment

"In 1919 a warehouse (No. 1182) was added to the group of existing warehouses constructed in 1917 (Nos. 1183–1188)" (NPS 1993: 7–57). During the mid-to-late 1920s, a warehouse was built on the north side of Mason Street on the east end of the North Cantonment. Several more were built in the 1930s. By the early 1940s, this northeast corner was the Post's major maintenance area (NPS 1993: 7–57 to 7–58). These buildings were demolished as part of the recreation of the Crissy Field marsh in the late 1990s.

3.1.7 World War II (1941–1945)

"With the coming of World War II, temporary mobilization-type barracks sprang up at both ends of the airfield, and more of the landing field was paved. Only light aircraft now used the field, primarily liaison flights by the various headquarters at the Presidio and medical flights associated with nearby Letterman Hospital" (Haller 1994: viii).

"The former air mail hangar [No. 640] at Crissy Field was used as barracks and classrooms by the Army's highly secret Military Intelligence Service Language School to train mostly Nisei soldiers as interpreters" (Haller 1994: viii). Classes were held there from November 1941 to May 1942. Classes were ended at this location in response to the interment of Japanese-Americans in the spring of 1942, and the language school was moved away from the West Coast.

3.2 DESCRIPTION OF MAJOR CULTURAL LANDSCAPE FEATURES

3.2.1 Land Uses and Activities and Cultural Traditions

Today, cultural landscape features remain that reflect Crissy Fields historic land uses related to: seacoast defense systems; aviation; administration and housing; life savings and Coast Guard facilities; and supply, maintenance, and storage. The historic stables area is considered part of the Presidio Trust's Crissy Field planning district. Landscape features remain that represent these historic land uses and contribute to the integrity of this area. These land uses and the landscape features described below reflect the cultural traditions associated with the Presidio's Military and Indian Affairs (1866-1890),

Nationalistic Expansion (1891-1914), World War I (1915-1918), Military Affairs Between Wars (1919-1940), and World War II (1941-1945) periods.

In addition to these historic uses, today, Crissy Field provides open space and a recreated marsh area that are used for recreation and as natural habitat. The decision to fill the Crissy Field area in 1915 reflected the prevailing attitude of the time that the marsh was wasted area because it was not suitable for building. Conversely, the removal of buildings in the North Cantonment and subsequent recreation of the marsh reflect contemporary cultural traditions that place a value on this type of natural habitat.

3.2.2 Boundaries

The shoreline and San Francisco Bay define the boundary to the north. This area's east edge is defined by a row of mature eucalyptus trees and the Marina Gate area. Its southern and western edges are the bluff. Since its construction in 1937, Doyle Drive, built along and just north of the natural bluff, has become a strong visual presence that reinforces the boundary along the southern edge of Crissy Field.

3.2.3 Response to Natural Environment

Crissy Field's location and the natural systems have shaped its development and spatial organization over the years. Initially, the shoreline provided the location for the delivery of supplies by ship, and the Crissy Field area served as a transition space that had to be traversed between the water and the Main Post sited above (south) of the bluff.

Its shoreline provided access to the Bay, and the life-saving station and Coast Guard facilities were sited on the north edge of Crissy Field in response to this.

Prior to the land fill operations in 1915, the Crissy Field area was part of a wetland and marsh system that stretched along the San Francisco Bay shoreline from Fort Mason to Fort Point. Situated between the San Francisco Bay on the north, and a bluff along the south, this area was unsuitable for building and so remained open until 1915.

The land fill operations that were undertaken in 1915 as part of the PPIE eliminated the wetland and marsh area and left a large stretch of open, undeveloped land. This action coincided with the rise of aviation, and the site's location and configuration made it suitable for the construction of the Army's aviation-related functions on the west end of the area (airfield, hangars, administrative buildings). The filled area on the east end provided a location for the extension of the Post's supply, service, and maintenance operations that already existed along Halleck Street.

Built between 1899-1903, Batteries Slaughter, Sherwood, Blaney and Baldwin were sited along the bluff that is along the south side of the Crissy Field area. These batteries were built here because the bluff provided views to the Golden Gate and the Bay.

The Stable Area, for the Presidio cavalry's horses and mules, was built in a valley between two ridges that provided room for the construction of five stables and a paddock area. The valley provided wind protection for these animals, and the ridges and Presidio forest shielded views of this cluster from the National Cemetery, on the east, and Fort Scott quarters, on the west. The opening in the natural bluff on the north side of this valley provided a connection to Crissy Field.

3.2.4 Spatial Organization and Clusters

Before the land fill of the Lower Post in 1915, this flat, marshy area was considered unsuitable for building, and the only buildings in this area were related to either sea coast defenses (Torpedo Wharf area) or life savings operations that developed along the northern edge of the Crissy Field area, next to the shoreline. After filling, this area was used for activities that required a level, large open space, such as the airfield (on the west end), drilling or temporary encampments, or the polo field (on the east end). As support structures were built, they were sited on the south side of the Lower Post, next to the bluff, in order to maintain the open space. This spatial organization remains today. Today, the non-historic recreated marsh and parking lot, that provides access to the Bay, are located in the east end of the open space area, and the restored Crissy Field airfield is located in its west end.

The Torpedo Wharf and Coast Guard clusters remain located along the shoreline on the west end. The Torpedo Wharf cluster includes a Warehouse (No. 983), the Torpedo Wharf (No. 984), two mine loading houses (Nos. 985-986), a guard station (No. 988), and a flammable storage structure (No. 990). The Coast Guard cluster includes the Quarters (No. 1901), a boathouse (No. 1902), a boathouse and quarters (No. 1903), the buoy shack (No. 1905), the tide gauge house (No. 1906), a shore (No. 1907), and the breakwater structure (No. 1911). The boundaries of this cluster are delineated by the orientation of the buildings and by the row of palm trees along the south (front) side of the cluster.

Mason Street runs the length of the Lower Post and defines the southern edge of the open space. All the building clusters (except those related to the shoreline □ Torpedo Wharf and Coast Guard areas) are located in the long linear corridor between Mason Street and the bluff. This arrangement preserved the open space that was required for the airfield. Building clusters include from east to west: the Mason Street Warehouses (Nos. 1182-1188); the Commissary (No. 603) located at intersection of Halleck and Mason streets; hangars (Nos. 640 and 63) for Crissy Field; the Stillwell Hall complex that provided administrative and housing for Crissy Field including barracks (No. 650), Administration building (No 651), a transformer (No. 652), and a guard house (No. 654); and service buildings related to Crissy Field including the motor repair shop (No. 920), a hangar (No. 926), the gas pump house (No. 929), armorer's building (No. 931), dope shop (No. 933), motor test building (No. 934), aero storehouse (No. 935), and hangar (No. 937).

Along the bluff, overlooking Crissy Field, to the north of the National Cemetery, are the remains of the batteries (Blaney [No. 635], Sherwood [No. 636], Slaughter [F47]r, and Baldwin[F47]). Remaining character-defining features of the batteries include the concrete structure, earthworks, a portion of Battery Blaney road, and a stone wall at Battery Blaney.

The row of houses (Nos. 952-964) and bachelor quarters (No. 851) along Lincoln Boulevard, that was built to house pilots in the Army Air Service, is located on bluff overlooking the southwest portion of Crissy Field. These buildings are located on the south side of Lincoln Boulevard and face north.

The Stables Aluster is located in a small, bowl-shaped valley that is west of the National Cemetery and east of the Fort Scott enlisted family quarters. The east, south, and west boundaries of this area are defined by Lincoln Boulevard that loops around the site. The north side of this site connects to Crissy Field through the opening in the bluff. Since the construction of Doyle Drive, the high viaduct structure has spanned this gap. The views from the stables cluster are toward the north and the Bay is visible under the bottom of the viaduct's deck structure. McDowell Avenue is the main road in this complex, and it has a north-to-south orientation that reinforces the views to the north. The site slopes down from south to north and is graded in a series of terraces. The paddock area is located on the uppermost terrace on the west side of McDowell Avenue. Going down the hill, two stables are located on the east side of McDowell Avenue, and three are on the west side. There are stone retaining walls between the terraces. Structures in the stables complex include: five stables (Nos. 661-663, 667-668); an animal crematory (No. 669); chemical storage (No. 670); and a substation (No. 680), that was built in 1908 and predates the stables. On the hillside above (south) of the stables area are two barracks buildings (Nos. 681-682) and a day room building (No. 683) that provided facilities for the Presidio's cavalry troops.

3.2.5 Circulation

3.2.5.1 Doyle Drive

In 1937, Doyle Drive's high viaduct and low viaduct structures were built along the bluff or just north of the bluff. Doyle Drive is clearly visible from Crissy Field and is a prominent feature in views toward the south from Crissy Field. The decreasing elevation of the structure from west to east is also clearly visible and reflects the decreasing elevation of the natural topography of the bluff. The construction of Doyle Drive isolated the batteries from the rest of Presidio to the south. Doyle Drive also separated the Lincoln Boulevard housing area from the Fort Scott to the south, and since 1937, the Lincoln Boulevard housing area has spatially been its own distinct area.

3.2.5.2 Crissy Field Roads

As noted above, Mason Street (No. 2130) runs the length of the Lower Post and defines the southern edge of the open space. Mason Street provides a connection to all of the buildings in the Lower Post area. Its east end begins at the Marina Gate entrance and connects to Marina Drive. It continues west to the Torpedo Wharf area. The other historic road is this area is the remains of Marine Drive (No. 2101) that connects the Torpedo Wharf area to Fort Point.

The remnants of the grid of service roads related to the supply and service warehouses remain south of Mason Street between the Marina Gate entrance and the new commissary complex:

- Lundeen Street (not given a number in the NHL nomination) begins at Mason Street on the east end of the Mason Street warehouses, then continues along their south and west sides, and ends at Mason Street.
- Crook Street (not given a number in the NHL nomination) begins at Mason Street, runs between Warehouses Nos. 1186/1183 and Nos. 1184/1185, and continues under Doyle Drive and connects to parking lot that serves the Palace of Fine Arts (but which is on Presidio property).
- To the east of the Mason Street Warehouses is Marshall Street (not given a number in the NHL nomination) that begins at Mason Street, continues south under Doyle Drive, and connects to Gorgas Avenue.
- A short section of Vallejo Street (No. 2185) remains. This street begins at Halleck, runs along the south side of the Commissary (No. 603), and ends in the parking lot of the Commissary/Post Exchange complex.

- Young Street (not given a number in the NHL nomination) is located to the south and parallel to Doyle Drive. It is located at the northern edge of the paved parking lot around the Exchange buildings (Nos. 201 and 204).

Young Street's western end connects to Bank Street (not given a number in the NHL nomination), a service road that goes up the bluff and connects to Lincoln Boulevard, west of the Guard House (No. 210). Bank Street appears on maps as early as 1934. (This area on the south side of Doyle Drive is shown as being a part of the Main Post planning district in the *Presidio Trust Management Plan* [Presidio Trust 2002], but it is discussed in this section since it relates spatially to the features on the north side of Doyle Drive.)

The location (vertical and horizontal alignment) of these streets is a character-defining feature of the roads in this area.

The area under and south of the Doyle Drive viaduct, west of the Mason Street Warehouses, north of Gorgas Avenue, and east of Halleck Street remains paved. (The area south of Mason Street, west of the Mason Street warehouses, north of Doyle Drive, and east of Halleck is now grass.) The area west of Halleck Street, north of Vallejo, and south of the bluff is also paved. These large expanses of open, level, paved area are a characteristic landscape feature and reflect the utilitarian and industrial functions of this portion of the Lower Post.

3.2.5.3 Battery Blaney Road

A remnant of unpaved Battery Blaney Road exists between Batteries Blaney and Sherwood. The alignment of this service road to the batteries was altered during the construction of Doyle Drive.

3.2.5.4 Lincoln Boulevard Housing Roads

The portion of Lincoln Boulevard located in this area follows the curve of the bluff. It provides access to the housing (Nos. 951-964) located along the south side of Lincoln (and the non-historic housing to the south) and to the Golden Gate Bridge.

Hoffman Street (No. 2076) is a service road for the row of houses (Nos. 952-964) and bachelor quarters (No. 951) on Lincoln Boulevard and was built in conjunction with this cluster of buildings. It begins at Lincoln Boulevard on the east side of No. 951, runs behind (south) of the row of buildings, and ends at Lincoln Boulevard on the west side of No. 964.

The location of Lincoln Boulevard and Hoffman Street (vertical and horizontal alignment) are a character-defining features of the roads in this area.

3.2.5.5 Stables Area Roads

The portion of Lincoln Boulevard located in this area defines the east, south, and west edges of the stables area. Lincoln Boulevard provides access to the Main Post to the east, to Fort Scott, via Storey Avenue, on the west, and continues north under the Doyle Drive high viaduct to provide access to the Lincoln Boulevard housing and the Golden Gate Bridge. There is a low, stone, retaining wall located on its southwest side in the portion of the road that is located below Buildings 661-663.

McDowell Avenue (No. 2107), Patten Road (No. 2135), Incinerator Road (No. 2080), and Cowles Street (No. 2040) were all built in 1912 in conjunction with the construction of the stables cluster. McDowell Avenue is the main street in the stables cluster and has a north-to-south orientation. Its north end begins at Lincoln Boulevard and it ends at Crissy Field Avenue. Incinerator Road also has a north-to-south orientation and provides access along the east side of the complex. Patten Road and Cowles Streets provide for circulation

between the stables and have an east-to-west orientation. Patten Street is located north of Nos. 663 and 668, and Cowles Street south of Nos. 662 and 667.

Crissy Field Avenue (No. 2042) was built in 1920 as part of the construction of the airfield facilities. It connected several functional areas of the Presidio: the Main Post, the stables area, the Stillwell Hall complex, and the Crissy Field maintenance buildings. It also provided a shorter route between the Main Post and the Lincoln Boulevard housing area. Crissy Field Avenue begins on the east side at Lincoln Boulevard, just before this road curves south of the stable area. It continues down the bluff, just south of Doyle Drive, goes under Doyle Drive and behind Stillwell Hall, and then continues up the bluff to Lincoln Boulevard, on the west side. There is a stone retaining wall located on its south side for the portion of the road between Stillwell Hall and Lincoln Boulevard.

Park Boulevard (No. 2134) was built in 1870 and predates the construction of the stables area. It begins at Lincoln Boulevard, just opposite McDowell Road, and winds its way south through the Presidio forest, and ends at Washington Boulevard. The portion of road that is located within the Doyle Drive project's APE provides access to the cavalry barracks and day room (Nos. 681-683) that overlook the stables area.

The location (vertical and horizontal alignment) of these streets is character-defining features of the roads in this area.

3.2.6 Vegetation

3.2.6.1 Crissy Field

There is a row of mature eucalyptus trees located along the east boundary between Mason Street and the shoreline.

There are four Monterey cypress trees located to the west of the Mason Street warehouses. These trees appear on aerial photographs from the late 1940s, and so are historic vegetation features.

There are three palm trees located in the parking lot area of the new Commissary complex, just north of Doyle Drive. It was difficult to determine if these trees were present in historic aerial photographs. So without definitive information and given their size, the assumption is being made that they are historic vegetation features.

In the Crissy Field airfield area, the grass for the airfield and the row of palm trees (along the south side) of the Coast Guard site are historic vegetation features. There are two pine trees located just east of the pedestrian path that crosses the airfield to the Coast Guard site and a Monterey cypress tree located on the east side of the Warming Hut at the Torpedo Wharf area. It was difficult to determine if these trees were present in historic aerial photographs. So without definitive information and given their size, the assumption is being made that they are historic vegetation features.

3.2.6.2 Bluffs

The stand of trees located to the south of the Lincoln Boulevard housing (Nos. 951-964) has grown up since the construction of Doyle Drive. An aerial photograph from 1935 showed the land between the Lincoln Boulevard housing and Storey Boulevard as open and without trees. This open area and the views that it afforded connected the Lincoln Boulevard housing to Fort Scott. By the end of the period of significance, a stand of trees had been planted south of the Lincoln Boulevard housing, and so this group of trees is a historic vegetation feature. These trees were probably planted to buffer the housing from views and noise associated with Doyle Drive.

When the Lincoln Boulevard housing was initially constructed in 1921, the bluffs to the north side were bare,

and the houses had a view of the Bay. However, by the end of the period of significance, trees had grown up on these bluffs and obscured the views. Trees in this location continue to exist today.

3.2.6.3 Stables Area

Portions of the Presidio forest surround the Stables Area on its east, south, and west sides. These trees helped to provide shelter from the wind and separate the stables both spatially and visually from the National Cemetery (to the east), and the Fort Scott enlisted quarters area (to the west).

3.2.7 Archeology

Battery Baldwin was partially removed and buried during construction of east end of Doyle Drive high viaduct (Presidio Viaduct) ca. 1933–37. Battery Slaughter was removed and buried during construction of east end of Doyle Drive, located on north side of Doyle Drive across from National Cemetery ca. 1933–37.

A shell midden (CA-SFr-6 [aka CA-SFr-26]) has been recorded in the Crissy Field area.

3.3 CONTRIBUTING FEATURES LISTED IN THE PRESIDIO OF SAN FRANCISCO NHL NOMINATION

The following features of the Crissy Field planning district are located within the Doyle Drive project's APE and are listed as contributing features in the Presidio of San Francisco NHL District nomination (NPS 1993):

No. 603. Commissary, North Cantonment. 1939.

No. 631. Magazine, south side of Mason Street. 1935.

No. 632. Magazine, south side of Mason Street. 1935.

No. 633. Magazine, south side of Mason Street. 1935.

No. 635. Battery Blaney. 1901.

No. 636. Battery Sherwood. 1900.

No. 640. Hangar, south side of Mason Street. 1928.

No. 641. Latrine, south side of Mason Street. 1928.

No. 643. Hangar, south side of Mason Street. 1923.

No. 650. Barracks, Stillwell Hall, south side of Mason Street. 1921.

No. 651. Administration, south side of Mason Street. 1921.

No. 652. Transformer, south side of Mason Street. 1921

No. 654. Guard house, south side of Mason Street. 1921.

Nos. 661, 662, 663, 667, 668. Stables. 1914.

No. 669. Animal crematory, Stables Area. 1936.

No. 670. Chemical storage, Stables Area. 1921.

No. 680. Substation, Stables Area. 1908.

No. 681. Barracks, Stables Area. 1923.

No. 682. Barracks, Stables Area. 1902.

No. 683. Day Room, Stables Area. 1923.

No. 920. Motor repair shop, south side of Mason Street. 1921.

No. 926. Hangar, south side of Mason Street. 1921.

No. 929. Gas pump house, south side of Mason Street. 1921.

No. 931. Armorer's building, south side of Mason Street. 1921.

No. 933. Dope shop, south side of Mason Street. 1921.

No. 934. Motor test building, south side of Mason Street. 1921.

No. 935. Aero storehouse, south side of Mason Street. 1921.

No. 937. Hangar, south side of Mason Street. 1921.

No. 951. Bachelor officers' quarters. Scott Hall. 1921.

Nos. 952–964. Officer family housing (pilots) on Lincoln Boulevard. 1921.

No. 966. Radio receiver station, Hoffman Street. 1921.

No. 967. Film vault, Hoffman Street. 1939.

No. 968. Garage, Hoffman Street. 1921.

No. 969. Garage, Hoffman Street. 1925.

No. 983. Warehouse, Torpedo Wharf. 1908.

No. 984. Torpedo Wharf. 1908.

No. 985. Mine loading house, Torpedo Wharf. 1908.

No. 986. Mine loading house, Torpedo Wharf. 1908.

No. 988, Guard station, Torpedo Wharf. 1923.

No. 990. Flammable storage, Torpedo Wharf. 1938.

Nos. 1182–1187. Warehouses, North Cantonment. 1917.

No. 1901. Officer-in-charge quarters, USCG. 1890.

No. 1902. Boathouse, USCG. 1890.

No. 1903. Boathouse and quarters, USCG. 1919.

No. 1904. Pier. 1940. (incorporates pilings from 1915–1919 pier)

No. 1905. Buoy shack, USCG. 1940. (Counted as part of Pier No. 1904)

No. 1906. Tide gauge house, USCG. 1940. (Counted as part of Pier No. 1904)

No. 1907. Shop, USCG. 1940.

No. 1911. Breakwater, USCG. 1940.

No. 1912. Seawall, USCG. 1940.

No. 1915. Flagstaff, USCG. 1940. (Object, not counted individually)

No. 2012. Battery Blaney Road. 1900.

No. 2040. Cowles Street, Stable Area. 1912.

No. 2042. Crissy Field Avenue. 1920.

No. 2076. Hoffman Street. 1920.

No. 2080. Incinerator Road, Stables Area. 1912.

No. 2097. Long Avenue, 1871.

No. 2107. McDowell Avenue, Stables Area. 1912.

No. 2130. Old Mason Street. 1920.

No. 2134. Park Boulevard. 1870.

No. 2135. Patten Road, Stables Area. 1912.

No. 3101. Pair of brick pylons or gateposts flanking Marina Drive at the entrance to Fort Point parking lot. ca. 1939.

Crissy Field. 1921. (Listed as a site and counted individually.)

The following were "predicted archeological historic archeological features" in the Presidio NHL nomination: F47. Batteries Sherwood (1900) and Blaney (11903), includes the location of Batteries Slaughter (1900) and Baldwin (1903). Battery Baldwin was partially removed and buried during construction of east end of Doyle Drive high viaduct (Presidio Viaduct) ca. 1933–37. Battery Slaughter was removed and buried during construction of east end of Doyle Drive, located on north side of Doyle Drive across from National Cemetery ca. 1933–37.

The following was a "predicted or known prehistoric archeological feature" in the Presidio NHL nomination: P1. CA-SFr-6 (aka CA-SFr-26), shellmound.

SECTION 4: PORTION OF SOUTH HILLS PLANNING DISTRICT WITHIN APE (NATIONAL CEMETERY)

The Presidio Trust's South Hills planning district is a large area that includes the forested hills of Fort Scott and the Main Post. The only portion of the South Hills planning district located within the Doyle Drive project's APE is the National Cemetery, and so the discussion of the history of development and description of landscape characteristics is limited to those of this area. The National Cemetery is located to the east of Stables Area and to the west of the Main Post.

4.1 HISTORY OF DEVELOPMENT DURING THE PERIOD OF SIGNIFICANCE (1776–1945, 1951)

4.1.1 Spanish-Mexican Settlement (1776–1846)

This area was to the west of the Spanish-Mexican–era Presidio. This area may have been used for grazing livestock. Also, the road or path that connected the Presidio to the Castillo went through this area.

4.1.2 Early American Occupation (1846–1860) and the Civil War Era (1861–1865)

Soon after the United States assumed control of the Presidio (1847), "the Army established a post cemetery on the current site of the National Cemetery. The first known American burial at this location occurred in 1854 (NPS National Cemetery Website)." However, by 1860 this cemetery was inactive.

4.1.3 Indian and Military Affairs (1866–1890)

"In 1873, marble and other durable stone materials replaced the wooden headstones previously used by the military" (NPS National Cemetery Website). "[T]he Army built an entrance road and a circular drive, which due to the rank of those interred within the circle, became known as Officers' Circle; enlisted personnel rested outside the circle. The Cemetery's plan had a southwest-to-northeast axial alignment, parallel to that of the main parade ground" (NPS 1993: 7–41).

"After a petition to the War Department by the Presidio commander Lieutenant Colonel George P. Andrews, in 1884 General Orders 133 established 'a part of the reservation of the Presidio, including the post cemetery thereon...to be know as the San Francisco National Cemetery.' Originally only 9.5 acres, it was placed under the control of the Quartermaster General's Office. It was the first National Cemetery on the West Coast" (NPS Website).

"With the designation came money for the construction of a caretaker's residence (remodeled as No. 151), a stable and barn (demolished), an ornate iron gate and fence (relocated), and other improvements for the Cemetery, as well as road work and related improvements for the entire reservation...In 1886 the area of the Cemetery was increased to approximately 15.5 acres, and in 1887, control of the operation and maintenance of the cemetery was formally transferred from the Depot Quartermaster, Washington, D.C., to the Depot Quartermaster, San Francisco" (NPS 1993: 7–41).

4.1.4 Nationalistic Expansion (1891–1914), World War I (1915–1918), and Military Affairs between Wars (1919–1940)

As early as 1904, the official military category of the San Francisco National Cemetery was raised from "fourth class" to "first class." With this change in classification came more development. "In 1915, a concrete rostrum was built to hold official services, and in 1921 the Quartermaster Department built a mortuary chapel

on the premises. During a five-year improvement plan, finished in 1929, the Army remodeled the lodge. After World War I, there were a series of expansion and improvement programs (1919, 1926, 1928, 1932) that extended the area within the Cemetery to the southwest. With the expansion in 1932, the Cemetery reached its present-day dimensions and size (28.14 acres). (NPS 1993: 7–55 and NPS and LCA 1992: 5–42).

"As part of the expansion, the existing roads were extended, the combination of earlier rubble ashlar enclosing walls and iron fencing was variously modified, and several small buildings, all in the Spanish Colonial Revival–style, were added to the grounds in an area northeast of the actual grave sites. The first of these buildings was a small mortuary (no. 150) constructed in 1921; others dating to 1929 include the restrooms (No. 152) and a garage/maintenance building (No. 154). Also, in 1929, the caretaker's two-story house, built in the 1880s, was substantially remodeled, transforming it into a small single-story "lodge" or civilian family quarters (No. 151), also in the Spanish Colonial Revival–mode. An enclosing wall of concrete (extant) was started in 1927 and, over the next several years, was extended around most of the northwest, southwest, and southeast straight-line boundaries of the Cemetery. In 1929, the early iron fence (extant) that existed along the north boundary was relocated and extended, roughly following the curve of Lincoln Boulevard (then called Fort Scott Road), which became the Cemetery's north boundary. As part of the 1929 work, an early and very fine detailed ornamental cast- and wrought-iron gate (extant) was relocated to the new entrance point for west road (sic) off Lincoln Boulevard. Preparations were also made in 1929 for the construction of a major new northeast entrance, pending the procurement of additional funds, which came finally from the Veteran's Administration in 1930. In 1930 the San Francisco National Cemetery was officially downgraded from "Class I" to "Class II", and responsibility for the Cemetery's operation and maintenance was transferred directly to the Presidio, under the Commanding General, Ninth Corps Area. Despite this reclassification, the proposed erection of the ceremonious new entrance at the northeast corner (extant) went forward the following year, and in 1934 a small garage (No. 153) was added to the existing group of 1920s buildings with Spanish-derived designs" (NPS 1993: 7–55).

4.2 DESCRIPTION OF MAJOR CULTURAL LANDSCAPE FEATURES

4.2.1 Land Uses and Activities and Cultural Traditions

The historic and current land use and activities for this area are as a military cemetery. The landscape features that remain represent this historic land use and contribute to the integrity of this area.

The cemetery exhibits cultural traditions related the United States military cemeteries and burials during the Presidio's Military and Indian Affairs (1866-1890), Nationalistic Expansion (1891-1914), World War I (1915-1918), Military Affairs Between Wars (1919-1940), and World War II (1941-1945) periods.

4.2.2 Spatial Organization and Response to the Natural Environment

The National Cemetery is located on a slope that overlooks the San Francisco Bay. The 28.34-acre rectangular parcel of land is oriented southwest-to-northeast, the same orientation of the Main Post. Due to the cemetery's slope and orientation, the principle views are to the north of the San Francisco Bay.

Within the cemetery, the four main roads (running northeast-to-southwest) divide the cemetery site into three sections. The graves are arranged in a grid pattern within these sections. The repeating pattern of the rows of tombstones reinforce are a characteristic feature of national military cemeteries. Buildings are clustered at the north edge of the cemetery next to the entrance.

4.2.3 Boundary Demarcation

The boundaries of the cemetery are defined by walls on the southeast, southwest, and northwest sides and

by an iron fence on the northeast side. The Presidio forest surrounds the cemetery on three sides (southeast, southwest, northwest) and reinforces the boundaries on these sides. The presence of the walls, fence, and Presidio forest at the edges of the cemetery help to define the boundary of the cemetery and to separate it physically and visually from the surrounding areas.

4.2.4 Circulation Features

Lincoln Boulevard is located along the north boundary of the cemetery.

Doyle Drive is located on the north side of Lincoln Boulevard. Traffic and portions of the deck structure are visible from the cemetery.

The main entrance to the site is located at the northeast corner of the cemetery. Within the cemetery, the key character-defining circulation features are the location (vertical and horizontal alignments) of the roads and pedestrian paths.

The entry road to the cemetery is called Portal Drive (No. 2224). The four main roads (running northeast-to-southwest) divide the cemetery site into three sections: First Drive (No. 2227), Main Drive (No. 2225), First Drive West (No. 2229), and South Drive West (No. 2230). There are two secondary roads (running northwest-to-southeast): North Drive (No. 2226) is located at the northern end of the cemetery and South Drive (No. 2228) is located at the southern end

4.2.5 Clusters, Buildings, Structures, and Objects

Buildings are clustered at the north edge of the cemetery next to the entrance and so do not interfere with the expanse of rows of graves on the gently rolling grass lawn.

Buildings at the National Cemetery include administration, visitor facility, and maintenance facilities. They include: the Mortuary Chapel (No. 150), Housing (No. 151), Restroom (No. 152), Garage (No. 153), and Garage (No. 154).

The Rostrum, constructed in 1915, was listed as contributing structure in the Presidio NHL Updated (NPS 1993). The tombstones and various memorials within the cemetery are also are also contributing cultural landscape features, although they were not listed in the Presidio NHL Updated (NPS 1993). A partial list of memorials includes the G.A.R. Memorial (1893), the Pacific Garrison Memorial (1897), the American War Mothers' Monument (1934), and the Unknown Dead Monument (1934).

4.2.6 Vegetation

The cemetery is surrounded on three sides (southeast, southwest, northwest) by the Presidio forest.

The main vegetation feature within the cemetery is the grass lawn. There are also several large trees (Monterey cypress or Monterey pine).

4.2.7 Archeology

No archeological sites were identified within the Doyle Drive project's archeological APE.

4.3 CONTRIBUTING FEATURES LISTED IN THE PRESIDIO OF SAN FRANCISCO NHL NOMINATION

The following features the South Hills District planning district are located within the Doyle Drive project's APE and are listed as contributing features in the Presidio of San Francisco NHL District nomination (NPS 1993).

No. 150. Mortuary Chapel, San Francisco National Cemetery. 1921.

No. 151. Housing, San Francisco National Cemetery.1 884,1929.

No. 152. Restroom, San Francisco National Cemetery. 1929.

No. 153. Garage, San Francisco National Cemetery. 1934.

No. 154. Garage, San Francisco National Cemetery. 1929.

No. 2224. Portal Drive, San Francisco National Cemetery. 1895.

No. 2225. Main Drive and Officers' Circle, San Francisco National Cemetery. 1895.

No. 2226. North Drive, San Francisco National Cemetery. 1934.

No. 2227. First Drive, San Francisco National Cemetery. 1895.

No. 2228. South Drive, San Francisco National Cemetery. 1934.

No. 2229. First Drive West, San Francisco National Cemetery. 1895.

No. 2230. South Drive West, San Francisco National Cemetery. 1934.

No. 3201. Boundary wall, San Francisco National Cemetery. 1880s-1930s.

No. 3202. Cast iron gate, San Francisco National Cemetery. Ca. 1886, relocated 1929.

No. 3203. Main Entrance, San Francisco National Cemetery. 1931.

San Francisco National Cemetery. 1184/1186/1920s. (Listed as a site and counted individually).

Rostrum, San Francisco National Cemetery. 1915. (Listed as a structure and counted individually.)

The following is listed as a "predicted historical archeological site" in the Presidio NHL nomination:

F27. Post Cemetery, 1866–1890.

SECTION 5: MAIN POST PLANNING DISTRICT

The Main Post planning district is located to the east of the National Cemetery. The portion of the Main Post planning district within the Doyle Drive project's APE is located south of Doyle Drive, west of Funston Avenue, north of Moraga Avenue, and east of the National Cemetery.

5.1 HISTORY OF DEVELOPMENT DURING THE PERIOD OF SIGNIFICANCE (1776–1945, 1951)

5.1.1 Spanish-Mexican Settlement (1776–1846)

In 1776, early Spanish explorers chose the land in front (south) of today's Officers' Club [No. 50] as the site for a new Presidio. The area was chosen for several reasons. It was on the eastern side of the peninsula's heights and was protected from the prevailing winds that blew from the west and northwest. The gently sloping land provided a suitable area for the layout of a walled compound surrounding a central open space or courtyard. The Presidio was sited along the edge of the natural bluff that overlooked the marshy area between the Presidio and the water to the north. It was close to the area along the water's edge that provided safe anchorage for ships. Additionally, there were reliable water sources, wood for fuel, and pastureland.

The Presidio consisted of a garrison and buildings for administrative and training purposes. "Situated on the eastern side of the peninsula's heights for protection from prevailing winds, the Presidio consisted of a rectangular, exterior, adobe wall, open on the eastern end; a series of adobe/jacal buildings lining the wall; and a central courtyard area. The chapel became the Presidio's focal point, occupying an area at the Presidio's southern and higher elevation and extending into the plaza further than the other buildings. A flagstaff occupied the plaza's central ground. Additional subsidiary buildings and structures were built outside the central fortified compound" (NPS and LCA 1993: 3–1).

"Although sited in a protective area, the heavy rains and winds characteristic of the region required continuous reinforcement of the Presidio. Three major building phases occurred at the Presidio during the Spanish-Mexican occupation. Originally built in 1776, the Presidio required substantial rebuilding in 1780 after heavy rains hit the area and destroyed a significant portion of the palisade walls and several buildings. Renovations continued until 1792 and included a new protective wall along three sides of the complex and a palisade along the fourth. An earthquake in 1812 severely damaged many of its buildings and reconstruction continued until 1816. A watercolor painted by Louis Choris in 1816 showed the newly renovated Presidio with walls enclosing all four sides, fenced gardens outside the south and northwest walls, a corral outside the northwest gate, several trails leading east, and livestock grazing on the brush-covered dunes outside the main complex. Further renovation occurred around 1821. Following Mexican occupation of the Presidio, few changes occurred and the settlement was allowed to fall into decline" (NPS and LCA 1993: 3–1).

5.1.2 Early United States Occupation (1846–1860)

When the United States assumed control of the Presidio in 1847, the buildings of the Spanish-Mexican era quadrangle were in a dilapidated condition and offered "little shelter from the elements and no real defense. Almost immediately, the troops set up a sawmill across the Bay, in what is now Marin County, in order to provide lumber for repairs to roofs and other much needed construction. With the coming of peace with Mexico in 1848...the American forces in the area were mustered out of service in the large numbers. The small garrison that did remain declined in numbers as soldiers deserted due to the lure of gold brought on by the Sutter's Mill discovery in 1848" (NPS 1993: 7–31 to 7–32). The area had also been overgrazed and most trees had been cut for fuel or building. Few plants remained near the site, and the lack of native vegetative ground cover and the ever-present winds led to the destabilization of surrounding sand dunes. (NPS and LCA 1993: 3–2) "Observers in the 1850s described it as a 'bleak and windy situation,' noting that the Presidio

may 'not be desirable as a station.' Complaints from military personnel eventually led the army to fund improvement to the Main Post. Several two-story wood barracks were constructed to house two companies of artillery and store medical and other supplies. Remains of the adobe wall were removed and a whitewashed picket fence built to replace it on the eastern elevation. Other new buildings were placed were the collapse wall had stood, again forming an open quadrangle in the center. These improvements gave the Main Post a more open appearance and less of a garrison-like character" (NPS and LCA 1993: 3–2). This shift from adobe to wood construction began to transform the Spanish-Mexican character of the original post.

5.1.3 Civil War (1861–1865)

The existing Main Post was planned and constructed primarily during the Civil War era. "A variety of new buildings were constructed included a hospital, chapel, guardhouse, adjutant's office, bakehouse, carpenter shop, blacksmith shop, two kitchens, a powder magazine, officer's quarters, wagon shop, quartermaster buildings that also served as barracks, stables, and a storehouse, The Main Post featured a 170–long parade ground as it focal point, with buildings situated on the longer northwest and southeast elevations and the short southwest elevation. A flagstaff was placed in the center of the parade ground and three evenly spaced plank walks crossed its width [southeast-to-northwest]. Although enlarged, the new Main Post substantially followed the borders established during the Spanish-Mexican period. Subsidiary buildings were located outside of this central area. West of the parade ground ran a small stream along with the post trader's offices and laundresses' quarters were established. Three stables were constructed northeast of the parade ground" (NPS and LCA 1993: 3–2).

"Major circulation routes leading throughout the Main Post also were established during this period. Funston Avenue, Mesa Street, Moraga Avenue, Graham Street, Anza Avenue, Lincoln Boulevard, and Presidio Boulevard's predecessors all came into existence in the 1860s. Unlike most roads throughout the Presidio, those within the Main Post followed a rectilinear pattern around the parade ground rather than [following] the site's natural topography" (NPS and LCA 993: 3–2).

"A gravity-operated water system also enhanced operations at the Main Post during this period. A cistern on Rob Hill, southeast of the Main Post, fed a line that ran along the parade ground's southeast elevation, providing water to buildings and to a vegetable garden at the north end of the parade ground. This garden was one of several covering approximately ten acres used to supplement army rations. The Main Post's gently sloping land provided [for a fairly level area and] a natural drainage for cultivation. Another large vegetable garden was located southwest of the parade ground, along the small stream south of the post trader's offices and the laundressess' quarters...Aside from these improvements, most of the Main Post's landscape consisted of dusty, gravel-covered land with few trees or other plants" (NPS and LCA 1993: 3–2).

5.1.4 Indian and Military Affairs (1866–1890)

Improvements to the Main Post undertaken during the Civil War era and during the 1866–1890 period eliminated much of the Spanish-Mexican construction and character of the Presidio.

Major landscape rehabilitation occurred throughout the Presidio and at the Main Post following the Civil War. A twelve-foot high wood lattice fence was constructed to the front (northeast) of the row of officers' quarters located along the parade grounds southeast side. This was an early effort to "mitigate the effect of the prevailing winds through landscape improvements. The fence ran the entire length of the parade ground and had right-angle extensions toward the buildings. Pines and acacias were planted at eighteen-foot intervals between the fence and building" (NPS and LCA 1993: 3–2). This effort would be followed in the later part of the century with the planting of the Presidio forest, a larger-scale, post-wide effort to ameliorate wind conditions.

"In a departure from traditional military design, further renovation of these quarters in 1878–79 resulted in their reorientation away from the parade ground toward Funston Avenue and the City of San Francisco [to

the east]...Four new officers' dwellings, a new post trader's store, and three new barracks were added to the Main Post at this time" (NPS and LCA 1993: 3–2).

"The parade ground also received attention during this period. Its three plank walks were removed and new paths created that divided it into smaller areas. Alterations included some grade-level changes, the addition of gates to the west and northwest entrances, construction of shallow ditches to assist in the drainage of rainwater, and movement of the flagpole from the center of the parade ground to its west side" (NPS and LCA 1993: 3–2).

5.1.5 Nationalistic Expansion (1891–1914)

In the mid-1890s, a second central parade ground was laid out to the west of the earlier, Civil War–era parade ground. From 1895 to 1897, a new row of five, identical, brick barracks (Nos. 101–105) were built along the northwest side of the new parade ground. These new barracks replaced a row of buildings that had housed the laundressess' quarters. These new barracks were placed in a uniform line and their fronts faced Montgomery Avenue and the parade ground. In 1909, two additional barracks buildings were added to this row along Montgomery Avenue: No. 106 at the north end and No. 100 at the south end (NPS 1993: 7–45) .

During the early 1900s, a new row of brick buildings was built to the northwest of the previously mentioned row of barracks, along what is now called Ord Street. These included a gymnasium (No. 122) built in 1904 and three senior non-commissioned officers' duplexes (Nos. 124–126) built in 1909. The fronts of these buildings faced northwest onto Ord Street. (NPS 1993: 7–46)

In 1903, Pershing Hall (No. 42), located to the southeast of the main parade ground replaced a bachelor officers' quarters that had burned in 1899. (NPS 1993: 7–46)

The row of service buildings along Halleck Street began to be built during this period. Halleck Street provided a connection between the Main Post located above the bluffs and the Lower Post located below the bluffs, and had been laid out in the mid-1880s. In 1896, two wood buildings (Nos. 201 and 204)that served as early exchange stores, were built at the base of the bluff on the west side of Halleck. In 1897, two warehouses (Nos. 223 and 227) and a bakery (No. 229) were built along its east side. Additional buildings (Nos. 222, 225, 227, 228) had been built along the east side of Halleck by the first decade of the twentieth century. "[T]he whole stands today as an intact turn-of-the-century 'streetscape' of quartermaster, ordnance, and commissary buildings" (NPS 1993: 7–46).

5.1.6 World War I (1915–1918)

"World War I... had little effect on the Main Post. Building construction slowed but continued during this period, with a new fire station north of the parade ground constituting the largest addition" (NPS and LCA 1993: 3–2). Built in 1917, the fire station (No. 218) "remains today as the only World War I–era building standing in the immediate area of the Main Post. While remodeled to keep pace with changing fire fighting technology, the station has continued in its original use for more than seventy years" (NPS 1993: 7–50).

5.1.7 Military Affairs between Wars (1919–1940)

In 1934, an officers' club (No. 50) was built on the southwest edge of the parade ground; it incorporated a substantial part of officers' club building. In 1939, the Works Progress Administration (WPA) built a theater building (No. 99) in the southwest corner of this area, just south of the row of barracks (Nos. 101–106) on Montgomery Avenue. Additionally, the post magazine (No. 95) was remodeled. All of these buildings were in the Spanish Colonial Revival style. "Until 1940, the original parade ground had remained open (NPS and LCA 1993: 3–3). Then in 1940, two identical barracks (Nos. 38 and 39) were built along the southeast side, facing the main parade ground" (NPS 1993: 7–54 to 7–55).

A row of three duplexes (Nos. 127–129) was built in the early 1930s along Riley Avenue, just northwest and parallel to the row of buildings along Ord Street. (NPS 1993: 7–55)

5.1.8 World War II (1941–1945)

"Open space surrounding the main parade ground continued to be developed during World War II. To assist with expanded activities at the Presidio during World War II, two bachelor officers' quarters [Nos. 40 and 41] were constructed on the southern elevation of the original parade ground...Although considered temporary installations, these buildings were never removed (NPS and LCA 1993: 3–3). The Red Cross building (No. 97) was built in 1942. Also in 1942, an existing officer's family quarters (No. 49), located along Moraga Avenue at the south edge of the parade ground, was remodeled in the Spanish Colonial Revival style. (NPS 1993: 7–60)

5.2 DESCRIPTION OF MAJOR CULTURAL LANDSCAPE FEATURES

5.2.1 Land Uses and Activities

The Main Post has supported a wide range of land uses and activities over the years. These have included: administration, housing, undeveloped opened space, community facilities, training and encampments, services, utilities, medical, supply and storage, and recreation. The Main Post has been the site of the central administrative functions for the Presidio since 1776. Landscape features remain that represent these historic land uses and contribute to the integrity of this area.

These land uses and the landscape features described below reflect the cultural traditions associated with the Spanish-Mexican Settlement (1776–1846), Early United States Occupation (1846–1860), Civil War (1861–1865), Presidio's Military and Indian Affairs (1866–1890), Nationalistic Expansion (1891–1914), World War I (1915–1918), Military Affairs between Wars (1919–1940), and World War II (1941–1945) periods.

5.2.2 Response to Natural Systems

The Main Post was located on the east side of the Presidio to protect it from the prevailing winds that blew from the west and northwest. The site's relatively flat expanse of land was suited for the initial layout of the Spanish-era walled compound and continued over the years to provide sufficient space for the expansion of the Main Post facilities. The Main Post, located on land that slopes down toward the north, was sited along the edge of the natural bluff that overlooks the San Francisco Bay. This location served both practical and symbolic functions. It provided for views of the Bay and the Golden Gate and symbolized the Spanish control of these features. This location provided convenient access to the area along the water's edge that provided safe anchorage for ships. Additionally, this site had access to reliable fresh water sources, wood for fuel, and land suitable for grazing livestock.

5.2.3 Spatial Organization and Clusters

The Main Post is oriented northeast-to-southwest. Its rectilinear organization contrasts to the surrounding forms of the natural topography and to the development of most of the other portions of the Presidio that were laid out in response to this topography. The clusters or groups of buildings are sited around the southeast, southwest, and northwest sides of the central open space. The open northeast side provided the connection, orientation, and views to the San Francisco Bay. The contemporary central open space includes all three of the historic parade grounds: the Spanish-era El Presidio plaza, the Civil War-era parade ground (Old Parade ground), and the Main Parade Ground that was built in the 1890s.

The buildings of the Main Post are hierarchically organized. The large administrative buildings are sited in

rows around the parade ground, and support buildings and residences are located in parallel rows along streets that are behind the first tier of buildings.

The street grid was laid out in response to the northeast-to-southwest orientation of the Main Parade Ground. The main streets are oriented northeast-to-southwest and the secondary streets are oriented southeast-to-northwest. Sidewalks in the Main Post area tend to parallel the streets and fronts of buildings, reinforcing the grid and orientation of the street circulation system.

5.2.4 Circulation and Clusters

"Throughout its history, the Main Post has been a destination. From the earliest days of the Spanish garrison, roads from Mission Dolores, Yerba Buena (today, downtown San Francisco), and the Castillo came together at the Main Post. These roads laid the foundation for today's primary streets" (Presidio Trust 2002: 3). The roads system throughout the Presidio developed in response to providing access to or from the Main Post. Key entry points to the Main Post include: Lincoln Boulevard; the Halleck Street service corridor, located at the northeast side of the Main Post and provided a connection to the Lower Post area; the former Alameda at the intersection of Funston Avenue and Presidio Boulevard on the east side of the Main Post; Arguello Boulevard on the south side; and Sheridan Avenue on the west side.

Doyle Drive is located to the north of the Main Parade Ground area. Since the construction of Doyle Drive, portions of the sides of the deck structure and the traffic traveling along Doyle Drive have been visible in views to the northwest and north from the Main Parade Ground.

Lincoln Boulevard is located along the northeast end of the Parade Ground. It continues to the east providing a connection to the Letterman area and intersects with Presidio Boulevard, which continues to the Lombard gate. It continues to the west providing a connection to the National Cemetery and to other portions of the Presidio located to the west.

Halleck Street (No. 2068) is located to the northeast of the Parade Ground area. The corridor for this street dates from at least 1885. Halleck Street begins at Lincoln Boulevard and continues north to its intersection with Mason Street. This street served as a service corridor and provided a transition corridor between the Main Post's administrative and residential functions and the utilitarian and supply activities of the Lower Post Area. Located along the east side of the street are several warehouses (Nos. 223,223, 225, 227) and two bakery-related buildings (Nos. 228-229). On the west side of the street, on the lowland side of the bluff, are two early exchange buildings (Nos. 201-204). Halleck Street spans the bluff area and provides a physical transition from the higher ground above the bluff, over the bluff, and down to the lowland on the north side of the bluff. The horizontal and vertical alignment of Halleck Street is a character-defining circulation characteristics of this part of the Presidio. The grading changes that were necessary to make this transition are evident in the retaining walls along the side of the street. The topographic characteristics of this portion of the Main Post (upland, bluff, lowland) are still highly visible to the west of Halleck.

As discussed in the previous section on Crissy Field, Young Street is located just north of the two exchange buildings (Nos. 201 and 204) and is just south and parallel to the Doyle Drive viaduct. At its western end, Young Street connects to Bank Street, a service road/pedestrian path that goes up the bluff and connects to Lincoln Boulevard, west of the Guard House (No. 210). Neither Young Street nor Bank Street were listed in the Presidio NHL update (NPS 1993) as contributing features. However, Bank Street appears on maps as early as 1934 and, like Halleck, it was built in response the natural topography of this area (upland, bluff, lowland) and to meet the need to navigate the topography of this area. Bank Street also represents the functional connection between the portions of the Main Post located above the bluff and the service areas located below it. There is a low stone curb located on the northeast side of Bank Street.

Along the bluff area, there are three sets of concrete steps that provide pedestrian access from the Main Post down to the service areas located below the bluff. There is a set of steps, with a pipe handrail on either side, located in alignment with the sidewalk that runs along the front (east) side of the barracks along

Montgomery. There is another set, with a pipe handrail down the middle, that connects to a sidewalk at the northeast corner of Building No. 211 (the former Burger King). There is a third set located in alignment with the sidewalk on the west side of Building No. 220. These features were built in response to the natural topography of this area (upland, bluff, lowland) and to meet the need to navigate this landscape characteristic. The steps represent the functional connection between the portions of the Main Post located above the bluff and the service areas located below it. There is a low concrete retaining wall located along the north side of the bluff in this area. It was not possible to determine the exact age of any of these features, and only the set of concrete steps on the far east side were definitely visible in historic aerial photographs. However, given the appearance of these features, it is possible that they were in place before the end of the period of significance.

The top or southwest edge of the Parade Ground is defined by Moraga Avenue (No. 2121), whose corridor was established in 1846. Moraga Avenue runs from Funston Street, on the east, to Infantry Terrace, on the west. Along its south side is a row of buildings focused toward what was the original El Presidio plaza area. These buildings include Pershing Hall (No. 42), the Chapel (No. 45), Officer Housing (No. 49), and the Officers' Club (No. 50).

From east to west the main northeast-to-southwest oriented streets are Funston Avenue (No. 2058), Mesa Street (No. 2114), Keyes Avenue (No. 2087), Graham Street (No. 2065), Anza Street (No. 2004), and Montgomery Street (No. 2119). These streets divide the Main Post into a series of long rectangular spaces.

Funston Avenue, built in 1862, is the easternmost of these main northeast-to-southwest oriented streets; however it is outside of the Doyle Drive project's APE (however, a description of this street is necessary to understand the layout of the Main Post). Funston begins at Moraga Avenue, at the south, and ends at Lincoln Boulevard, at the north. There is a row of officers' quarters (Nos. 4-16) located along this street. These houses, built in 1862, originally faced west towards Mesa Street and the parade ground. The uniform facades and setbacks of these houses formed the visual edge of the parade ground along Mesa Street. Then in 1878-79, these houses were turned around and now face east. The Post Hospital (No. 2) is located at the north end of Funston Street and was also reoriented toward the east in 1878-79.

Mesa Street, built in 1862, defines the southeast side of the Old Parade Ground. Mesa Street begins at Moraga Avenue and ends at Lincoln Boulevard. It provides a service access for the officers' houses (that now face Funston Avenue) and the two World War II era enlisted men's barracks (Nos. 38-39). These two buildings are outside of the Doyle Drive project's APE.

Keyes Avenue was built in 1940-41 to accommodate circulation related to the construction of two enlisted barracks (No. 38 and 39. It begins at Pena Street and ends at Lincoln Boulevard. The two identical enlisted men's barracks (Nos. 38-39) face Keyes Avenue. This street is the east boundary for the large lawn area that is bounded by Keyes Avenue, Sal Street, Graham Street, and the south side of World War II era administration building (No. 37).

Graham Street, built in 1845, defines the northwest side of the Old Parade Ground. This street begins at Moraga Avenue and ends at Lincoln Boulevard.

Anza Street, built in 1864, begins at Sheridan Avenue and ends at Lincoln Boulevard. It defines the southeast edge of the Main Parade Ground, and Montgomery Avenue defines its northwest edge. □A circa 1948 aerial photograph showed the main parade ground with newly constructed parking lots. This commenced the use of the parade ground as a parking lot. Additional paving continued and today the main parade ground functions primarily as a parking lot□ (NPS and LCA 1993: 3-3). Originally the Main Parade Ground was intended as a large, open space, that was used for important ceremonies, the presentation of marching and training exercises, and for temporary encampments.

Montgomery Street, built in 1880, begins at Moraga, at the south, and ends at Lincoln, at the north. A row of barracks (Nos. 100-106) was built between 1895-1909 along the west side of Montgomery Street. These

barracks face the parade ground. Their uniform setback from the street and facades provide a definitive edge to this side of the Main Parade Ground.

There are a number of smaller streets oriented southeast-to-northwest that provide access between the main Parade Ground area streets. These include Bliss Road (No. 2027), Pena, Sal, Owen, and Canby streets (not listed as contributors to the NHL district). Sheridan Avenue (No. 2162), built in 1880, is a more prominent street that begins on the east end at Graham Street and continues west to Lincoln Boulevard. At its west end, it provides access to the National Cemetery.

To the west of and parallel to Montgomery Street are Taylor Road (No. 2176), Ord Street (No. 2131), and Riley Avenue (No. 2151). All three of these streets begin at Sheridan Avenue and end at Lincoln Boulevard and parallel the northeast-to-southwest orientation of the Main Parade Ground. Taylor Street was built in 1895 and Ord and Riley streets were built in 1912. Taylor Road provides a service access for row of barracks that face Montgomery Avenue. The demolition of several buildings and the subsequent paving of open space between Taylor Road and Ord Street have lessened the integrity of this area and it does not as strongly reflect the orientation and hierarchy of buildings as was once the case. However, the row of buildings on either side of Taylor Street still strongly reflects the orientation of the Main Parade Ground. On the southeast side of the street, and facing northwest, are a gymnasium (No. 122) on the north end of the street and three enlisted family quarters (Nos. 124-126). On the opposite side of the street, and facing southeast, are three enlisted family quarters (Nos. 127-129).

5.2.5 Vegetation

Although not located within the portion of the Main Post that is within the Doyle Drive project's APE, the Presidio forest is located on the hillsides that surround the Main Post on the south and west sides. The forest is visible from the Main Post and provides a background that contrasts with the formal nature of the Main Post and its parade grounds.

Generally, the vegetation features of the Main Post area can be characterized as consisting of grass lawns around buildings, plantings along buildings' foundations, and specimen trees.

The Centennial Tree (No. 3053) is a eucalyptus tree that is located in the parking lot of the Main Parade Ground, surrounded by a white picket fence.

Due to its proximity to the Doyle Drive undertaking, the vegetation located along the bluff area is described in detail. There is a group of pine trees located at the top of the slope in the area west of Building No. 210, next to the sidewalk on the north side of Lincoln Boulevard. Vegetation or trees appear in this general location in a 1948 aerial photograph of the Presidio. Vegetation or trees also appear planted along the bluff area, north of Building No. 210, east to Halleck Street. This corresponds to the general location of the pine and cypress trees that are located in this area today. Trees were probably planted in this location to buffer the views from the Main Post north to Doyle Drive. A characteristic feature of the vegetation along the north side of the bluff is that it is not irrigated; this reflects the service or utilitarian nature of this portion of the post.

To the west of the Main Parade Ground, along the strip of land located between Lincoln Boulevard and Doyle Drive are trees. There are trees from the intersection of Lincoln Boulevard and Montgomery Avenue continuing west to area north of the National Cemetery. Trees appear in this location in aerial photographs from the late 1930s-1948.

5.2.6 Archeology

Although the Main Post contains a wealth of archeological resources, most notably remnants from the Spanish-Mexican "El Presidio," no known sites are located within the Doyle Drive project's archeological APE.

5.3 CONTRIBUTING FEATURES LISTED IN THE PRESIDIO OF SAN FRANCISCO NHL NOMINATION

The following features of the Main Post planning district are located within the Doyle Drive project's APE and are listed as contributing features in the Presidio of San Francisco NHL District nomination (NPS 1993).

No. 2. Post Hospital. 1864, reoriented 1878, additions 1889/1897.

No. 35. Barracks. 1912.

No. 36. Barracks. 1885.

Nos. 40 and 41. Bachelor Officers' Quarters. 1941.

No. 42. Pershing Hall. 1904.

No. 45. Chapel. 1864, additions 1952 and later alterations.

No. 49. Officer Family Housing. 1862, remodeled 1942.

No. 50. Officers' Club. 1933–34.

Nos. 86 and 87. Barracks. 1862.

No. 94. Main Parade Ground.

No. 95. Magazine. 1863, remodeled.

No. 96. Tennis Court. 1936.

No. 97. Red Cross Building. 1942.

No. 99. WPA Theater. 1939.

No. 100. Barracks. 1909.

Nos. 101–105. Barracks. 1895–97.

No. 106. Barracks. 1909.

No. 107. Switching Station. 1911.

No. 108. Storage. 1940.

No. 113. Garage. 1940.

No. 116. Post Trader. 1885.

No. 118. Garage. 1940.

No. 122. Gymnasium. 1904.

No. 123. Garage. 1930.

Nos. 124–126. Enlisted family quarters. 1909.

Nos. 127–128. Enlisted family quarters. 1931.

No. 129. Enlisted family quarters. 1931.

No. 130. Chapel. 1932.

No. 135. NCO Club. 1949.

Nos. 201 and 204. Exchange Building. 1896.

No. 210. Guard House. 1900.

No. 218. Fire Station. 1917.

No. 220. Barracks. 220.

No. 222. Warehouse. 1910.

No. 223. Warehouse. 1897.

No. 225. Warehouse. 1910.

No. 227. Warehouse. 1897.

No. 228. Bakery Building. 1909.

No. 229. Bakery Building. 1897.

No. 230. Warehouse. 1917.

No. 2004. Anza Street. 1864.

No. 2006. Arguello Boulevard. 1883.

No. 2027. Bliss Road. 1941.

No. 2054. Fisher Loop. 1912.

No. 2058. Funston Avenue. 1862.

No. 2065. Graham Street. 1845.

No. 2068. Halleck Street . 1885.

No. 2081. Infantry Terrace. 1909.

No. 2087. Keyes Avenue. 1940.

No. 2094. Lincoln Boulevard. 1870, 1880, 1909.

No. 2114. Mesa Street. 1862.

No. 2119. Montgomery Street. 1880.

No. 2121. Moraga Street. 1846.

No. 2131. Ord Street. 1912.

No. 2151. Riley Avenue. 1912.

No. 2162. Sheridan Avenue. 1880.

No. 2176. Taylor Road. 1895.

No. 3008. Stone retaining wall along north side of Lincoln near Halleck.

No. 3009. Concrete retaining wall on east side of Halleck near Lincoln.

No. 3010. Stone retaining wall north of Buildings 228 and 229.

No. 3011. Concrete retaining wall on west side of Halleck, between Bldg. 201 and Doyle Drive.

No. 3012. Concrete retaining wall at southwest corner of Building 201.

No. 3053. Centennial Tree. 1876.

Nos. 3047, 3048. Spanish bronze cannon. 1628/1794. Located at entrance to Officers' Club. (Object, counted individually).

Nos. 3049 3050. Spanish bronze cannon. 1628/1794. (Object, counted individually).

No. 3051. Rodman cannon. 1885. (Object, counted individually).

No. 3051. Rodman cannon. 1886. (Object, counted individually).

The following were listed as "predicted historical archeological sites in the Presidio NHL nomination:

F1. Presidio de San Francisco. 1776–1846.

F2. Spanish-Mexican Cemetery. 1776–1860.

F. 16 Non-Commissioned Staff Quarters. 1866–1890.

F17. Sutler Residence. 1866–1890.

F18. Laundress and Enlisted Quarters. 1866–1890.

F19. Sutlery. 1866–1890.

F.20. Stream Ravine Dump Area. 1866–1890.

F21. Quartermaster Complex. 1866–1890.

SECTION 6: LETTERMAN PLANNING DISTRICT

The Letterman planning district is the easternmost of the areas described in this report. It is generally located to south of Doyle Drive, west of the east boundary of the Presidio, north of the Lombard Street/Presidio Boulevard/Lincoln Boulevard corridor, and west of the buildings located along the east side of Halleck Street.

6.1 HISTORY OF DEVELOPMENT DURING THE PERIOD OF SIGNIFICANCE (1776–1945, 1951)

6.1.1 Spanish-Mexican Settlement (1776–1846), and Early United States Occupation (1847–1860), Civil War (1861–1865), and Indian and Military Affairs (1866–1890)

This area did not experience significant development until the late 1890s. Before then, it served as the entry and exit corridor between the Presidio and San Francisco. The east boundary of the Presidio was altered slightly in the early 1870s when an area of land was transferred to San Francisco so that the Post's boundary paralleled the city's street grid. The boundary of the Post became the west side of the Lyon Street. (NPS 1993: 7–35)

By 1867, there was a road leading to the city through this area, and the main entrance to the Presidio was where present-day Lombard Street is located. "In the 1880s the Army improved this entrance by establishing a gate house north of the entry, a grove of trees to the south, and a picket fence to the east" (NPS and LCA 1993: 6–1). The route for Lincoln Boulevard was in place by the 1880s. (NPS 1993: 7–35)

6.1.2 Nationalistic Expansion (1891–1914)

The troop size of the Presidio increased by fourfold during this period, and "the landscape and architecture of the reservations, as well as the supporting transportation and utility systems, were intensely developed. The afforestation and road-construction programs, conceived in the 1880s, were not realized substantially until the 1890s" (NPS 1993: 7–43). As the city of San Francisco expanded and developed more intensely around the edges of the post, the Army desired to clearly define itself from the city. The forestation project was the most ambitious aspect of this program, and the construction of stone walls along the east and south boundaries were another major part. In connection with the construction of the walls, four major entrance features were built, and, of these, the Lombard Street Gate (No. 574) is located within the Letterman Planning District. "The bids for the construction of the walls and entrances were advertised late in 1895, and the work on the entrances appears to have been completed in 1897, as designed by architect J. B. Whittemore. Construction of the walls seems to have continued through the early twentieth century. The substantial stone walls ad entrances replaced the piecemeal and less durable wood barriers of the 1880s" (NPS 1993: 7–43).

The undeveloped open space in this area was used as the site for temporary camps for troops heading to the Philippines during the Spanish-American War, which began in April 1898. (NPS and LCA 1993: 6–1) Then, "[i]n 1899 the first efforts began to complete the U.S. Army General Hospital, the first permanent Army hospital in the country. Designed in the pavilion or cantonment style, the complex consisted of a series of buildings connected by breezeways. In adherence with late-Nineteenth-Century principles of hospital design, this allowed fresh air to flow into and between the various buildings and contribute to the healing process. San Francisco architect W. H. Wilcox designed the complex, which encompassed a six-acre tract north of the Main Post. Its buildings, all of wood construction, included a central administration building and ancillary ward buildings connected by a linear system of breezeways" (NPS and LCA 1993: 6–1 to 6–2).

The administration building for the hospital quadrangle was the first building constructed in 1899. This building was the focal point of the new complex. "Centrally located on the quadrangle's southern border, the

administration building provided future developers with the axis for preserving the complex's symmetrical shape. Between 1902 and 1908, officers' housing (Nos 1000–1004) was constructed along O'Reilly Avenue, on the east side of the complex. Across from these dwellings, east of the main complex, stood the hospital staff parade ground. Lincoln Boulevard began at the Lombard Street entrance, passed by the hospital complex, and connected it with the Main Post. Open space lay on the complex's west, north, and east borders, and Lombard bordered it to the south. The U.S. Army General Hospital was renamed the Letterman General Hospital in 1911 in honor of Jonathan Letterman, medical director of the Army of the Potomac during the Civil War" (NPS and LCA 1993: 6–2).

In 1906, portions of the medical complex were used to house refugees after the earthquake and fire. (NPS and LCA 1993: 6–1)

6.1.3 World War I (1915–1918)

"A large number of soldiers wounded in World War I were brought to the Presidio which resulted in the expansion of the Letterman complex. By 1917, the hospital had expanded from 350 to 1,200 beds. Five buildings of reinforced-concrete construction were added to the northern side of the main complex and two nurses' quarters, the first separate dwellings for nurses at the Presidio, were built in 1916. An east hospital complex was developed and contained over 35 wood-frame wards and barracks. Sternberg Avenue, running northeast to southwest, led to the Letterman Army Medical Center" (NPS and LCA 1993: 6–2).

6.1.4 Military Affairs between Wars (1919–1940)

"The Letterman Army Medical Center grew significantly during and after World War I as a result of its treatment of war casualties, particularly in the field of physical therapy. Its growing reputation led the Army to increase its facilities" (NPS and LCA 1993: 6–2). An outpatient clinic was built to the east of the administration building. The clinic was constructed in stages and occupied a "visually prominent position in the overall complex (NPS and LCA 1993: 6–2). One portion of the building (No. 1014) was built in 1924 and two (Nos. 1012 and 1013) in 1933. Behind the clinic was a series of ward buildings, and two of these (Nos. 1008 and 1009) were built in 1930" (NPS 1993: 7–56).

In 1919, a group of warehouses (Nos. 1161–1170) was built along Gorgas Avenue, south of the existing warehouse group along Mason Street. The 1919 warehouses are similar in design to the ones along Mason Street and followed the same double-row placement. (NPS 1993: 7–57)

6.1.5 World War II (1941–1945)

"Letterman Army Medical Center became the central focus of wartime activities during World War II. All new facilities developed in the 1920s and 1930s came into use as the Presidio served troops fighting in the Pacific and became the largest debarkation medical center in the country" (NPS and LCA 1993: 6–2).

6.2 DESCRIPTION OF MAJOR CULTURAL LANDSCAPE FEATURES

6.2.1 Land Uses and Activities and Cultural Traditions

The primary historic land use and activity for the Letterman area was the medical facility. Other land uses and activities that supported the medical center included administration, community facilities, supply and storage, housing, undeveloped open space, and recreation. Today, the features that remain represent these historic land uses and contribute to the integrity of this area.

These land uses and the landscape features described below primarily reflect the cultural traditions

associated with the Presidio's Nationalistic Expansion (1891-1914), World War I (1915-1918), and Military Affairs Between Wars (1919-1940) periods.

6.2.2 Response to Natural Systems

The broad expanse of this large, gently sloping site made it a suitable location for the construction of a large building complex or cluster. The sight slopes down from the south to north toward the Bay. The siting of the building complex provided views to the Golden Gate and Bay. The Tennessee Hollow riparian corridor, which originally drained into the Bay, was located to the west of the Letterman complex. However, this natural drainage had already been altered by the time the Letterman area was being developed.

6.2.3 Spatial Organization and Clusters

The Letterman site was located close to the Main Post and connected to it via Lincoln Boulevard. The medical center's storage and supply facilities developed on its north side, next to the existing warehouses along Mason Street. The officer's housing for the medical center was located on its east side facing a large, open area that was developed as the medical center's parade ground.

The original hospital, ward, and housing complex followed the northeast-to-southwest grid established by the Main Post. The administration building was built facing Lincoln Boulevard, and this became the front or public side of the complex. The medical center's long, rectilinear wards were built to the north and on both sides of the administration building. The wards were organized around an central internal open space. This arrangement of the buildings for the hospital and wards promoted access to light and circulation and reflected late-nineteenth century principles for hospital design. The repetition and consistent set-back of the buildings from the street helped to create a cohesive streetscape identity for the area. By 1980, about two-thirds of the original ward buildings had been demolished, and the central courtyard had been paved for parking. Most of the wards on the west side of administration building were demolished. However, enough of the historic features remain so that the original spatial organization is still apparent.

During the period of significance, the open, lawn of the parade ground, on the east side of the complex, was a characteristic of the spatial organization of the complex. A row of officers' houses was built along the west side of O'Reilly Avenue that faced this open, green area. The row of officers' houses remain, however, the parade ground no longer exists.

The nature of the eastern portion of the Letterman area changed dramatically when a modern, ten-story building was constructed on the open, parade ground area. The Letterman Army Medical Center was built in 1969 and the Letterman Army Institute of Research in 1974. These facilities did not relate to the existing spatial organization, scale, massing, or materials of the area or to the rest of the Presidio. (The ten-story Letterman Army Medical Center was the tallest building at the Presidio.) Large, parking lots, constructed adjacent to the new buildings, removed additional open, green space. In 2002, the 1969 Letterman Army Medical Center and 1974 Letterman Army Institute of Research were demolished, and a new 23-acre complex is under construction in this location that is scheduled to be completed in 2005.

The facilities related to the supply and storage needs of the medical center developed on the northeast side of the complex. A double row of warehouses was constructed along Gorgas Avenue that followed the double-sided layout of the warehouses along Mason Street. Historically, a rail line ran along the southwest side of this row of warehouse, along Gorgas Avenue. Between Edie Road and Gorgas Avenue various buildings and two interior service roads (Thornberg and Birmingham) were constructed that provided support functions for the medical center. The three rows of buildings in this area were oriented southeast-to-northwest, parallel to the service roads. To support the utilitarian functions of this area, the space between the buildings was paved.

6.2.4 Circulation and Clusters

The Lombard Street Gate and Lombard Street provide a main entrance to the Presidio from the east.

Lincoln Boulevard runs along the south side of the Letterman complex. The road provides a connection from Presidio Boulevard and Lombard Street to the east. It continues west past the Letterman area to the Main Post.

The remains of the Letterman Medical Center pavilion cluster that housed the administrative (No. 1016), clinic (No. 1014), and ward buildings (Nos. 1007-1009, 1012, 1013) are bounded on the southwest by Torney Avenue (No. 2180 built in 1912), on the northwest by Girard Road (No. 2063 built in 1902), on the northeast by Edie Road (No. 2049 built in 1902), and the southeast by General Kennedy Avenue (No. 2059 built in 1902). The location (vertical and horizontal alignments) of these roads is a character-defining feature of the circulation system in this area.

The row of five officers quarters (Nos. 1000-1004) are located between General Kennedy Avenue and O'Reilly Avenue (built in 1912). The houses face toward O'Reilly Avenue.

The service and supply cluster of buildings is located on the northeast side of the Letterman area. The northwest-to-southeast oriented roads for this area include Edie Road (No. 2049 built in 1902), Thornburg Road (No. 2179 built in 1912), and Birmingham Road (No. 2024 built in 1941). Edie Road) is the boundary or transition between the hospital and service areas. Gorgas Avenue (No. 2064 built in 1920) runs along the back (northeast) side of the service and supply buildings. A row of warehouses (Nos. 1160-1163, 1167-1170) and the indoor swimming pool (No. 1151), and gymnasium (No. 1152) are located on the northeast side of Gorgas Avenue. There is a secondary entrance or service entrance to the Presidio at the intersection of Gorgas and Lyon. Gorgas west end intersects Halleck Street. The location and vertical and horizontal alignments of these roads are character-defining features of the circulation system in this area.

6.2.5 Vegetation

Generally, the vegetation features of the Letterman area can be characterized as consisting of grass lawns around buildings, plantings along the buildings' foundations, and specimen trees.

Although not located within the Letterman planning district, the Presidio forest is located to the south and is visible from the Letterman area.

6.2.6 Archeology

No archeological features were identified within the Doyle Drive project's archeological APE.

6.3 CONTRIBUTING FEATURES LISTED IN THE PRESIDIO OF SAN FRANCISCO NHL NOMINATION

The following features of the Letterman Hospital planning district are located within the Doyle Drive project's APE and are listed as contributing features in the Presidio of San Francisco NHL District nomination (NPS 1993):

No. 575. Lombard Street Gate. ca. 1897.

No. 1000 and 1001. Officers Quarters, O'Reilly Avenue, 1902.

Nos. 1002, 1003, 1004. Officers Quarters, O'Reilly Avenue, 1908.

No. 1007. Barracks. 1901.

No. 1008. Ward. 1931.

No. 1009. Ward. 1930.

No. 1012. Ward. 1931.

No. 1013. Ward. 1933.

No. 1014. Clinic 1924.

No. 1016. Administration. 1899.

No. 1040. Powerhouse, Edie Road. 1900.

No. 1047. Laundry, Edie Road. 1914.

No. 1050. Hospital Ward, Edie Road. 1918.

No. 1051. Hospital Ward, Edie Road. 1909.

No. 1055. Garage. 1938.

No. 1056. Animal House, Thornburg Road. 1910.

No. 1059. Storage, Thornburg Road. 1915.

No. 1060. Medical Supply Warehouse, Thornburg Road. 1916.

No. 1061. Acid Storage, Birmingham Road. 1938.

No. 1062. Quartermaster Shop, Thornburg Road. 1922.

No. 1063. Warehouse, Birmingham Road. 1941.

No. 1076. Ambulance Garage, Birmingham Road. 1938.

No. 1088. Fuel Tank. 1900.

Nos. 1054 and 1147. Tennis courts. 1945.

No. 1151. Indoor swimming pool, Gorgas Avenue. 1945.

No. 1152. Gymnasium, Gorgas Avenue. 1945.

No. 1160. Warehouse, Gorgas Avenue. 1945.

Nos. 1161–1163, 1167, 1169, 1170. Warehouses and support buildings, Gorgas Avenue. 1919.

No. 1168. Acid Storage, Gorgas Avenue. 1937.

No. 2024. Birmingham Road. 1941.

No. 2049. Edie Road. 1902.

No. 2059 General Kennedy Avenue. 1902.

No. 2063. Girard Road. 1902.

No. 2064. Gorgas Avenue. 1920.

No. 2096. Lincoln Boulevard. 1870.

No. 2096. Lombard Street. 1880.

No. 2132. O'Reilly Avenue. 1912.

No. 2179. Thornburg Road. 1912.

No. 2180. Torney Avenue. 1912.

SECTION 7: PALACE OF FINE ARTS HISTORIC LANDSCAPE

The Palace of Fine Arts is located adjacent to the eastern end of the Doyle Drive project. The western edge of the Palace of Fine Arts parking lot is adjacent to the east side of Richardson Avenue, and the northern edge of its property is adjacent to the east end of the Doyle Drive Marina viaduct. Although the Palace of Fine Arts is located next to Presidio, its history and development are separate from the Presidio's. It was built in 1912-1915 as part of the PPIE, and its subsequent development has been as a public space for the city.

7.1 HISTORY OF LANDSCAPE DEVELOPMENT

7.1.1 Before the Panama Pacific International Exposition

"In the nineteenth century, the lands along the northern edge of San Francisco consisted of dunes along the Bay edge, behind which was a low tidal wetland that stretched from the west end of what is now Crissy Field to approximately where Divisidero Street exists today. The wetland was fed from freshwater streams that flowed form the upland areas of the Presidio, as well as tidal water from San Francisco Bay. Block by dunes, the waters formed a tidal creek that flowed eastward, joining the Bay near Divisidero. By 1905, maps show that San Francisco had developed as far west as Lyon Street, the boundary of the Presidio Military Reservation. Fill was brought in to extend the city's gridded system of streets. The fill for Baker Street may have created a dam that blocked the flow of the tidal stream, cutting it off from the Bay. The tides no longer brought bay water into the Presidio, but the fresh water was now impounded at Baker Street and a lagoon of the approximate size and location of the existing lagoon, can be seen on historic maps" (RHAA 2003: 1).

7.1.2 Panama Pacific International Exposition Development

"The entire exposition was viewed as a series of garden settings for the architectural elements...The Palace of Fine Arts and its landscape setting were considered the highlight of the expositions' landscapes with its dramatic integration of architecture and landscape (RHAA 2003: 4). Construction work on the landscape began in March 1912 when an extensive search was undertaken within the city to locate mature plant specimens that could be relocated to the exposition site. "Since the exposition was to open and close in the winter months, evergreens were favored over deciduous plants. The effect was an 'overgrown' was important for the design concept.... Work on the lagoon began in the fall of 1913. The lagoon maintained its naturalistic, meandering edge that was densely planted...Aquatic plants extended into the water, softening the transition between land and water" (RHAA 2003: 4).

7.1.3 Palace of Fine Arts as a City Park

"At the close of the Exposition there were ideas to preserve various parts of the grounds. The Palace of Fine Arts was preserved to continue its function as an exhibit space and was maintained for a period by the San Francisco Art Association. The design of the Palace grounds adapted well to its new role as public park...In 1925, the Palace of Fine Arts was deeded to San Francisco for 'educational, art, exposition and park purposes" (RHAA 2003: 5–6).

During World War II, the federal government took over the main exhibition building. It was returned to the San Francisco Park Commission in 1947. "By this time the Palace structures were in dangerous condition, and a campaign was begun to save them. A long, concerted effort to raise funds finally bore success and plans for reconstruction were completed in 1963" (RHAA 2003: 6–7).

"The landscape of the Palace of Fine Arts had one major change in its existence, when it evolved from an exposition attraction to that of a city park. The major site elements, the lagoon, the surrounding landscape,

and the reconstructed rotunda and colonnade structures, have changed little over the years. It is only the details of the pathways, site furnishings, lighting, lagoon edge, and removed sculptures that have changed. The changes that have occurred are relatively minor and were adaptations to the site's new use as a city park. The site still reflects the original design ideas of [Bernard] Maybeck" (RHAA 2003: 7).

7.2 DESCRIPTION OF MAJOR CULTURAL LANDSCAPE FEATURES

7.2.1 Land Uses and Activities

The historic land use and activities of the Palace of Fine Arts includes use as a public exhibition space, a museum, and a park. Today, the landscape features that remain represent these historic land uses and contribute to the integrity of this area.

7.2.2 Response to Natural Systems

Architect Bernard Maybeck utilized an existing pond and group of Monterey cypress trees as the starting point for the landscape he designed for the Palace of Fine Arts. "Where others saw a swamp to be filled, Maybeck saw the natural pond as an opportunity for a romantic landscape, providing a reflecting pond and a natural setting to contrast with the Classical architectural forms" (RHAA 2003: 3). The contemporary pond or lagoon at the Palace of Fine Arts corresponds to the approximate size and location of the one that existed on the site before the Palace of Fine Arts construction. "Although some water is added to the lagoon regularly, most of its continued existence is likely due to the continuing flow of groundwater from the surrounding uplands" (RHAA 2003: 1). This groundwater probably helps to explain why the lagoon was not built with an artificial liner. (RHAA 2003: 1)

7.2.3 Spatial Organization, Clusters, Buildings, Circulation, Vegetation

"The Palace of Fine Arts, a district consisting of a building and four structures in a park, occupies a 16.99–acre site at the west end of a residential neighborhood, the Marina District, adjacent to the Presidio of San Francisco. The Palace of Fine Arts is separated from a warehouse area in the Presidio in part by approach streets to the Golden Gate Bridge" (Marquand et al. 2004: 7–1).

"In plan, the site resembles the section of a mushroom, with a straight stem and a rounded cap. Part of the park fills the stem of the mushroom; the building, the structures, and the rest of the park are in the rounded cap. The features of the Palace of Fine Arts are arranged so that they face the residential neighborhood to the east. The three freestanding structures—a rotunda and two flanking curvilinear colonnades—are at the center, visible from the residential neighborhood across the park and its lagoon. The curving exhibition building is a the rear, visually terminating the view from the east through the rotunda and colonnades" (Marquand et al. 2004: 7–1 to 7–2).

"Reconstructed in permanent materials between 1964 and 1974 to the designs of its architect after nearly half a century of preservation efforts...A domed rotunda occupies a small central peninsula on the west side of the lagoon and dominates the ensemble by its placement, mass, height, and.articulation. A pair of curbed colonnades flanks it to the north and south, paralleling the eastern wall of a semicircular exhibition building to which the colonnades form a screen. Colonnades and building are separated by redwood trees and by a broad unroofed promenade former's termini where four columniated pylons in a quadrangular plan nearly link the colonnades to corners of the exhibition building at the northern and southern extremities of the complex" (Marquand et al. 2004: 7–2).

"The outer (western) arc of the exhibition building is 1,100 feet, the inner (eastern) arc 950 feet. Stucco walls. Original architectural ornament not replaced due to financial reason. The east wall of the building is screened by redwood trees planted in 1968" (Marquand et al. 2004: 7–4).

"The lagoon and its setting are integral to the building and other structures of the Palace of Fine Arts. The large central lagoon is surrounded by a grass border with scattered trees around the east end. The edge of the lagoon is irregular where it meets the park on the east, and regular where it meets the colonnades and rotunda on the west" (Marquand et al. 2004: 7–5).

"Two embayments of the lagoon penetrate to the curbed footprints of the colonnades on either side of the rotunda where the colonnades in turn, like armatures, reach out to embrace the water. A perimeter lawn area slopes to the lagoon on the east, north, and south sides while a small wooded island at its north end provides refuge for egrets, herons, and other waterfowl as it creates a framed vista of Palace structures. An asphalt path runs around the eastern, southern, and northern perimeter of the lagoon, producing a hard edge. Such a path was originally designed in 1931, with the grass between the path and the lagoon; widened in 1935, maintaining a narrow strip of grass around the lagoon; and widened again to the edge of the lagoon before 19611. In recent years, the walkway has partially slumped into the pond, necessitating an unsightly cyclone fence as a safety precaution, built around 1990. Park furniture, including benches, light poles, and trash containers have been added to the grounds without any consistent plan in the years since the end of the period of significance in 1974. Forty years after construction, mature trees along the edge of the Lagoon now largely obscure long views of the colonnades and rotunda from the east" (Marquand et al. 2004: 7–5).

"The mature Monterey cypress tress at the northeastern corner of the site date to the time of the Harbor View Inn, a salt-water bathing establishment at the foot of Baker Street which predated the PPIE...When the reconstruction was completed in 1967, Chronicle art critic Alfred Frankenstein called for a coordinated landscape plan, which has apparently never been prepared. Trees and shrubs have been added...over the years, such as the 1968 gift of 110 redwood trees, planted in front of the exhibition building, and the 1973 donation by Sumitomo Bank of 50 Kanzan cherry trees, planted around the colonnade and to a lesser extent around the lagoon" (Marquand et al. 2004: 7–5 to 7–6).

Palace Drive is on the west side of the exhibition hall. The arc shape of this road is in response to that of the exhibition hall. The outside (west) edge of Palace Drive is defined by band of mature eucalyptus trees. Although, the exact age of Palace Drive and band of trees is not known, they both appear in an aerial photograph of the site taken in November 1936 during the construction of Doyle Drive. At this time, there was a gap in the band of trees on the southern end. The trees in this area were probably removed as part of Doyle Drive's construction since the alignment for Richardson Avenue goes through location. Monterey cypress trees were replanted in the portion of this area that remained after completion of the road. Another portion of the trees were removed on the north end to accommodate the construction of the eastern end of the Doyle Drive Marina Viaduct (RHAA 2003: 15-16).

A parking lot for the Palace of Fine Arts is located in the triangular-shaped site that was created as a result of the construction of Doyle Drive and Richardson Avenue. The Doyle Drive Marina Viaduct forms the north boundary of this land; Richardson Avenue forms the southwest side; and the band of eucalyptus trees along the west side of Palace Drive forms the east side. This site is part of the Presidio and was open land until the mid-1930s. Then between the mid-1930 and mid-1940s, two warehouses and two smaller buildings were built in this area. At some point, these buildings were removed and the land was leased to the Palace of Fine Arts. Today, in the small strip of land (on the north side) between the paving for the parking lot and the Doyle Drive, there is a row of eucalyptus trees at the east end of the strip and a row of pine trees at the west end of the strip. These trees were not present in aerial photographs from the late 1950s to early 1960s. (San Francisco Public Library AAC: 0406 and RHAA 2003: 17) Neither the Palace of Fine Arts NRHP nomination (Marquand et al. 2004) nor the Historic Landscape Report for the Palace (RHAA 2003) addressed this triangular-shaped parking lot, and they were not listed as contributors in the 2004 NRHP nomination. The focus of these reports was on the design and features of the Palace of Fine Art's original Maybeck design and the reconstruction in 1963-1967 and 1973-1974, based on Maybeck's original design. This parking lot area was not a part of Maybeck's original design, and so neither it nor the row of trees on the north side would appear to contribute to the significance of the Palace of Fine Arts as defined in the 2004

NRHP nomination, whose period of significance is listed as 1963-1967 and 1973-74 (the years of the reconstruction). Finally, the trees on the north side do not appear to be a historical landscape feature of the Presidio since they did not exist until after the end of it period of significance (1951).

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APPENDIX F

Glossary of Terms/Abbreviations/Acronyms

Appendix E: Glossary of Terms / Abbreviations / Acronyms

Glossary of Terms

Adverse Effect	An alteration, direct or indirect, of any characteristic of a historic property that qualify it, or its components, for listing in the National Register by diminishing the historic integrity of a property's location, design, setting, materials, workmanship, feeling, or association.
Effect	(As defined in 36 CFR §800.16) Alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register.
Historic District	A group of buildings, structures, objects, and/or sites that possess a significant concentration, linkage, or continuity united historically or aesthetically by plan or physical development. (Based on definition in National Park Service, National Register Bulletin 15)
Historic Property	Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion on the National Register.
Undertaking	A project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency, including those carried out by or on behalf of the agency; those carried out with Federal financial assistance; those requiring a Federal permit license, or approval; and those subject to State or local regulation administered pursuant to a delegation or approval by a Federal agency.

Abbreviations / Acronyms

ACHP – Advisory Council on Historic Preservation

APE – Area of Potential Effects

ASR – Archaeological Survey Report

Caltrans – California Department of Transportation

CEQA – California Environmental Quality Act

EIR – Environmental Impact Report (CEQA document)

EIS – Environmental Impact Statement (NEPA document)

FHWA – Federal Highway Administration

FOE – Finding of Effect

FPPHA – Fort Point and Presidio Historical Association

GGNRA – Golden Gate National Recreation Area

GMPA – General Management Plan Amendment for San Francisco Presidio

HASR – Historic Architectural Survey Report

HPSR – Historic Property Survey Report

JRP – JRP Historical Consulting

JSA – Jones & Stokes Associates

MOA – Memorandum of Agreement

NEPA – National Environmental Policy Act

NHPA – National Historic Preservation Act

NHL / NHLD – National Historic Landmark / National Historic Landmark District

NPS – National Park Service

NRHP – National Register of Historic Places

OHP – Office of Historic Preservation. This is the California State Historic Preservation Office.

PB – Parsons Brinkerhoff

PTMP – Presidio Trust Management Plan

Section 106 – of the National Historic Preservation Act of 1966, as amended through 2000

SFCTA – San Francisco County Transportation Authority

SHPO – State Historic Preservation Officer, also referred to as the Office of Historic Preservation (OHP)

Trust – Presidio Trust

VA – Department of Veteran's Affairs

SFCTA Contract Number 99/00-7

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE

DOYLE DRIVE

FINDING OF EFFECT ADDENDUM

San Francisco County, US101 KP 12.8-15.7 (PM 8.0-9.8) / SR1 KP10.9-11.4 (PM 6.8-7.1), EA 04-163700

February 2007

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SECTION 1: INTRODUCTION

1.1 PROJECT OVERVIEW AND PURPOSE OF REPORT

The Federal Highway Administration (FHWA), California Department of Transportation (Caltrans), and San Francisco County Transportation Authority (SFCTA) have proposed an undertaking to replace Doyle Drive in order to improve the seismic, structural, and traffic safety of the roadway within the setting and context of the Presidio of San Francisco (Presidio) and its purpose as a national park. FHWA serves as the lead federal agency for the project, and SFCTA serves as the project's lead agency for the purposes of the California Environmental Quality Act (CEQA). The cooperating agencies for this project include the National Park Service (NPS), the Presidio Trust (Trust), and the Department of Veterans' Affairs (VA). Caltrans and the Golden Gate Bridge Highway and Transportation District (GGHTD) are responsible agencies under CEQA. The purpose of this Finding of Effect (FOE) Addendum is to assist FHWA in its compliance with Section 106 of the National Historic Preservation Act (NHPA) by applying the Criteria of Adverse Effect, set forth in 36 Code of Federal Regulations (CFR) 800.5, to specific historic properties within the Focused Areas of Potential Effect (Focused APE) for the three alternatives of the South Access to the Golden Gate Bridge – Doyle Drive Project (Doyle Drive Project) for which the project affects may have changed because of project refinements. This document also serves to assist FHWA in complying with 36 CFR 800.10, "Special Requirements for Protecting National Historic Landmarks."

This FOE Addendum supplements the information provided in the final FOE for this project that was completed in December 2005. FHWA approved the final FOE and submitted it to the State Historic Preservation Officer (SHPO), who concurred with the findings of the final FOE in January 2006. As stated in the final FOE, FHWA has determined that the Doyle Drive Project will have an adverse effect on historic properties within the project's APE pursuant to 36 CFR 800.5(a) and (d)(2) and, with the cooperation and assistance of Caltrans, is consulting with SHPO regarding the resolution of adverse effects pursuant to 36 CFR 800.6. FHWA has notified the Advisory Council on Historic Preservation (ACHP) and the U.S. Secretary of the Interior of the finding of adverse effect upon a National Historic Landmark (NHL) pursuant to 36 CFR 800.6(a)(1)(i)(B), thereby affording ACHP the opportunity to participate in consultation.

Following completion of the final FOE, the lead agencies proceeded with steps to identify measures to mitigate the project's adverse effects on historic properties. The lead agencies also received additional comments on the project after completion of the final FOE. In response to these comments, SFCTA has refined some project components. This FOE Addendum addresses the potential for the project refinements to cause adverse effects on historic properties within the Focused APE as established in the final FOE. The scope of the addendum is limited to identification and analysis of effects caused by the refinements to the Preferred Alternative that may be different than the effects of the preferred alternative addressed in the final FOE. The FOE Addendum includes the final FOE by reference and reiterates only the text that is relevant to the historic properties that could be potentially affected by the refined preferred alternative.

The final FOE addressed three alternatives for the Doyle Drive project—1) No Build Alternative; 2) Replace and Widen Alternative; and 3) Presidio Parkway Alternative—as well as several design options for the two build alternatives. Discussion of the alternatives screening process can be found in Section 2 of the final FOE. Following input from the cooperating agencies, interested parties, and the public, SFCTA identified the refined Presidio Parkway Alternative as the preferred alternative. The three alternatives and the various design options are described in Section 2, along with the refinements that were made to the Presidio Parkway alternative after the final FOE was completed.

Section 3 presents an update regarding the public participation efforts that have occurred since the final FOE. Section 4 describes the historic properties, and specific contributors, located within the Focused APE and subject to this FOE Addendum because they may be affected differently by the refined preferred alternative. Section 5 presents the effects analysis by application of the criteria of adverse effect to the historic properties described in Section 4, and Section 6 presents the conclusions of this FOE Addendum.

Figures depicting the project vicinity, location, plan, and visual simulations are located in Appendix A (Figures 1–13).

Please refer to the final FOE appendices for additional information, including tables listing the historic properties within the Focused APE, along with the effects on those historic properties under each alternative proposed for this project. The final FOE also includes the conceptual mitigation plan that has been used as the basis for developing the Memorandum of Agreement (MOA) to address adverse effects the project will have on historic properties, along with a report on the cultural landscape of the Presidio NHLD. This FOE Addendum also addresses the conclusions of additional or revised technical studies that were prepared after completion of the final FOE, including the report Garavaglia Architecture Inc. (Garavaglia) prepared, "Relocation Feasibility Study: Presidio of San Francisco National Landmark District Buildings 201, 204 and 228," in response to comments received regarding the final FOE and subsequent project refinements.[1]

1.2 SUMMARY OF SECTION 106 COMPLIANCE ACTIVITIES TO DATE

As discussed in the final FOE, FHWA established that the Doyle Drive Project is an undertaking for the purposes of Section 106 and that it has the potential to cause effects on historic properties. FHWA, with assistance from Caltrans and other agencies, identified appropriate participants, identified points for seeking public input, and began the process to notify the public regarding the undertaking. Section 106 activities prior to completion of the final FOE included the establishment of the project APE, the identification of historic properties in the APE, consultation with SHPO and ACHP, and an extensive public participation process. Because the Presidio is an NHL, FHWA has also consulted with the Secretary of the U.S. Department of the Interior regarding the effects of the Doyle Drive Project on the NHL. The final FOE continued the Section 106 compliance activities by assessing adverse effects on historic properties within the APE and beginning the process to resolve those adverse effects. Following completion and approval of the final FOE, SFCTA continued the Section 106 process with FHWA, cooperating and responsible agencies, and other interested parties working toward a MOA to resolve adverse effects that the project will have on historic properties in the APE. FHWA will continue to afford ACHP, the Department of the Interior, SHPO, other agencies, interested parties, and the public reasonable opportunity to comment on the undertaking and its effects on historic properties.

This FOE Addendum supplements the Section 106 activities that have occurred to date by identifying and clarifying the nature of the potential adverse effects of the project refinements on historic properties. This report also provides information regarding the effects that possible relocation of Buildings 201, 204, and 228 would have if such relocation were carried out as part of the mitigation measures for this project. This information is intended to inform the lead agencies, other agencies, and interested parties of the potential outcomes of the mitigation measures that have been proposed for those buildings.

1.3 BRIEF DESCRIPTION OF HISTORIC PROPERTIES WITHIN APE

APEs were established early in the project and this process is described in the final FOE. The result was the development of two Focused APEs, one for architectural resources and one for archaeological resources. SHPO concurred with FHWA regarding the Focused APEs on October 31, 2001. SHPO reconfirmed on December 17, 2002, that both Focused APEs for this project appeared adequate and met the definition of an APE set forth in 36 CFR 800.16(d). Maps of both Focused APEs are provided in Appendix A. In early 2004, FHWA and Caltrans reviewed the Focused APEs and compared them with the revised Alternative 2 and new Alternative 5 developed after the approval of the previous Focused APEs. FHWA and Caltrans determined that while the Focused APEs had expanded slightly at that time, no additional identification work was needed

[1] Garavaglia Architecture, Inc., "Relocation Feasibility Study: Presidio of San Francisco National Landmark District Buildings 201, 204 and 228," Draft, November 20, 2006.

to comply with 36 CFR 800.4. To obtain agreement for the cooperating agencies, Caltrans sent a letter to NPS and the Trust requesting that they concur in the modification of the Focused APEs and the adequacy of the identification efforts for Alternative 5; the cooperating agencies concurred in September 2004.

The boundary for the Focused APE (Architectural) was defined principally based on potential visual effects, and is much broader than the actual transportation corridor to account for potential indirect effects associated with visual, noise, and other secondary effects. It encompasses the entire Focused APE (Archaeological); therefore, the Focused APE (Architectural) defines the entire survey area for this FOE. For more information regarding the Focused APEs, please refer to the final FOE.

There are six historic properties in the Focused APEs: the Presidio NHLD; Presidio Viaduct on Doyle Drive (Bridge 34 0019); Marina Viaduct on Doyle Drive (Bridge 34 0014); the Doyle Drive portion of the Golden Gate Bridge; archaeological site CA-SFr-6/26; and the Palace of Fine Arts. There are approximately 280 contributing elements of the Presidio NHLD within the Focused APEs. Approximately 70 of these contributing elements are in close proximity to the project area. These contributing elements and their character-defining features were described in the final FOE as part of the general description of the NHLD, the NHLD cultural landscape, or as specific contributing elements of the NHLD, as appropriate. Approximately 210 of the contributing elements of the NHLD are not in close proximity to the alignment of the build alternatives and were listed in Table A in Appendix C of the final FOE.[2] The individually eligible historic properties that are located in the Focused APEs are also described in the final FOE.

The areas encompassed by the Focused APEs were the subject of a variety of surveys before initiation of the Doyle Drive Project. The federal government listed the Presidio as an NHL in 1962 and listed it in the National Register of Historic Places (NRHP) in 1966. Subsequent studies have produced volumes of information on the property. The Keeper of the National Register approved "upgraded NHL documentation" in 1993. The NPS prepared and submitted this documentation as part of the transfer of the Presidio from the military to the NPS.[3] Doyle Drive was identified as a contributor to the NHLD in this documentation. The 1993 documentation states that the Presidio possesses national significance under combined NHL Criteria 1, 4, 5, and 6, and that it possesses national significance under combined NRHP Criteria A, C, and D. In 1997, NPS prepared an NHL nomination for the Golden Gate Bridge. This nomination recognized Doyle Drive as a contributor to the bridge property because the south approach is "functionally and aesthetically integral to the Golden Gate Bridge." Although the Golden Gate Bridge itself is outside the Focused APEs, it was necessary to address the Golden Gate Bridge as a historic property for this undertaking because of Doyle Drive's status as a contributor to that historic property.[4]

This FOE Addendum examines the historic properties in the Focused APEs that could be potentially affected by the refined preferred alternative. The potentially affected resources are contributors to the Presidio NHLD and include elements of the cultural landscape. The Presidio NHLD contributors addressed in this report include, among others, Building 201, Building 204, Building 228, Building 230, and Building 670. This report also addresses the bluff from the vicinity of Battery Blaney eastward, trees near the Stables Area and batteries, and spatial relationships, as well as specific buildings and building clusters, in the former

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[2] This count is based on the extant contributing elements identified in the NPS updated documentation on the Presidio NHLD prepared in 1993. The count does not include contributing elements that have been demolished since 1993. As noted, inventory efforts for this project did not identify additional buildings, structures, objects, or sites that would qualify as contributors to the NHLD. For a description of resource counting within the Presidio NHLD, see National Park Service (NPS), "Presidio ... Registration Forms," 7-17 to 7-24.

[3] National Park Service (NPS), "Presidio ...Registration Forms," October 1993; and NPS and Land and Community Associates, "Cultural Landscape Report, Work in Progress" November 1992.

[4] NPS NHL Nomination, "Golden Gate Bridge," 1997.

Quartermaster Depot along and near Halleck Street and Gorgas Avenue. In addition to the contributors to the NHLD, this report also specifically addresses the Palace of Fine Arts.

1.4 SUMMARY OF HISTORIC PROPERTIES THAT WILL BE ADVERSELY AFFECTED

The Doyle Drive Project will have an adverse effect on historic properties. As identified in the final FOE, historic properties within the Focused APEs would experience adverse effects under either of the build alternatives, and their associated options. The Presidio Parkway Alternative (Alternative 5) was identified as the preferred alternative and further refined. This FOE Addendum examines the historic properties within the Focused APEs that may be adversely affected because of these refinements to the Presidio Parkway Alternative. Most of the effects analysis presented in the final FOE regarding the Presidio Parkway remains valid and is not repeated in this document. In general, the project refinements changed the nature of effect to a limited number of contributing elements of the Presidio NHLD and the effects findings did not generally change as a result. The refinements resulted in a change in the findings for one contributing element, Building 228, which would experience an indirect adverse effect under the refined preferred alternative.

The refined Presidio Parkway Alternative would cause a direct adverse effect on the Presidio NHLD through the destruction or removal of the following contributing elements of the Presidio NHLD: Doyle Drive; Buildings 201, 204, 230, and 670; Bank Street, Vallejo Street, and Young Street. This alternative would also cause direct adverse effects on the Presidio NHLD through the alteration of the following contributing elements: Park Presidio Boulevard (SR 1), Battery Blaney Road, Crissy Field Avenue, Cowles Street, Girard Road, Gorgas Avenue, Halleck Street, Mason Street, and Lincoln Boulevard (36 CFR 800.5[a][2][ii]).

The refined Presidio Parkway Alternative would cause an indirect adverse effect on the Presidio NHLD cultural landscape by introducing visual elements that would diminish the integrity of the linkage and physical plan of district property (36 CFR 800.5[a][2][v]). This alternative would not introduce auditory or vibratory elements that would have an indirect adverse effect on the Presidio NHLD as a whole, nor would it cause an indirect (visual, auditory, or vibratory) adverse effect to specific contributing elements of the Presidio NHLD (36 CFR 800.5[a][2][v]), except Building 228. The refined Presidio Parkway Alternative would not cause an adverse indirect effect through the neglect of contributing elements (36 CFR 800.5[a][2][vi]), or their transfer, lease, or sale out of federal ownership (36 CFR 800.5[a][2][vii]).

The refined Presidio Parkway Alternative would cause an adverse cumulative effect on the Presidio NHLD when considered in conjunction with past, present, and future projects. This alternative does not resemble the existing Doyle Drive facility in overall location, massing, and scale, and it includes the introduction of tunnel structures and changes in the horizontal and vertical alignment of Doyle Drive. The direct and indirect adverse effects on the Presidio NHLD (and its cultural landscape), that would result from construction of this alternative are predicted to cause an adverse cumulative effect on the Presidio NHLD and cultural landscape in conjunction with past, present, and future projects (36 CFR 800.5[a][1]).

The refined Presidio Parkway Alternative would also cause a direct adverse effect to the Presidio Viaduct on Doyle Drive (Bridge 34 0019) as an individual historic property, to the Marina Viaduct on Doyle Drive (Bridge 34 0014) as an individual historic property, and to the Golden Gate Bridge through the destruction of Doyle Drive, which is a contributing element of the bridge property (36 CFR 800.5[a][2][i]). The refined alternative would not cause a direct adverse effect to the Palace of Fine Arts as an individual property (36 CFR 800.5[a][2]). This alternative would cause an indirect adverse effect and adverse cumulative effect on the Golden Gate Bridge because it would introduce non-historic elements in place of existing contributing elements of the bridge property (36 CFR 800.5[a][1], 800.5[a][2][v]). The refined alternative would not introduce auditory or vibratory elements that would diminish the integrity of the Golden Gate Bridge or Palace of Fine Arts (36 CFR 800.5[a][2][v]). The Presidio Parkway Alternative, as refined, would not cause an adverse indirect effect to any historic property through neglect (36 CFR 800.5[a][2][vi]).

1.5 HISTORIC PROPERTIES THAT WILL NOT BE ADVERSELY AFFECTED

Historic properties within the Focused APEs that will not be adversely affected by the refined Presidio Parkway Alternative include portions of the Presidio NHLD, archaeological site CA-SFr-6/26, and Palace of Fine Arts. There are approximately 280 contributing elements of the Presidio NHLD within the Focused APEs. Approximately 210 of these features are not in close proximity to the project alignment and will not experience a direct, indirect, or cumulative adverse effect largely because of their distance from the project. Several of the contributing elements of the Presidio NHLD are located near existing Doyle Drive and would also be located near the new Doyle Drive alignment upon its completion with the project refinements. In most cases, this proximity does not appear to have an adverse effect to these contributing features because it does not diminish the qualities of their significance.

SECTION 2: DESCRIPTION OF THE UNDERTAKING

This section provides an overview of the alternatives that were included in the detailed analysis within the *South Access to the Golden Gate Bridge – Doyle Drive Project Draft Environmental Impact Statement/Report* (DEIS/R), refinements to the Presidio Parkway Alternative, and the identification of a preferred alternative.

2.1 OVERVIEW

Doyle Drive is located in the Presidio of San Francisco, in the northern part of the City of San Francisco at the southern approach to the Golden Gate Bridge (see Figure 1 in Appendix A). In 1994, when the US Army transferred jurisdiction of the Presidio to the NPS, it became part of the National Park system and Golden Gate National Recreation Area (GGNRA). In 1998, management of the Presidio was divided between two federal agencies: the Trust, the agency responsible for oversight of 80 percent of the Presidio delineated as Area B; and the NPS, which is responsible for management of the coastal portions of the park (the remaining 20 percent) that are delineated as Area A. Doyle Drive lies predominately within the Area B lands managed by the Trust with only construction access areas extending into Area A. The Presidio has also been designated a National Historic Landmark District (NHLD) since 1962 with the Doyle Drive roadway determined to be a contributing element to that landmark.

Doyle Drive, the southern approach of Route 101 to the Golden Gate Bridge, is 2.4 kilometers (1.5 miles) long with six traffic lanes. There are three San Francisco approach ramps which connect to Doyle Drive: one beginning at the intersection of Marina Boulevard and Lyon Street; one at the intersection of Richardson Avenue and Lyon Street; and one where Veterans Boulevard (State Route 1) merges into Doyle Drive approximately 1.6 kilometers (1 mile) west of the Marina Boulevard approach (see Figure 1 in Appendix A). Doyle Drive passes through the Presidio on an elevated concrete viaduct (low-viaduct) and transitions to a high steel truss viaduct (high-viaduct) as it approaches the Golden Gate Bridge Toll Plaza.

Doyle Drive was built in 1936 and it is approaching the end of its useful life, although regular maintenance, seismic retrofit, and partial rehabilitation activities are keeping the structure safe in the short term. However, further structural degradation caused by age and the effects of heavy traffic and exposure to salt air will cause the structures to become seismically and structurally unsafe in the coming years. In addition, the eastern portion of the aging facility is located in a potential liquefaction zone identified on the State of California Seismic Hazard Zones map (dated August 2000).

Currently, Doyle Drive has nonstandard design elements, including travel lanes from 2.9 to 3.0 meters (9.5 to 10.0 feet) in width, no fixed median barrier, no shoulders and exit ramps that have tight turning radii. During peak traffic hours, plastic pylons are manually moved to provide a median lane as well as to reverse the direction of traffic flow of several lanes (Project Study Report: Doyle Drive Reconstruction, 1993).

2.2 PROJECT PURPOSE

The purpose of the Doyle Drive Project is to replace Doyle Drive in order to improve the seismic, structural, and traffic safety of the roadway within the setting and context of the Presidio and its purpose as a National Park.

2.3 ALTERNATIVES DEVELOPMENT

The build alternatives for the Doyle Drive Project were developed with input from public scoping and reflected the parkway concept that evolved from previous studies. Through the screening analysis, six alternatives were selected for consideration in the preliminary environmental analysis: Alternative 1, No-Build; Alternative 2, Replace and Widen; Alternatives 3a and 3b, Long Tunnels; and Alternatives 4a and 4b, Short Tunnels.

Following the completion of the preliminary environmental analysis in 2002, a fifth alternative, the Presidio Parkway, was added to the list of alternatives for more detailed study. In comparison to the tunnel alternatives it was determined that Alternative 5, Presidio Parkway, would provide all the benefits and functions of Alternatives 3a, 3b, 4a, and 4b with less cost, construction duration, and environmental impact. Hence, in November 2003 the four tunnel alternatives were recommended to be removed from further consideration and analysis in the DEIS/R.

At a public meeting held in February 2004, the public agreed with the decision to drop Alternatives 3a, 3b, 4a, and 4b and retain Alternative 1, No-Build; Alternative 2, Replace and Widen; and Alternative 5, Presidio Parkway for consideration in the DEIS/R.

The DEIS/R was circulated for public comment in December 2005 and the comment period closed on March 31, 2006. There were two public hearings during the public comment period to present the proposed alternatives to the public and solicit their comments on the alternatives. In addition, several informal workshops were held to enhance the public's understanding of the alternatives, gather input, and review proposed design refinements. The recommendation of a preferred alternative was made based on the refined alternatives.

2.3.1 Project Alternatives

This section describes the build alternatives presented in the DEIS/R, the preferred alternative, and the No-Build Alternative in terms of physical and operating characteristics and identifies the recommended preferred alternative. As shown in Figure 1 in Appendix A, the limits of the project study area are from Merchant Road, just south of the Golden Gate Bridge Toll Plaza, to the intersection of Lombard Avenue/ Broderick Street and Marina Boulevard/ Broderick Street. During the screening process, all alternatives were evaluated for their ability to meet the project's purpose and need.

2.3.1.1 Alternative 1: No-Build Alternative

The No-Build Alternative represents the future year conditions if no other actions are taken in the study area beyond what is already programmed by the year 2020 (Figure 2 in Appendix A). It is the baseline condition and future travel conditions against which all other alternatives are compared. Doyle Drive would remain in its current configuration (i.e., "No-Build"): 2.4 kilometers (1.5 miles) long with six traffic lanes ranging in width from 2.9 to 3 meters (9.5 to 10 feet) wide. No fixed median barriers or shoulders currently existing on Doyle Drive, and the roadway passes through the Presidio on one high steel truss viaduct and one low elevated concrete viaduct with lengths of 463 meters (1,519 feet) and 1,137 meters (3,730 feet), respectively. The height of the high-viaduct varies from twenty to 35 meters (66 to 115 feet) above the ground surface while the low viaduct has an average height of 8 meters (26 feet) above existing ground surface.

Vehicular access to the Presidio is available from Doyle Drive via the off-ramp to Merchant Road at the Golden Gate Bridge Toll Plaza. Presidio access at the east end of the project will be provided for southbound traffic via a right turn from Richardson Avenue to Gorgas Avenue. Presidio access for northbound traffic is provided by a slip ramp from Richardson Avenue to Gorgas Avenue.

This alternative considers those operational and safety improvements that have been planned and programmed to be implemented by the year 2020. This alternative is required of all federal and state planning guidelines. The No-Build Alternative does not improve the seismic, structural, and traffic safety of the roadway.

There is a proposed rehabilitation project for the high-viaduct programmed for 2006. The proposed structure rehabilitation project would maintain the load-carrying capacity of the current structure but would not bring the structure up to current standards and would not address the deck, rails, lighting standards, narrow lanes, and no shoulders. The seismic, structural, and traffic safety of the structure would still be below standard after this project is complete. Furthermore, the project is only intended as an interim measure to keep the structure fully operational until it can be replaced.

2.3.1.2 Alternative 2: Replace and Widen Alternative

The Replace and Widen Alternative would replace the 463-meter (1,519-foot) long high-viaduct and the 1,137-meter (3,730-foot) long low-viaduct with new structures that meet the most current seismic and structural design standards (Figure 3 in Appendix A). The height of the high-viaduct would vary from 20 to 35 meters (66 to 115 feet) above the ground surface. The low-viaduct would have an average height of approximately 10 meters (33 feet) for the No Detour Option and approximately 8 meters (26 feet) for the Detour Option. The new facility would be replaced on the existing alignment and widened to incorporate improvements for increased traffic safety.

This alternative would include three 3.6-meter (12-foot) lanes in each direction with 3.0-meter (10-foot) outside and inside shoulders. In addition, the facility would include a 3.6-meter (12-foot) auxiliary lane in the eastbound direction from the Park Presidio interchange to the Richardson Avenue ramp. The new facility would have an overall width of 37.8 meters (124 feet). The new facility would require a localized westbound lane width reduction to 3.3 meters (11 feet) and inside shoulder reduction to 0.6 meters (2 feet) to avoid impacts on the historic batteries and Lincoln Boulevard, reducing the facility width to 32.4 meters (106 feet). At the Park Presidio interchange, the two ramps connecting eastbound Doyle Drive to northbound Veterans Boulevard and the ramp connecting westbound Doyle Drive to southbound Veterans Boulevard would be reconfigured to improve traffic safety and accommodate the new facility. The Replace and Widen Alternative would operate similar to the existing facility except that there would be a median barrier and inside and outside shoulders to accommodate disabled vehicles. The Replace and Widen Alternative includes two options for the construction staging.

- **No Detour Option.** The widened portion of the new facility would be constructed on both sides and above the existing low-viaduct and would maintain traffic on the existing structure. Traffic would be incrementally shifted to the new facility as it is widened over the top of the existing structure. Once all traffic is on the new structure, the existing structure would be demolished and the new portions of the facility would be connected. To allow for the construction staging using the existing facility, the new low-viaduct would be constructed 2 meters (6 feet) higher than the existing low-viaduct structure.
- **With Detour Option.** A 20.4-meter (67-foot) wide temporary detour facility would be constructed to the north of the existing Doyle Drive to maintain traffic through the construction period. Access to Marina Boulevard during construction would be maintained on an elevated temporary structure south of Mason Street. On and off ramps for the mainline detour facility would connect to existing Marina Boulevard/Lyon Street intersection.

Vehicular access to the Presidio is available from Doyle Drive via the on- and off-ramps to Merchant Road at the Golden Gate Bridge Toll Plaza. Access to Lincoln Boulevard and the Presidio from Merchant Road is via roads that service Golden Gate Bridge, Highway and Transportation District (GGBHTD) facilities such as its maintenance and administration buildings and visitor areas. Presidio access at the east end of the project will be provided for southbound traffic via a right turn from Richardson Avenue to Gorgas Avenue. There would be no Presidio access for northbound traffic at the east end of Doyle Drive due to geometric constraints and concerns for traffic safety.

Retaining walls would be required at the Park Presidio interchange to accommodate the ramp realignments. A retaining wall would also be constructed on the south side of the facility along the constrained section between the National Cemetery and the historic batteries.

2.3.1.3 Alternative 5: Presidio Parkway Alternative

The Presidio Parkway Alternative would replace the existing facility with a new six-lane facility and an eastbound auxiliary lane, between the Park Presidio interchange and the new Presidio access at Girard Road (Figure 4 in Appendix A). The new facility would consist of two 3.3-meter (11 foot) lanes and one 3.6-meter (12 foot) outside lane in each direction with 3.0-meter outside shoulders and 1.2-meter inside shoulders. In addition, a 3.3-meter (11 foot) auxiliary lane runs along southbound Doyle Drive from the Park Presidio Interchange to the Girard Road exit ramp. The width of the proposed landscaped median varies

from 5.0 meters (16 feet) to 12.5 meters (41 feet). The total roadway width would be 32.1 meters (105.3 feet), and the overall facility width including the median would vary from 37.1 to 44.6 meters (121.7 to 146.3 feet). To minimize impacts on the park, the footprint of the new facility would include a large portion of the existing facility's footprint east of the Park Presidio interchange.

A 450-meter (1,476-foot) long high-viaduct would be constructed between the Park Presidio interchange and the San Francisco National Cemetery. The height of the high-viaduct would vary from twenty to 35 meters (66 to 115 feet) above the ground surface. Shallow cut-and-cover tunnels would extend 240 meters (787 feet) past the cemetery to east of Battery Blaney. The facility would then continue towards the Main Post in an open depressed roadway with a wide, heavily landscaped median.

From Building 106 (Band Barracks) cut-and-cover tunnels up to 310 meters long (984 feet) would extend to east of Halleck Street. The amount of fill over the tunnels is being coordinated with the Trust based on requirements of the Vegetation Management Plan. The expected minimum depth is two meters (6 feet). The facility would then rise slightly on a low level causeway 160 meters (525 feet) long over the site of the proposed Tennessee Hollow restoration and a depressed Girard Road. The low causeway would rise to approximately four meters (13 feet) above the surrounding ground surface at its highest point. East of Girard Road the facility would return to existing grade north of the Gorgas warehouses and connect to Richardson Avenue. The proposed facility would provide a transition zone starting from the Main Post tunnel to reduce vehicle speeds prior to entering city streets. A motor control and switchgear room to operate the tunnel life safety equipment would be integrated with the Main Post tunnels.

The Presidio Parkway Alternative would include an underground parking facility up to four meters (12 feet) deep at the eastern end of the alignment between the Mason Street warehouses and Gorgas Street warehouses. The parking garage would supply approximately 500 spaces to maintain the existing parking supply in the area and improve pedestrian and vehicular access between the Presidio and the Palace of Fine Arts.

- **Merchant Road Option.** At the intersection with Merchant Road, just east of the toll plaza, a design option has been developed for a Merchant Road slip ramp. This option would provide an additional new connection from westbound Doyle Drive to Merchant Road. This ramp would provide direct access to the Golden Gate Visitors' Center and alleviate the congested weaving section where northbound Veterans Boulevard merges into Doyle Drive.

The Park Presidio interchange would be reconfigured due to the realignment of Doyle Drive to the south. The exit ramp from eastbound Doyle Drive to southbound Veterans Boulevard would be replaced with standard exit ramp geometry and widened to two lanes. The loop of the westbound Doyle Drive exit ramp to southbound Veterans Boulevard would be improved to provide standard exit ramp geometry. The northbound Veterans Boulevard connection to westbound Doyle Drive would be realigned to provide standard entrance ramp geometry. There are two options for the northbound Veterans Boulevard ramp to an eastbound Doyle Drive connection:

- **Loop Ramp Option.** Replace the existing ramp with a loop ramp to the left to reduce construction close to the Cavalry Stables and provide standard entrance and exit ramp geometry.
- **Hook Ramp Option.** Rebuild the ramp with a similar configuration as the existing directional ramp with a curve to the right and improved exit and entrance geometry.

The Presidio Parkway Alternative includes two options for direct access to the Presidio and Marina Boulevard at the eastern end of the project:

- **Diamond Option.** The Diamond option would provide direct access to the Presidio and indirect access to Marina Boulevard in both directions via access ramps from Doyle Drive connecting to an extension of Girard Road. East of the new Letterman garage, Gorgas Avenue is a one-way street and connects to Richardson Avenue with access to Palace Drive via a signalized intersection at Lyon Street.
- **Circle Drive Option.** This option would provide direct access to the Presidio and indirect access to Marina Boulevard for eastbound traffic via access ramps connecting to an extension of Girard Road.

Westbound traffic from Richardson Avenue would access the Presidio through a jug handle intersection to Gorgas Avenue.

Included in both the Diamond and Circle Drive options are extended bus bays on both sides of Richardson Avenue that would accommodate up to four buses each and improved crosswalks to provide safer and enhanced pedestrian circulation in the area. The extended bus bays would keep the buses out of the main flow of traffic during stops, provide safer merging capability for the buses, and facilitate transfers between Golden Gate Transit, Muni, and PresidioGo vehicles.

Retaining walls would be required at the Park Presidio interchange to accommodate the reconstruction of the ramps. A retaining wall up to eight meters (26 feet) would be constructed along the south side of the facility between the Battery and Main Post tunnels. Retaining walls would also be required in the eastern end of the alignment primarily along the extended Girard Road. Fences would be required along the edge of the at-grade portions of the roadway to restrict pedestrian access onto the roadway.

2.3.2 Refinements to Presidio Parkway Alternative

In response to comments received during the public circulation period and to address traffic circulation, tidal inundation issues, the elimination of the underground parking below Doyle Drive, and the provision of additional surface parking to more closely match the existing condition, the following refinements were made to the Presidio Parkway Alternative.

- The Hook Ramp option at the Park Presidio interchange was modified to reuse portions of the existing ramps to reduce impacts on resources while achieving similar improvements to traffic safety.
- In order to simplify construction a portion of the alignment west of the Battery tunnels was adjusted to accommodate single stage construction of each tunnel structure.
- To reduce disturbance to the existing bluff, the refined alternative proposes to raise the profile of the southbound lanes by up to 3 meters (10 feet). The change in profile will need to balance the need to reduce impacts on the bluff with the potential for greater noise impacts and visual intrusion. To further retain the cultural relationship between the upper and lower portions of the Presidio, the landscaping over the Main Post tunnels would recreate the bluff north of the tunnels.
- The accommodation of marsh expansion in to the project corridor would subject the proposed facility to coastal events such as storm surge and tsunamis. In order to meet serviceability design criteria, the profile needed to be raised so that the proposed structures would clear the 100-year tsunami elevation of 3.4 meters NAVD88. To accommodate the revised mainline profile, the profile of Halleck Street would have to be raised by an additional 0.8 meter (2.6 feet) at the north face of building 228, with the crest of Halleck Street at elevation 10 meters (32.8 feet), similar to the previous alternative.
- The revised profile of the mainline facilitated the creation of greater separation between the northbound and southbound roadways over the future marsh expansion area provided an opportunity for increased light penetration to the ground. The additional curvature to the southbound roadway also enhanced the traffic calming impact of the roadway, reducing traffic speeds before reaching city streets.
- By redesigning the Richardson connection as ramps connecting to an urban street, rather than mainline segments, the traffic balance between Richardson Avenue and Marina Boulevard is more closely matched to the existing condition in the refined alternative.
- In conjunction with the realignment of the southbound roadway, the intersection of the off-ramp to Girard Road was moved 20 meters (66 feet) south. This moved the connection along Gorgas Avenue away from the Gorgas Avenue warehouses, thereby preserving the streetscape in front of the buildings.
- The intersection for the northbound on-ramp was also moved 20 meters (66 feet) south. In conjunction with reducing the northbound off-ramp from two lanes to one lane, much of the landscaping area west of the Palace of Fine Arts was preserved.
- In response to the plans by San Francisco Department of Recreation and Parks (SFDRP) for the rehabilitation of the Palace of Fine Arts and surrounding grounds, the refined alternative maintains Palace Drive as a two-way road and accommodates the proposed modifications planned by SFDRP at

north and south ends where Palace Drive connects to Lyon Street. Based on comments from the Lyon Street residents the preferred alternative will also maintain Lyon Street as a two-way street with connection to Bay Street.

- To enhance pedestrian safety and accessibility the proposed design would provide pedestrian access under Doyle Drive from the Gorgas warehouses to the Palace of Fine Arts and under Girard Road from the Palace of Fine Arts to the Mason Street warehouses.
- The refinements to the alternative also include a parking concept also that maintains a similar parking supply to the existing condition. The main features are:
  - Eliminate underground parking below Doyle Drive;
  - Redesign parking west of Palace Drive and south of Mason Street warehouses as surface parking rather than underground parking;
  - Modify Palace Drive to provide perpendicular parking on both sides of a two-way Palace Drive;
  - Provide surface parking behind the Gorgas warehouses; and
  - Provide on-street parking along Gorgas Avenue.

The Doyle Drive Subcommittee to the Citizens' Advisory Committee (CAC), the Doyle Drive Executive Committee comprised of lead, cooperating, and responsible agencies and the CAC all held meetings in July 2006 to consider recommendations for a preferred alternative and design options. All three groups made identical recommendations for selection of the Presidio Parkway and design options. The recommendations were: Alternative 5; Presidio Parkway, with specific design elements including the modified Hook Ramp Option for the Presidio Parkway Interchange; and the Diamond Option for Presidio Access. The groups did not support the Merchant Road Slip Ramp option. In addition, the subcommittee voted to support three design refinements: 1) move Girard Intersection south, 2) restrict Lyon Street connection for the Presidio and 3) reserve additional right-of-way for the connection from Marina Boulevard to Doyle Drive.

2.3.3 Preferred Alternative: Refined Presidio Parkway Alternative

In the fall of 2006, the SFCTA identified the refined Presidio Parkway Alternative as the preferred alternative. This alternative was selected as the preferred alternative by the cooperating and responsible agencies following input from the twenty-two member citizens' advisory subcommittee. The Presidio Parkway Alternative is the alternative that best corrects the unsafe conditions on Doyle Drive while causing the least possible harm to the natural, cultural, and recreational resources of the Presidio. The Parkway Alternative best meets the purpose and need of the project and achieves the majority of the stated objectives. It replaces the existing Doyle Drive within the context of the Presidio and its function as a national park, provides more "park land" over the tunnels, improves access to the park, and is designed as a better fit into the landscape. The Presidio Parkway Alternative will replace the aging, narrow, seismically vulnerable structures with a beautifully landscaped parkway and will reconnect Crissy Field and the upper portions of the Presidio, thus benefiting millions of visitors who use the park every year.

The refined Presidio Parkway Alternative would replace the existing facility with a new six-lane facility and an eastbound auxiliary lane, between the Park Presidio interchange and the new Presidio access at Girard Road. (See Figures 5 and 8 in Appendix A) The new facility would consist of two 3.3-meter (11 foot) lanes and one 3.6-meter (12 foot) outside lane in each direction with 3.0-meter outside shoulders and 1.2-meter inside shoulders. The southbound direction would include a 3.3-meter (11 foot) auxiliary lane from the Park Presidio Interchange to the Girard Road exit ramp. The width of the proposed landscaped median would vary from 5.0 meters (16 feet) to 12.5 meters (41 feet). The total roadway width would be 32.1 meters (105.3 feet), and the overall facility width including the median would vary from 37.1 to 44.6 meters (121.7 to 146.3 feet). To minimize impacts on the park, the footprint of the new facility would overlap with a large portion of the existing facility's footprint east of the Park Presidio interchange. This alternative would not preclude GGBHTD's parking of the moveable median barrier machine in the median of Doyle Drive south of the toll plaza.

A 390-meter (1,279-foot) long high-viaduct would be constructed between the Park Presidio interchange and the San Francisco National Cemetery. The height of the high-viaduct would vary from 20 to 35 meters (66 to 115 feet) above the ground surface. Shallow cut-and-cover tunnels would extend 260 meters (853 feet) past

the cemetery to east of Battery Blaney. The facility would then continue towards the Main Post in an open at-grade roadway with a wide heavily landscaped median. A retaining wall between 4 to 8 meters (13 to 26 feet) high would be constructed along the south side of the facility between the Battery and Main Post tunnels. A landscaped berm would be constructed along the north side of the facility to shield park visitors from the proposed facility.

From Building 106 (Band Barracks), cut-and-cover tunnels up to 310 meters long (1,017 feet) would extend to east of Halleck Street. The amount of fill over the tunnels is being coordinated with the Trust based on requirements of the Vegetation Management Plan. The expected minimum depth to support native vegetation is 2 meters (6 feet). The facility would then rise slightly on a low level causeway 185 meters (607 feet) long over the site of the proposed Tennessee Hollow restoration and then pass over a depressed Girard Road. The low causeway would rise to approximately 3 meters (10 feet) above the surrounding ground surface at its highest point. East of Girard Road the facility would return to existing grade north of the Gorgas warehouses and connect to Richardson Avenue. The proposed facility would provide a transition zone starting from the Main Post tunnel to reduce vehicle speeds prior to entering city streets. A motor control and switchgear room to operate the tunnel life safety equipment would be integrated with the Main Post tunnels.

The Park Presidio interchange would be reconfigured due to the realignment of Doyle Drive to the south. The exit ramp from eastbound Doyle Drive to southbound Veterans Boulevard would be replaced with standard exit ramp geometry and widened to two lanes. The loop of the westbound Doyle Drive exit ramp to southbound Veterans Boulevard would be improved to provide standard exit ramp geometry. The northbound Veterans Boulevard connection to westbound Doyle Drive would be realigned to provide standard entrance ramp geometry. The northbound Veterans Boulevard connection to eastbound Doyle Drive would be reconstructed in a similar configuration as the existing directional ramp with improved sight lines and exit and entrance geometry.

The profile of Halleck Street would be raised to accommodate the construction of the Main Post tunnel. Additionally, realignment of Halleck Street would move the intersection with Mason Street 40 meters (131 feet) to the east. At the intersection, the profile of Mason Street would be raised 1 meter (3 feet) to accommodate the modified Halleck Street profile. Mason Street would conform to the existing road 60 meters (200 feet) on either side of the intersection (at least 40 meters [131 feet] east of the Crissy Center). The raised portion of Mason Street would be supported on fill with gentle slopes that would be landscaped to match the surrounding area.

The Preferred Alternative would provide direct access to the Presidio and indirect access to Marina Boulevard in both directions via access ramps from Doyle Drive connecting to an extension of Girard Road. East of the new Letterman garage, Gorgas Avenue is a one-way street with a signalized intersection at Richardson Avenue. North of Richardson Avenue, Lyon Street would remain in its existing configuration that provides access to the two-way Palace Drive. The surface parking spaces would be reconfigured to maintain the existing parking supply in the area and improve pedestrian access between the Presidio and the Palace of Fine Arts. This work would be conducted in such a way to accommodate the SFDRP's planned improvements to Palace Drive, which are currently in the early planning stages.

The Preferred Alternative would include extended bus bays on both sides of Richardson Avenue that would accommodate up to four buses each and improved crosswalks to provide safer and enhanced pedestrian circulation in the area. The extended bus bays would keep the buses out of the main flow of traffic during stops, provide safer merging capability for the buses, and facilitate transfers between Golden Gate Transit, Muni, and PresidioGo vehicles.

Retaining walls would be required at the Park Presidio interchange to accommodate the reconstruction of the ramps. Retaining walls would also be required in the eastern end of the alignment primarily along the extended Girard Road. Fences would be required along the edge of the at-grade portions of the roadway to restrict pedestrian access onto the roadway.

2.3.4 Options Not Selected

Reconfigured surface parking was selected over an underground parking facility due to improved pedestrian and vehicular circulation achieved with surface parking and the avoidance of potential disturbance to the existing groundwater regime and archaeological impacts. The underground facility would have been up to 4 meters (12 feet) deep at the eastern end of the alignment between the Mason Street warehouses and Gorgas Street warehouses and supplied supply approximately 500 spaces to maintain the existing parking.

The Merchant Road Option was not included in the preferred alternative because the additional impacts were considered too great to justify the improved access to Merchant Road. The construction of the slip ramp would take an additional 0.5 hectares (1.2 acres) of parkland, require the removal of four residential buildings along Armistead Road and increase construction costs by $28.1 million. The improvements to weekday p.m. traffic operations could be achieved through the addition of a all-way stop sign at the northern terminus of Merchant Road and weekend congestion reduced through improvements to the Golden Gate Bridge visitors' parking lot, which are not part of the Doyle Drive project.

The Loop Ramp Option at the Park Presidio interchange was not selected due to the increased impacts on biological resources and intrusion into scenic vistas. Careful design of the ramp connecting northbound Veteran Boulevard to southbound Doyle Drive minimized any impacts on Cavalry Hollow; hence, the take of an additional 0.6 hectares (1.4 acres) needed to construct the Loop Ramp option was not justified.

Since the development of the Circle Drive Option as presented in the DEIS/R, the SFDRP advanced their plans for the rehabilitation of the Palace of Fine Arts and identified the need to retain Palace Drive as a two-way street. Although many configurations were developed, the Circle Drove Option remained incompatible with a two-way Palace Drive. Residents along Lyon Street were also adamant that Lyon Street should remain as a two-way street. In addition, the construction of Circle Drive would require the removal of Building 1151, the historic pool building. Because the refined Diamond Option accommodates two-way Palace Drive and Lyon Street and retains the pool building, the Circle Drive option was eliminated.

SECTION 3: PUBLIC PARTICIPATION

3.1 COORDINATION WITH AGENCIES, INTERESTED PARTIES, AND THE PUBLIC

This chapter describes the public outreach and agency coordination activities undertaken since the issuance of the *Finding of Effect for the South Access to the Golden Gate Bridge – Doyle Drive* in December 2005. Meetings to inform and involve interested parties in the Section 106 process are listed in Table 1 below.

3.2 PUBLIC AND AGENCY COORDINATION

The project team conducted multiple design workshops to seek input on different elements of the project and to develop appropriate design refinements. Two workshops focused primarily on avoiding and minimizing impacts to cultural resources. These workshops assisted in identifying design refinements to address concerns of interested agencies, organizations, and residents and included participation by several interested parties to Section 106 of the National Historic Preservation Act. In addition, the Executive Committee, whose members represent all lead, cooperative, and responsible agencies, conducted five meetings during the release of the DEIS/R, identification of the preferred alternative, and preparation of the Final EIS/R.

3.3 INTERESTED PARTY CONSULTATION

In compliance with Section 106 of the National Historic Preservation Act, meetings have been ongoing with several historic preservation groups with an interest in the resources at the Presidio. Specifically, numerous meetings have been held with members of the Fort Point and Presidio Historical Association, the California Heritage Council, and San Francisco Architectural Heritage to review their concerns about the project and to facilitate their participation in the Section 106 compliance process. Currently, they are participating in the development of the MOA and the built environment treatment plan.

3.4 NATIVE AMERICAN CONSULTATION

Through the consultation process, local Native Americans—the Ohlone—have been involved in all aspects of the investigation and planning for this project. Participants have contributed their knowledge to the process and, as a result, have assisted in the overall assessment of significance and potential impacts. In December 2005, members of the Ohlone community who had been participating in the project were sent copies of the final FOE document. In addition, on September 21, 2006, the Ohlone were invited to a workshop to participate in the development of the MOA, and on October 25, 2006, and January 29, 2007, representatives attended a meeting to participate in the development of an archaeological treatment plan being prepared for the project.

TABLE 1. PUBLIC OUTREACH FOR CULTURAL RESOURCES

Date	Meeting
02/22/06	Alternatives Workshop—Cultural & Natural Resources
03/15/06	Design Workshop
02/23/06	Meeting with California Heritage Council; Fort Point and Presidio Historical Society; San Francisco Architectural Heritage
04/05/06	MOA Workshop
05/03/06	MOA Workshop
07/27/06	MOA Workshop
07/27/06	MOA Workshop
09/11/06	MOA Workshop with State Historic Preservation Office and Advisory Council on Historic Preservation
09/21/06	Meeting with Members of Ohlone Community
09/27/06	Built Environment Treatment Plan Meeting with members of the California Heritage Council; Fort Point and Presidio Historical Society; San Francisco Architectural Heritage
10/25/06	Archaeological Treatment Plan Meeting with members of Ohlone Community
1/29/07	MOA and Archaeological Treatment Plan Meeting with members of Ohlone Community

SECTION 4: DESCRIPTION OF HISTORIC PROPERTIES

There are six historic properties in the Focused APEs: Presidio NHLD; the Presidio Viaduct on Doyle Drive (Bridge 34 0019), the Marina Viaduct on Doyle Drive (Bridge 34 0014), the Doyle Drive portion of the Golden Gate Bridge, archaeological site CA-SFr-6/26, and the Palace of Fine Arts. There are approximately 280 contributing elements of the Presidio NHLD within the Focused APEs. Approximately 70 contributing elements of the NHLD are in close proximity to the project area and were addressed in the final FOE because of the potential for them to experience an adverse effect under one or more of the alternatives discussed in that document. This section of the FOE Addendum provides descriptions of the buildings, structures, and landscape elements that could be potentially affected differently because of the project refinements than as analyzed in the final FOE. The application of the criteria of adverse effect to these buildings, structures, and landscape features is presented in Section 5 of this addendum.

The description of resources in this section is a summary of the resources that could be potentially affected by the project refinements. The description of the Presidio NHLD within the Focused APEs presented in this section is organized by planning district as defined by the *Presidio Trust Management Plan: Land Use Policies for Area B of the Presidio of San Francisco* (PTMP) (Figure 9 in Appendix A). This organization is the same as the description of resources in the final FOE for ease of cross-reference between the documents.[5] Except for the Palace of Fine Arts (an individual historic property), and the Golden Gate Bridge (an individual historic property to which Doyle Drive is a contributing element), resources addressed in this FOE Addendum are located in three planning districts.

4.1 SAN FRANCISCO PRESIDIO NATIONAL HISTORIC LANDMARK DISTRICT

The buildings and landscape features addressed in this FOE Addendum are all within the Presidio NHLD and are all contributing elements of the Presidio NHLD, except the Palace of Fine Arts which is listed individually in the NRHP. In general, the Presidio NHLD is made up of several areas of historic development, including the Main Post, the Letterman Hospital area, the former Quartermaster Depot, the San Francisco National Cemetery, Fort Winfield Scott, Crissy Field, Fort Point National Historic Site, and Fort Point U.S. Coast Guard Station. Since becoming a National Park, NPS and the Trust have organized the Presidio NHLD into park planning districts that are largely based on these historic areas, as discussed in the final FOE.[6]

The Cultural Landscape Report prepared in 2004 as part of the final FOE supplemented the 1993 Presidio NHLD update. The landscape report was prepared to provide more detailed information regarding the Presidio cultural landscape within the Focused APE (Architectural) so that potential effects could be more accurately determined.[7] The Cultural Landscape Report was provided as Appendix E in the final FOE.

The intent of this FOE Addendum is to provide property descriptions and effects analysis for those built environment and landscape resources that could potentially be affected by the refinements made to the preferred alternative. See Section 4 of the final FOE for a description of properties that are not specifically

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[5] Presidio Trust, "Overview," *Presidio Trust Management Plan: Land Use Policies for Area B of the Presidio of San Francisco*, http://www.presidiotrust.gov/ptip/ptmp.asp, as accessed August 10, 2002.

[6] NPS, "Presidio ... Registration Forms," 7-2 and 7-3.

[7] It should be noted that the term *cultural landscape* has been used in this report because it is generally accepted to include all of the various *types* of historic landscapes: historic sites, historic designed landscapes, historic vernacular landscapes, and ethnographic landscapes. (Birnbaum and Peters 1996: 4).

discussed below (those properties that are not anticipated to be affected by the refinements). The property descriptions in this section are organized in the same manner as the final FOE, by Trust planning district.

4.1.1 Fort Scott Planning District

Refinements to the preferred alternative do not alter the effects analysis or conclusions of the final FOE regarding the Presidio NHLD contributors in the Fort Scott Planning District; therefore, none of the resources in this planning district are described in this section. Trees and roadways near the Park Presidio Interchange are described in the Crissy Field Planning District below.

4.1.2 Crissy Field Planning District

The project refinements have the potential to affect contributors to the Presidio NHLD in three areas of the Crissy Field Planning District: Crissy Field and the Lower Post, the bluff along the Batteries, and the Stables Area (Figure 9 in Appendix A).

The Crissy Field Planning District boundaries are the shoreline and San Francisco Bay to the north. The east edge is defined by a row of mature eucalyptus trees and the Marina Gate area, and its southern and western edges are the bluff between the Upper and Lower Posts. The planning area also includes the valley referred to as the Stables Area. Crissy Field's location and natural systems have shaped its development and spatial organization over the years. Initially, the shoreline provided the location for the delivery of supplies by ship, and the Crissy Field area was a transition space that had to be traversed between the water and the Main Post, sited above (south) of the bluff. Since its construction in 1937, Doyle Drive, built parallel to and just north of the natural bluff, has become a strong visual presence that reinforces much of the boundary between the Upper and Lower Posts.

Crissy Field's historic land uses were related to the following: seacoast defense systems; aviation; administration and housing; life saving and Coast Guard facilities; and supply, maintenance, and storage facilities (formerly known as the Quartermaster Depot). The historical functional area known as the Quartermaster Depot once included the east end of the Crissy Field Planning District, the northern tip of the Main Post Planning District (north of the bluff), and the northwestern part of the Letterman Planning District. These land uses and landscape features reflect the cultural traditions associated with the Presidio's Military and Indian Affairs (1866–1890), Nationalistic Expansion (1891–1914), World War I (1914–1918), Military Affairs Between Wars (1919–1940), and World War II (1941–1945) eras. Cultural landscape features remain that represent these historic land uses and contribute to the historic integrity of this area. The Crissy Field area itself has been altered in recent decades with the removal of some buildings that dated to the Presidio's period of significance and through modifications to the former aviation field, which altered some components of the area's historic character. On balance, however, this portion of the Presidio retains sufficient historic integrity to convey its significance through the retention of buildings along Halleck Street, Mason Street, and in the Stables Area that have individual historic integrity, as well as through retention of cultural landscape features such as roads, the bluff, and historic areas of trees.

Crissy Field and the Lower Presidio

This wetland and marsh area was originally unsuitable for building and remained so until 1915 when land fill operations were undertaken as part of the Panama-Pacific International Exposition. This action coincided with the rise of aviation, and the site's location and configuration made it suitable for the construction of the Army's aviation-related functions (airfield, hangars, and administrative buildings). The filled area on the east end became an extension of the Quartermaster Depot supply, service, and maintenance operations, especially from Halleck Street eastward. Developed between 1895 and 1910, the Halleck Street corridor crossed the bluff to provide a circulation link between the upland area of the Main Post and the Crissy Field area (and is discussed below with the Main Post Planning District). The Army also constructed additional buildings and structures on the eastern end of Crissy Field, north of Mason Street, during World War I and in subsequent decades. The planning area also includes the Stables Area, which was established in the 1910s for the Presidio cavalry's horses and mules in a small valley spanned by the existing Presidio (High) Viaduct.

Buildings and structures in the planning area were generally sited in conformance with the bluff and other topographical features prior to 1920, such as those along Halleck Street and in the Stables Area, in order to maintain the open space. This spatial organization remains evident today. Currently, the non-historic re-created marsh and parking lot that provides access to the Bay and the restored Crissy Field airfield are located north of Mason Street.

Circulation within Crissy Field includes Mason Street (No. 2130), which runs the length of the Lower Post and defines the southern edge of the open space. Its east end begins at the Marina Gate entrance and the road continues west to the Torpedo Wharf area. Other streets in the Crissy Field Planning District connect to adjacent planning districts at the east end. Marshall Street (not given a number in the NHL nomination), at the east side of the Mason Street Warehouses runs south under Doyle Drive and connects to Gorgas Avenue. A short section of Vallejo Street (No. 2185) remains between Halleck Street, south of the Commissary (No. 603), and ending in the parking lot of the Commissary/Post Exchange complex. Young Street (not given a number in the NHL nomination) is located south and parallel to Doyle Drive, along the northern edge of the paved parking lot around the Exchange buildings (Nos. 201 and 204). Young Street's western end connects to Bank Street (No. 2009), a service road that transverses the bluff and connects to Lincoln Boulevard, west of the Guard House (No. 210), that dates to 1900. The vertical and horizontal alignments of these streets in the Crissy Field Planning District are character-defining features of the roadways themselves and the cultural landscape in this area.[8]

The area under and south of the Doyle Drive viaduct, west of the Mason Street Warehouses, north of Gorgas Avenue, and east of Halleck Street is paved. The area west of Halleck Street, north of Vallejo, and south of the bluff is also paved. These large expanses of open, relatively level, paved areas are a characteristic landscape feature and reflect the utilitarian and industrial functions of this portion of the Lower Post and former Quartermaster Depot.

Site CA-SFr6/26, a shell midden and single burial and place of cultural importance to Native Americans, is located in the Crissy Field area and has been determined to be individually eligible for the NRHP. In addition, the Quartermaster's Dump was identified in the Crissy Field Planning Area as part of the expansion of Crissy Marsh. Although deposits related to the Quartermaster's Dump were not identified as part of the testing program for the Doyle Drive project, the area remains sensitive for the remains of long term and large-scale refuse disposal. Finally, within this planning area, the location of nineteenth-century Laundresses' Quarters was predicted in the NHLD documentation. While testing was conducted in the predicted location of these resources, nothing was found. It is possible that the quarters are within the APE and the area where they are predicted to occur is considered sensitive.

Batteries and the Bluff

The arrangement of Mason Street and its building clusters along the edge of the bluff reflect the need for the open space that was required for the airfield. The remains of batteries Blaney (No. 635), Sherwood (No. 636), Slaughter (F47), and Baldwin (F47) are located along the bluff overlooking Crissy Field, north of the National Cemetery. Batteries Slaughter, Sherwood, Blaney, and Baldwin were sited along the bluff in 1899–1903 overlooking what would become the Crissy Field area and beyond because the bluff provided views to the Golden Gate and the Bay. Battery Baldwin was partially removed and buried during construction of east abutment of the Presidio (High) Viaduct in the 1930s. Portions of Battery Slaughter were also removed and buried during construction and parts of its remains are still visible. Remaining character-defining features of

[8] This area on the south side of Doyle Drive is shown as being a part of the Main Post planning district in the *Presidio Trust Management Plan* (Presidio Trust 2002), but it is discussed in this section since it relates spatially to the features on the north side of Doyle Drive. Bank Street is discussed in parts of the final FOE as not having a number assigned to it in the 1993 NHLD and as appearing "on maps as early as 1934." Bank Street is listed in the 1993 NHLD as facility 2009 with a date of 1880. See page 7-194 of the 1993 NHLD nomination.

the batteries include concrete structures, iron hardware and doors, earthworks, Battery Blaney road, and a stone wall at Battery Blaney. Portions of Battery Blaney Road remain between Batteries Blaney and Sherwood, but the alignment of this service road to the batteries was also altered during the construction of Doyle Drive. The construction of Doyle Drive isolated the batteries from the rest of Presidio to the south.

In 1937, Doyle Drive's high viaduct and low viaduct structures were built along the bluff. The elevated Doyle Drive roadway carried on these structures is clearly visible from Crissy Field and is a prominent feature in views southward from Crissy Field. The decreasing elevation of the structure from west to east is also clearly visible and reflects the decreasing elevation of the natural topography of the bluff.

Stables Area

The Stables Area was built in a valley between two ridges that accommodated the construction of five stables and a paddock for the Presidio cavalry's horses and mules. The valley opening in the natural bluff to the north provided a connection to Crissy Field. Since the construction of Doyle Drive, the high viaduct structure has spanned this gap. Portions of the Presidio forest surround the Stables Area on its east, south, and west sides. These trees helped to provide shelter from the wind and separate the stables both spatially and visually from the National Cemetery (to the east) and the Fort Scott enlisted quarters area (to the west). Lincoln Boulevard defines the east, south, and west edges of the Stables Area and provides access to other parts of the Presidio.

McDowell Avenue (No. 2107), Patten Road (No. 2135), Incinerator Road (No. 2080), and Cowles Street (No. 2040) were all built in 1912 in conjunction with the construction of the stables building cluster. McDowell Avenue is the main street, with a north-south orientation between Lincoln Boulevard and Crissy Field Avenue. Incinerator Road also has a north-south orientation and provides access to the incinerator along the east side of the complex. Patten Road and Cowles Streets provide circulation between the stables and have an east- west orientation along the north and south sides of the stables, respectively. The stable buildings (No. 661, 662, 663, 667, and 668) are nearly identical brick stables designed to house 102 animals each when they were constructed in 1913 and 1914. The stables are rectangular in plan, one and a half stories tall, and topped by gable roofs with prominent gable-roofed ridge monitors. They have segmental-arch entries with barn-type sliding batten doors and wood-paneled and glazed doors. Their brick designs are based on standardized military plans, stylistically more closely related to other brick construction on the Presidio, than the Spanish-derived influences of the reinforced concrete construction of the Nationalistic Expansion period (1891–1914).

Several small buildings and Crissy Field Avenue are located adjacent to the stable buildings. Building 670 is among the building located east of the stables. It is a small storehouse built in 1921. Its character-defining features are its dense unadorned reinforced concrete construction and the ironwork applied to its window and door openings reflecting its function as a chemical storage building. Crissy Field Avenue (No. 2042), also shown as Crissy Avenue, was built in 1920 as part of the construction of the airfield facilities to connect several functional areas of the Presidio. Crissy Field Avenue passes through the Stables Area from Lincoln Boulevard near the east abutment of the Presidio (High) Viaduct, runs down the bluff, under the viaduct and behind Stillwell Hall, heading northwest from the Stables Area up the bluff to connect with Lincoln Boulevard again. The vertical and horizontal alignments of these streets are character-defining features of the roadways themselves and the cultural landscape in this area.

4.1.3 Portion of South Hills Planning District within APE (National Cemetery)

Refinements to the preferred alternative do not alter the effects analysis or conclusions of the final FOE regarding the Presidio NHLD contributors in the South Hills Planning District; therefore, none of the resources in this planning district are described in this section. Description of the bluffs in the area located just north of the National Cemetery is described above, with the Crissy Field Planning District.

4.1.4 Main Post Planning District

The project refinements have the potential to affect contributors to the Presidio NHLD in two areas of the Main Post Planning District: along Lincoln Boulevard and the adjacent bluffs, as well as along Halleck Street (Figure 9 in Appendix A).

The Main Post has been the site of the central administrative functions for the Presidio since 1776, and the northeastern tip of the planning area was also historically part of the Quartermaster Depot functional area. The Main Post has supported a wide range of land uses and activities over the years, including administration, housing, undeveloped opened space, community facilities, training and encampments, services, utilities, medical, supply and storage, and recreation. These land uses reflect the cultural traditions associated with the Spanish and Mexican Settlement (1776–1846), Early United States Occupation (1846–1860), Civil War (1861–1865), Presidio's Military and Indian Affairs (1866–1890), Nationalistic Expansion (1891–1914), World War I (1914–1918), Military Affairs Between Wars (1919–1940), and World War II (1941–1945). Buildings, structures, and landscape features remain that represent these historic land uses and contribute to the integrity of this area. The Main Parade Ground was established atop a natural bluff that provided views of San Francisco Bay, bounded at the northeast by the bluff, which is quite steep at this location. To the east, around the Halleck Street corridor, the bluff tapers in a gentler slope as the bluff disappears into the Tennessee Hollow riparian corridor draining into the bay east of Halleck Street. Many of the streets of the Main Post are oriented northeast-southwest. The Main Post Planning District retains much of its historic integrity, as identified in the Presidio NHLD nomination from 1993, including the location and setting of Lincoln Boulevard, the bluff, and Halleck Street. The contributing elements of the Presidio NHLD discussed below have not been altered in recent decades and their integrity of design, material, workmanship, feeling, or association is not diminished.

Lincoln Boulevard and the Bluff

Lincoln Boulevard runs along the northern edge of the Main Post Planning District between Sheridan Avenue (northeast of the National Cemetery) and Building 106, where it turns southeast along the northeast end of the Parade Ground. Trees are situated on the strip of land at the top of the bluff between Lincoln Boulevard and Doyle Drive from the National Cemetery to Montgomery Avenue. Trees appear in this location in aerial photographs dating from the late 1930s to 1948. There is also a group of pine trees located at the top of the bluff in the area west of Building 210, next to the sidewalk on the north side of Lincoln Boulevard. Vegetation or trees also appear in aerial photographs from 1948 planted along the bluff north of Building 210 and eastward to Halleck Street. This corresponds to the general location of the pine and cypress trees that are located in this area today. Trees were probably planted in this location to buffer views of Doyle Drive from the Main Post. A characteristic feature of the vegetation along the bluff is that it is not irrigated, reflecting the service or utilitarian nature of this portion of the post.

There are three sets of concrete steps that provide pedestrian access between the Main Post and the service areas located below the bluff in the vicinity of Lincoln Boulevard at northeast end of the Main Parade Ground. There is a set of steps, with a pipe handrail on either side, between Lincoln Boulevard and Bank Street, in alignment with the sidewalk that runs along the front (east) side of the barracks along Montgomery (see View 23, Figure 12d). Steps with a central pipe handrail connect a sidewalk at the northeast corner of Building 211 with Young Street. There is a third set of steps located in alignment with the sidewalk on the west side of Building 220 running northeast toward Building 201. These features were built in response to the natural topography of this area (upland, bluff, lowland) and to meet the need to navigate this landscape characteristic. The steps represent the functional connection between the portions of the Main Post located above the bluff and the service areas located below it. There is also a low concrete retaining wall located along the north side of the bluff in this area. It was not possible to determine the exact age of any of these features, and only the set of concrete steps on the east side were definitely visible in historic aerial photographs. However, given the appearance of these features, it is possible that they were in place before the end of the period of significance.

As discussed in the section on the Crissy Field Planning District, there are several streets at the base of the bluff separating the Upper Post and Lower Post in the vicinity of Halleck Street. Young Street is located just

north of Building 201 and Building 204 and south and parallel to the Marina Viaduct. Young Street connects Halleck Street and the Crissy Field area with Bank Street (No. 2009), which is a service road/pedestrian path that extends up the bluff to Lincoln Boulevard, west of the Guard House (No. 210). Young Street is not listed in the Presidio NHL update (NPS 1993) as a contributing feature, nor is it listed as a non-contributing feature. The Cultural Landscape Report (2004) considered Young Street to be a contributing element of the Presidio NHLD for the purpose of effects analysis. Bank Street and Halleck Street are contributing elements of the Presidio NHLD that were built in response the natural topography of this area. There is also a low stone curb located on the northeast side of Bank Street. The vertical and horizontal alignments of these streets in the Main Post Planning District are character-defining features of the roadways and the cultural landscape in this area.

Although the area along the bluff separating the Upper and Lower Posts is an area that has been identified as being sensitive for prehistoric archaeology, ongoing work by the Trust and the NPS has produced considerable information regarding large-scale cut and fill episodes along the bluff. This information will be incorporated into ongoing efforts, such as the archaeological treatment plan, to predict archaeological resource locations throughout the APE.

Halleck Street

Halleck Street (No. 2068) originally served as a service corridor that linked the Main Post's administrative and residential functions and the utilitarian and supply activities of the Lower Post, or Quartermaster Depot. Halleck Street spans the bluff at a point where it begins to slope lower to the east. Halleck Street provides a physical transition from the higher ground above the bluff (Main Post) down to the lowland on the north side of the bluff (Lower Post) in the northeastern tip of the Main Post Planning District. The Halleck Street corridor runs between Lincoln Boulevard and Mason Street, and dates from at least 1885. The service buildings that define the corridor were built between 1896 and 1910. Many of these buildings have been altered over time, and after the period of significance, but they largely retain their design and physical materials from the period of significance and retain sufficient historic integrity to convey their significance and integrity of feeling and association with the Quartermaster Depot.

Building 201 and Building 204 are two wood frame buildings that were constructed in 1896 and that served as post exchange stores. They are located west of Halleck near the base of the bluff. Building 201 is parallel and immediately adjacent to the west edge of Halleck Street, built against the grade of the west side of the street. Building 204, located west of Building 201, is sited east-west, parallel to the base of the bluff. Building 204 was probably moved into this east-west position during construction of Doyle Drive in the 1930s.[9] Two warehouses (Nos. 223 and 227) and a bakery (No. 229) were built along Halleck's east side in 1897. The row of buildings along the east side of the street was completed with the construction of another bakery building (No. 228) in 1909 at the north end of the row, and a storehouse (No. 222) at the south end in 1910. Additional smaller buildings, a flammable storage shed (No. 224) and another small, brick, storehouse (No. 225) were in place east of this main row of buildings by the end of the period of significance. In 1917, another warehouse (No. 230) was built northeast of Building 229. In 1939, a school and barracks for cooks and bakers (Building 220) was built with funds from the Works Progress Administration (WPA), on the west

[9] Building 204 has not been noted in other historic resources documentation for the Presidio NHLD as having been moved, however, 1930s plans for construction of the Golden Gate Bridge and Doyle Drive do not record a building at this location, which suggests that it was moved to this site. Furthermore, the building has a concrete slab foundation, a feature that is not consistent with the masonry foundation of Building 201 (also built in 1896), or the concrete pier foundations of other nearby nineteenth century buildings. (NPS, Presidio NRHP Nomination, 1993; Golden Gate Bridge and Highway District, digitized plans for Golden Gate Bridge by Strauss Engineering, various dates ca. 1930-1937, on file with Caltrans District 4, Oakland, California; Garavaglia Architecture, Inc., "Relocation Feasibility Study: Presidio of San Francisco National Landmark District Buildings 201, 204 and 228," Draft, November 20, 2006).

side of the Halleck Street south of Building 201, and later became the Main Post headquarters administration building.

These buildings define the east edge of the Halleck Street corridor (Nos. 222, 223, 227, 228), and are supported by the presence of Nos. 224, 225, 229 and 230 just to the east, and all date to the period of significance. On the west side of the street, the Main Post Headquarters (Building 220) and the post exchange store (No. 201) define the west side of the corridor. Halleck Street continues to represent "an intact turn-of-the-century 'streetscape' of quartermaster, ordnance, and commissary buildings" and provides a connection between the upland landscape of the Main Post and the land below the bluff.[10] The grade changes that were necessary to make this transition are evident in the character-defining retaining walls along the sides of the street. The topography of the bluff in this part of the Main Post (steep west of Halleck, tapering to a lower elevation east of Halleck), is also a character-defining feature and is still highly visible. Both the horizontal and vertical alignments of Halleck Street are character-defining circulation characteristics of this roadway and this part of the Presidio NHLD cultural landscape.

Buildings 201 and 204 are both long narrow wood frame utilitarian buildings that, despite some modifications to them over the years, retain sufficient historic integrity to convey their significance. Their character-defining features are derived from their form and their "temporary" construction type, although the buildings are now more than a century old. Both exhibit utilitarian designs of the period with some contemporary alterations. They have lapped siding, gable roofs with exposed rafters, and various combinations of wood frame windows. Built into the side of the grade of Halleck Street, Building 201 is one story on its east side along Halleck Street, and two stories on its west (rear) side. The building has a rough-cut stone and concrete foundation and includes a recessed loading bay on the west side and a walkway and metal railing on the east side. Building 204 is two stories tall, built on a concrete slab, and has horizontal sliding doors at the ground level.

Building 228 (built in 1909) was the second of two buildings built in this area to house bakeries. It is situated immediately adjacent to Building 227 and Building 229, both of which were built in 1897. The brick construction of Building 228 is a character-defining feature, as seen in other buildings on Halleck Street and elsewhere on the Presidio during this era, although this example is largely unadorned. Building 228 is a tall single story building, with a roughly square plan and a hipped roof topped by lantern monitors. It was later converted for use as a dry cleaning facility with new double aluminum glass doors installed in the south wall. Like its neighbors, Building 228 has been modified over the years, but retains sufficient historic integrity to convey its significance.

Building 230 is a one-story, wood frame building that was built in 1917 during the general development of the Quartermaster Depot. The building retains historic integrity; its character-defining features are its simple utilitarian design and simple wood construction. It has a concrete pier foundation, is topped by a gable roof with red asphalt shingles, and it has drop wood siding.

[10] NPS, "Presidio ... Registration Forms," 7–46.

Building 201, camera facing northwest.

Building 204, camera facing west.

Building 228, camera facing northeast.

Building 230, camera facing west.

4.1.5 Letterman Planning District

The project refinements have the potential to affect contributors to the Presidio NHLD in two areas of the Letterman Planning District: the Letterman support buildings south of Gorgas Avenue and the Gorgas Avenue warehouses (Figure 9 in Appendix A).

The main historic function of the Letterman Planning District was as the location of the Presidio hospital and medical facilities. Other land uses and activities that supported the medical center included administration, community facilities, supply and storage, housing, undeveloped open space, and recreation. The Quartermaster Depot historic functional area also overlapped a portion of this planning district, stretching eastward from the northern tip of what is now the Main Post Planning District. The land uses and the landscape features of the Letterman Planning District primarily reflect the cultural traditions associated with the Presidio's Nationalistic Expansion (1891–1914), World War I (1914–1918), and Military Affairs between Wars (1919–1940) eras. Today, the buildings, structures and landscape features that remain represent these historic land uses and contribute to the integrity of this area. Despite changes to the Letterman Planning Area in recent years, including construction of the Letterman Digital Arts Center, the buildings and landscape features along and adjacent to Gorgas Avenue retain historic integrity of location, design, materials, and workmanship. They also represent a concentration of resources that retain sufficient levels of integrity of setting, feeling, and association to convey their significance as contributors to the Presidio NHLD.

The Letterman hospital site was established close to the Main Post and was connected to it via Lincoln Boulevard. The broad expanse of this large, gently sloping site made it a suitable location for the construction of a large building complex or cluster. The site slopes downward, south to north toward Crissy Field, and provides views to the Golden Gate Bridge and San Francisco Bay. The Tennessee Hollow riparian corridor drained into the bay west of the Letterman complex. Generally, the vegetation features of the Letterman area can be characterized as grass lawns around buildings, plantings along the building foundations, and specimen trees. The Letterman area has also been identified as having historic archeological sensitivity due to the common practice of using the Lower Post for refuse disposal and from long-term filling of the marsh area.

The construction of the original hospital and wards (built between 1899 through 1902) and the officer's housing for the medical center (built between 1902 through 1908) followed the northeast-to-southwest grid established by the Main Post. The administration building was built facing Lincoln Boulevard, and this became the front or public side of the complex. The officer's housing was east of the hospital and faced a large, open area that was developed as the medical center parade ground. During the period of significance, the open lawn of this parade ground was a characteristic of the spatial organization of the complex; however, this parade ground no longer exists. By 1980, about two-thirds of the original ward buildings had been demolished, and its central courtyard had been paved for parking. However, enough of the historic features remained so that the original spatial organization was still apparent when the Presidio became a National Park in the early 1990s.

The facilities related to the supply and storage needs of the medical center developed between 1900 and the early 1920s on the northeast side of the medical complex. A double row of Quartermaster warehouses was constructed in 1919 along Gorgas Avenue following the double-sided layout of the warehouses along Mason Street. Historically, a rail line ran along the southwest side of the Gorgas Avenue row of warehouses. Various buildings and two interior service roads (Thornberg and Birmingham) were constructed between Edie Road and Gorgas Avenue to support the medical center functions. The three rows of buildings in this area were oriented southeast- northwest, parallel to the service roads, and the space between the buildings was paved to support the utilitarian functions of this area. The northwest- southeast oriented roads in this area include Edie Road (No. 2049 built in 1902), Thornburg Road (No. 2179 built in 1912), and Birmingham Road (No. 2024 built in 1941). Edie Road is the boundary or transition between the hospital and service areas. Gorgas Avenue (No. 2064 built in 1920) runs between the service and supply buildings on its southwest side, and the row of warehouses (Nos. 1160-1163, 1167-1170) and the indoor swimming pool (No. 1151), and gymnasium (No. 1152) on the northeast side of Gorgas Avenue. There is a secondary entrance or service entrance to the Presidio at the intersection of Gorgas and Lyon and the west end of Gorgas intersects Halleck Street. The location and vertical and horizontal alignments of these roadways are character-defining features of the cultural landscape circulation system in this area.

Storage and supply facilities for the medical center were constructed along the southwest side of Gorgas Avenue. Building 1063 was built in 1941 as a medical supply warehouse. It is a tall single story, wood frame building, characteristic of a World War II–era temporary warehouse, and its construction was related to the expanded activities of Letterman Hospital during that period. Building 1076 is a small wood frame garage

constructed in 1938 to house ambulances. It was the smaller of two similar garages; the other (Building 1055) has been demolished. The 1993 documentation of the Presidio NHLD notes that the garage doors on Building 1076 have been replaced and the building has marginal integrity, although it is still listed as a contributor to the landmark. The character-defining features of these buildings are their wood frame and concrete construction, warehouse plan layout, hipped roofs, and original windows and doors, as well as their relationship to the surrounding buildings in this part of the Letterman Planning District. This area represents the development of Letterman support facilities from the 1910s through the 1940s.

Building 1063, camera facing northwest.

Building 1076, camera facing northwest.

The Gorgas Avenue warehouses include seven building numbers: 1160, 1161, 1162, 1163, 1167, 1169, and 1170. The buildings are unified in appearance and structurally and are best described as a single unit. The warehouses were built in 1919 just after World War I in an attempt to develop this part of the Presidio as a major supply depot. Building 1160 was constructed much later and was attached to the southeastern end of Building 1161 in 1940. The character-defining features of the buildings are their uniformity; their utilitarian wood frame construction; and elongated design that includes large sheltered sliding freight doors, wooden hoods supported by brackets, and metal bar-covered windows. These buildings are located in the northeastern corner of the Presidio NHLD, in an area that has historically been characterized by Quartermaster Depot warehouse and post support functions housed in wood frame buildings. The contributing resources in this area still convey this pattern of development. The nearby contributing elements south of Gorgas Avenue share similar construction types. When Doyle Drive was built in the 1930s, the Richardson Avenue ramp was built very near the northeast side of the Gorgas Avenue warehouses in the narrow space between the buildings and the Palace of Fine Arts property just outside the Presidio. Doyle Drive's construction also separated them from other warehouses on Mason Street built during the same period. These buildings represent the development of Quartermaster Depot facilities during the interwar period in what would later become the Letterman Planning District.

The nature of the eastern portion of the Letterman area changed dramatically in the late 1960s when a modern, 10-story building was constructed on the open, parade ground area. The Letterman Army Medical Center was completed in 1969 and the Letterman Army Institute of Research in 1974. These facilities did not relate to the existing spatial organization, scale, massing, or materials of the historic functional area or to the rest of the Presidio. (The 10-story Letterman Army Medical Center was the tallest building at the Presidio.) Large parking lots constructed adjacent to the new buildings replaced much of the original open, green space. The Letterman Army Medical Center and Letterman Army Institute of Research were recently demolished, and in 2004 the new 23-acre Letterman Digital Arts Center was constructed in this location.

Building 1163 and Building 1167 (behind at left), camera facing east.

(From L to R) Building 1161 and Building 1160, camera facing northeast.

4.2 INDIVIDUAL HISTORIC PROPERTY ADJACENT TO THE PRESIDIO NHLD

There are five other historic properties within the Focused APEs besides the Presidio NHLD: Presidio Viaduct on Doyle Drive (Bridge 34 0019), Marina Viaduct on Doyle Drive (Bridge 34 0014), the Golden Gate Bridge, archaeological site CA-SFr-6/26, and the Palace of Fine Arts. The Golden Gate Bridge property is only partly within the Focused APEs – the Presidio Viaduct, Marina Viaduct and the Doyle Drive approach are contributing elements of the bridge property. The five historic properties within the Focused APEs are described in the final FOE, and in the preceding sections to the extent that they are subject to this FOE Addendum.

Refinements to the preferred alternative do not alter the effects analysis or conclusions of the final FOE regarding the Golden Gate Bridge historic property; therefore, this property has not been revisited in this section.

The following provides a description of the Palace of Fine Arts, an individual historic property that could potentially be affected by the refinements made to the preferred alternative.

4.2.1 Palace of Fine Arts

The Palace of Fine Arts is located outside the Presidio NHLD boundaries at the east end of the Focused APE (Architectural) and is also partly within the Focused APE (Archaeological). The Palace of Fine Arts is a reconstruction of an exhibit space and outdoor recreation area that was originally built between 1914 and 1915 as part of the Panama-Pacific International Exhibition (PPIE) (see illustrations below and Figure 9 in Appendix A). The PPIE was a World's Fair commemorating the opening of the Panama Canal. The City of San Francisco rebuilt the structure over the course of several years between 1964 and 1974. Two approach ramps to Doyle Drive have surrounded the Palace of Fine Arts since the 1930s (Marina Boulevard and U.S. 101 / Richardson Avenue) and pass near the north and south sides of the property. These approaches are adjacent to, but do not intersect with, the boundary of the Palace of Fine Arts property. The Palace of Fine Arts is a city park administered by the Recreation and Park Department of the City and County of San Francisco, it is City of San Francisco Landmark #88, and it is listed in the NRHP.[11]

The Keeper of the National Register listed the Palace of Fine Arts in the NRHP in 2005 and at the time of its listing, the property was defined as follows:

- The Palace of Fine Arts is historically significant under Criterion A (local level), in the area of Conservation.
- The property has a period of significance of 1964-1967, and 1973-1974, and meets Criteria Consideration G for properties that are less than 50 years of age.
- The property is a publicly owned park (16.99 acres) and is a historic district comprised of the following contributing elements: exhibition building, the rotunda, two colonnade structures, the lagoon, and the "Palace of Fine Arts site."
- The historic property boundary justification states: "the boundary includes the one building, four structures and immediate setting as defined by public streets." The sketch map in the NRHP nomination depicts a curved, unnamed street along the west side of the exhibition building that is

[11] The planning department considers all San Francisco City Landmarks to be historic resources for the purposes of CEQA. San Francisco City Planning Department, Planning Code, Article 10, Appendix A, "List of Designated Landmarks"; Landmarks Preservation Advisory Board, "Final Case Report, Palace of Fine Arts, 3301 Lyon Street," approved October 20, 1976; Department of City Planning, "Notice of Designation of Landmark," July 9, 1977.

known as "Palace Drive," (aka "Palace of Fine Arts Drive"). The map also indicates that the property includes two legal assessor parcel numbers (#0916-002 and #0909-003).[12]

The Palace of Fine Arts, as constructed for the PPIE, consisted of a rotunda; a colonnade (actually two symmetrical colonnades, one at either side of the rotunda); and a large, semi-circular exhibit hall that curved along the west side of the rotunda and colonnades, extending to the far ends of the colonnades. These elements were surrounded on the east side by landscaping and a lagoon. Part of the lagoon existed before construction of the Palace of Fine Arts. Although the property was partly designed and arranged to conform to the water feature, the lagoon was also modified and expanded as part of the original construction of the landscaping and the Palace of Fine Arts buildings. Baker Street, Bay Street, and Lyon Street form the eastern boundaries of the Palace of Fine Arts property, and portions of some former street alignments are actually incorporated into the landscaping of the property: at the points where Lyon Street intersects with the property, and along the former alignment of Jefferson Street, west of Baker Street. Palace Drive, also known as Palace of Fine Arts Drive, is included within the boundaries of the Palace of Fine Arts property as listed in the NRHP. Palace Drive conforms to the curved west side of the exhibition building and connects with Lyon Street at both the north and south ends of the building. Although Palace Drive is not identified specifically as a contributing structure of the property on the nomination form, the nomination does include the "Palace of Fine Arts site" in its description and sketch map of the property. This effects analysis, therefore, assumes that Palace Drive is a contributing element of the property. A parking lot was added west of the exhibit hall in more recent years, but this feature is located within the Presidio NHLD property – it is not included in boundaries of the Palace of Fine Arts site and it is not a contributing element of the Palace of Fine Arts property.

As noted, the Palace of Fine Arts is significant under NRHP Criterion A, in the area of conservation, as an early, successful example of a large, publicly and privately funded civic preservation project. It was also found to have exceptional importance that meets Criteria Consideration G for properties less than 50 years old, and it retains integrity to its period of significance, which is 1964-1967 and 1973-1974.[13] The preservation project was a reconstruction of the colonnade, rotunda, and exhibit hall based on the original designs for the property by Bernard Maybeck. An earlier version of the NRHP nomination proposed that the property was significant under Criterion C, as a work of a master, however, NPS and ACHP returned this nomination for revision because the reconstruction of the building and structures could not be characterized as the work of a master. The revised nomination (the nomination that resulted in the listing of the property) focused solely upon Criterion A significance and Criteria Consideration G for properties less than 50 years old. The revised nomination form is silent regarding Criteria C (work of a master) and Criteria Consideration E for reconstructed buildings, structures, or objects.[14]

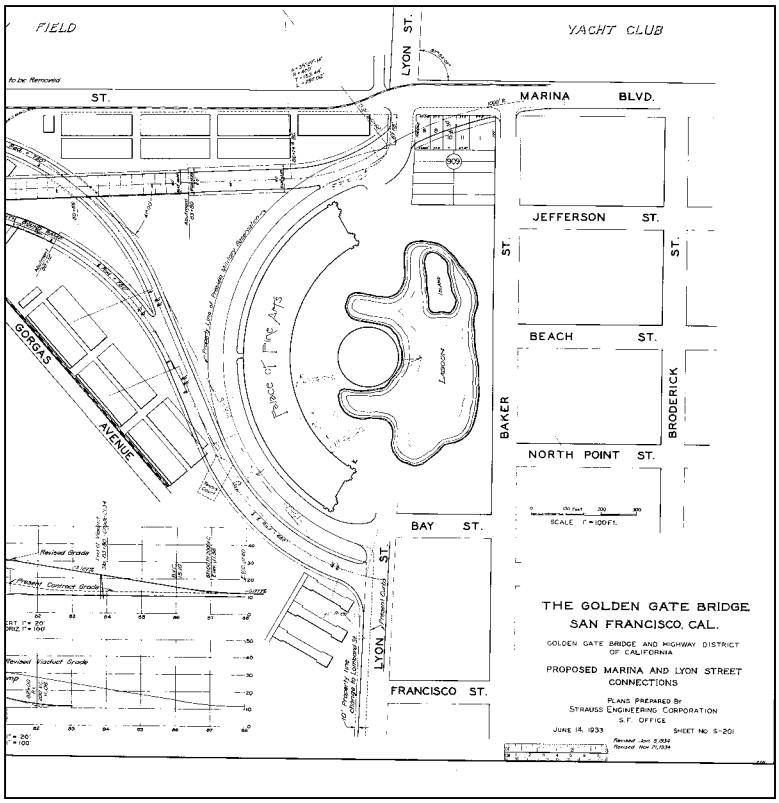
[12] Marquand, William, AIA, for the Maybeck Foundation, "Palace of Fine Arts: National Register of Historic Places Registration Forms," prepared February 5, 2004, revised and submitted to the Keeper of the National Register in October 2005, and listed in the National Register of Historic Places on December 5, 2005. (Hereafter, "NRHP Nomination Form, 'Palace of Fine Arts,' 2005.")

[13] California State Historical Resources Commission, "Minutes: Quarterly Meeting, Sacramento, California," February 6, 2004, http://ohp.parks.ca.gov/default.asp?page_id=21754; Marquand, "Palace of Fine Arts ...," NRHP Registration Forms; NRHP Nomination Form, "Palace of Fine Arts," 2005.

[14] Marquand, "Palace of Fine Arts ...Registration Forms;" NRHP Nomination Form, "Palace of Fine Arts," 2005; Sara Denise Shreve, "A History Worth Saving: The Palace of Fine Arts and the Interpretation of History on a Reconstructed Site," M.A. Thesis, Cornell University (May 2006), 85.

San Francisco Assessor Parcel Map showing Palace of Fine Arts.
(http://gispubweb.sfgov.org/website/sfparcel/index.htm)

Palace of Fine Arts, camera facing northwest.



Detail of Palace of Fine Arts area, from original Golden Gate Bridge construction plans.
(California Department of Transportation, District 4, Oakland)

The historic and current functions of the Palace of Fine Arts property are similar because it was, and is, used as a public exhibition space, a museum, and a park. Today, the landscape features that remain represent these historic land uses and contribute to the significance of the property. Architect Bernard Maybeck utilized an existing pond and group of Monterey cypress trees as the starting point for the landscape he designed for the Palace of Fine Arts. The contemporary pond or lagoon at the Palace of Fine Arts corresponds to the approximate size and location of the one that existed on the site before the Palace of Fine Arts construction. "Although some water is added to the lagoon regularly, most of its continued existence is likely due to the continuing flow of groundwater from the surrounding uplands." This probably helps to explain the lack of an artificial liner in the lagoon.[15] The lagoon and its surrounding landscape, including a grass border and various trees and shrubs, are integral to the building and structures of the Palace of Fine Arts.

> A perimeter lawn area slopes to the lagoon on the east, north and south sides, while a small wooded island at its north end provides refuge for egrets, herons, and other waterfowl as it creates a framed vista of Palace structures. An asphalt path runs around the eastern, southern, and northern perimeter of the lagoon, producing a hard edge. Such a path was originally designed in 1931, with the grass between the path and the lagoon; widened in 1935, maintaining a narrow strip of grass around the lagoon; and widened again to the edge

[15] NRHP Nomination Form, "Palace of Fine Arts," 2005, Section 7, page 4; RHAA, "Historic Landscape Report: Palace of Fine Arts, San Francisco," (2003), 1.

> of the lagoon before 1961. In recent years, the walkway has partially slumped into the pond, necessitating an unsightly cyclone fence as a safety precaution, built around 1990. Park furniture, including benches, light poles, and trash containers have been added to the grounds without any consistent plan in the years since the end of the period of significance in 1974. Forty years after construction, mature trees along the edge of the Lagoon now largely obscure long views of the colonnades and rotunda from the east.
>
> The mature Monterey cypress trees at the northeastern corner of the site date to the time of the Harbor View Inn, a salt-water bathing establishment at the foot of Baker Street that predated the PPIE. When the reconstruction was completed in 1967, *Chronicle* art critic Alfred Frankenstein called for a coordinated landscape plan, which has apparently never been prepared. Trees and shrubs have been added over the years, such as the 1968 gift of 110 redwood trees planted in front [and back] of the exhibition building, and the 1973 donation by Sumitomo Bank of 50 Kanzan cherry trees, planted around the colonnade and to a lesser extent around the lagoon.[16]

Neither the redwood trees nor the Kanzan cherry trees were listed as contributing features in the 2004 or 2005 NRHP nominations for the Palace of Fine Arts.

Palace Drive is on the west side of the exhibition hall. The arc shape of this road was designed in response to that of the exhibition hall. The west edge of Palace Drive is defined by a band of mature eucalyptus trees. Although the exact age of this band of trees is not known, it appears to date from the early 1930s, based on aerial photographs taken in November 1936. During the construction of Doyle Drive in 1936, there was a gap near the southern end of the band of eucalyptus trees. The trees in this area were probably removed as part of Doyle Drive's construction because Richardson Avenue was built through the gap where the trees had been removed. Another section of the trees was removed on the north end to accommodate the construction of the eastern end of Doyle Drive's Marina Viaduct. Monterey cypress trees were replanted at the edges of this gap after completion of the road. Neither the eucalyptus trees nor the Monterey cypress at these locations were listed as contributing features in the 2004 or 2005 NRHP nominations for the Palace of Fine Arts.

[16] NRHP Nomination Form, "Palace of Fine Arts," 2005, Section 7, pages 4-5; Marquand, "Palace of Fine Arts ...Registration Forms," 2004, Section 7, pages 5-6.

Oblique aerial showing Palace of Fine Arts at left center, ca. 1930,
before construction of Doyle Drive.

Today, in the small strip of land on the north side of the parking, between the parking lot paving and the Marina Boulevard approach of Doyle Drive, there is a row of eucalyptus trees (east end) and a row of pine trees (west end). These trees were not present in aerial photographs dating to the early 1960s. Neither the Palace of Fine Arts NRHP nominations nor the Historic Landscape Report for the Palace addressed the parking lot or its landscaping because the lot is not part of the Palace of Fine Arts property. Neither the lot nor its landscape is a contributing element of the property. The focus of these reports was on the design and features of the Palace of Fine Arts original Maybeck design and the 1964-1974 reconstruction, based on Maybeck's original design. This parking lot area was not a part of the design of either the original or the reconstructed property; therefore, neither the lot nor its landscaping contribute to the significance of the Palace of Fine Arts.

SECTION 5: APPLICATION OF CRITERIA OF ADVERSE EFFECT

This FOE Addendum and the final FOE (December 2005) apply the criteria of adverse effect as defined in the NHPA, that is, an effect is an alteration to the characteristics of a historic property that qualify it for inclusion in or eligibility for the NRHP. Under NHPA Section 106, as codified in 36 CFR 800.4(d)(2), if there are historic properties which may be affected by a federal undertaking, the agency official shall assess adverse effects, if any, in accordance with the *Criteria of Adverse Effect* defined in 36 CFR 800.5.

> (1) Criteria of adverse effect (36 CFR 800.5 (a)(1)). An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.
>
> (2) Examples of adverse effects. Adverse effects on historic properties include, but are not limited to:
>
> (i) Physical destruction of or damage to all or part of the property;
>
> (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;
>
> (iii) Removal of the property from its historic location;
>
> (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
>
> (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
>
> (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
>
> (vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.[17]

This section assesses the effects of refinements to the preferred alternative on historic properties located within the Focused APEs for this project. This assessment is limited to the effects that would be caused by project refinements that are different from those identified and analyzed in the final FOE in December 2005. This section is arranged in the same way as the final FOE, in the following order: by effect to the Presidio NHLD, effects on the Presidio Cultural Landscape, effects on contributing elements of the Presidio NHLD, and finally, effects on individual historic properties other than the Presidio NHLD. This section assesses the direct, indirect, and cumulative effect the project refinements may have on the properties.

The refined preferred alternative would cause adverse effects on historic properties listed in, or determined eligible for listing in, the NRHP. These properties are: the Presidio of San Francisco NHLD (listed in the NRHP); the Doyle Drive viaducts as individual historic properties (both determined eligible for listing in the

[17] 36 CFR 800.5, "Assessment of adverse effects," incorporating amendments effective August 5, 2004.

NRHP); and the Golden Gate Bridge, to which Doyle Drive is a contributor (determined eligible for listing in the NRHP). There would be "no adverse effect with conditions" to archaeological site CA-SFr-6/26 (determined to be eligible for listing in the NRHP), and "no adverse effect with conditions" to the Palace of Fine Arts, which is outside the Presidio NHLD and is listed in the NRHP.

The various types of adverse effects are summarized in Tables 2 and 3 below. See Section 5 of the final FOE for effects analysis for properties not specifically discussed below, including those aspects of the effects analysis that have not changed for: the Doyle Drive viaducts, Golden Gate Bridge, other contributors to the Presidio NHLD, and Archaeological Site CA-SFr-6/26.

TABLE 2. PREFERRED ALTERNATIVE EFFECTS ON HISTORIC PROPERTIES[18]

Property Name	Preferred Alternative: Refined Presidio Parkway
Doyle Drive Presidio Viaduct (34 0019)	Adverse Effect (direct)
Doyle Drive Marina Viaduct (34 0014)	Adverse Effect (direct)
Golden Gate Bridge (proposed NHL)[19]	Adverse Effect (direct and cumulative)
Presidio NHLD	Adverse Effect (direct, indirect, and cumulative)
Palace of Fine Arts	No Adverse Effect with Conditions
Archaeological Site CA-SFr-6/26	No Adverse Effect with Conditions

TABLE 3. PREFERRED ALTERNATIVE ADVERSE EFFECTS ON CONTRIBUTING ELEMENTS OF THE PRESIDIO NHLD WITHIN THE FOCUSED APES

Number	Contributing Element	Preferred Alternative: Refined Presidio Parkway
None	Doyle Drive	Adverse Effect Direct (Destruction)
201	Exchange Store	Adverse Effect Direct (Partial Destruction / Removal)
204	Exchange Store -Presidio Thrift Shop	Adverse Effect Direct (Destruction)
228	Bakery	Adverse Effect Indirect (Visual/Setting)
230	Warehouse	Adverse Effect Direct (Destruction)
670	Chemical Storehouse	Adverse Effect Direct (Destruction)
None	Park Presidio Boulevard (SR 1)	Adverse Effect Direct (Alteration)
None	Richardson Avenue (U.S. 101)	Adverse Effect Direct (Alteration)
2009	Bank Street	Adverse Effect Direct (Destruction)
2012	Battery Blaney Road	Adverse Effect Direct (Alteration)
2040	Cowles Street	Adverse Effect Direct (Alteration)
2042	Crissy Field Avenue	Adverse Effect Direct (Alteration)
2063	Girard Road	Adverse Effect Direct (Alteration)
2064	Gorgas Avenue	Adverse Effect Direct (Alteration)
2068	Halleck Street	Adverse Effect Direct (Alteration)
2094	Lincoln Boulevard	Adverse Effect Direct (Alteration)
2185	Vallejo Street	Adverse Effect Direct (Destruction)
2130	Mason Street (aka Old Mason Street)	Adverse Effect Direct (Alteration)

[18] The Presidio historic property is listed here as a *district* and is discussed in this document as a *cultural landscape* to capture the effects on the district and cultural landscape as larger, multi-component entities.

[19] As discussed in the final FOE, the two Doyle Drive viaducts, the Marina Viaduct and the Presidio Viaduct, have been identified as bridges that are individually eligible for the NRHP. Doyle Drive, in its entirety, has also been identified as a contributing element of the Presidio NHLD in the 1993 updated documentation on the landmark. Furthermore, Doyle Drive has been identified as a contributor to the Golden Gate Bridge National Historic Landmark nomination, which is still pending.

Number	Contributing Element	Preferred Alternative: Refined Presidio Parkway
None	Young Street	Adverse Effect Direct (Destruction)
None	Paved/Gravel Area at Low Viaduct	Adverse Effect Direct (Destruction)*
None	Cultural Landscape Spatial Relationship	Adverse Effect Direct (Alteration)*
None	Cultural Landscape Topographic Features	Adverse Effect Direct (Alteration)*
None	Cultural Landscape Trees/Vegetation	Adverse Effect Direct (Alteration)*

* The project will also have an Adverse Indirect Visual Effect

Photographic simulations found in Figure 12d in Appendix A illustrate the effects analysis that follows. The photo simulations, along with the other graphic material included in Appendix A, are designed to enhance the written text by illustrating how the refined preferred alternative would appear when constructed. They depict the refined preferred alternative accurately to the extent possible, given the size and scale of each illustration.

Please refer to the final FOE for analysis regarding Alternative 1: No-Build, Alternative 2: Replace and Widen, and Alternative 5: Presidio Parkway with options. The following section presents the results of the analysis for the identified refined preferred alternative.

5.1 PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY

The refined Presidio Parkway Alternative would replace the existing facility with a new six-lane facility and an eastbound auxiliary lane, between the Park Presidio interchange and the new Presidio access at Girard Road (Figure 8 in Appendix A). The new facility would consist of two 3.3-meter (11 foot) lanes and one 3.6-meter (12 foot) outside lane in each direction with 3.0-meter outside shoulders and 1.2-meter inside shoulders. The southbound direction would include a 3.3-meter (11 foot) auxiliary lane from the Park Presidio Interchange to the Girard Road exit ramp. The width of the proposed landscaped median would vary from 5.0 meters (16 feet) to 12.5 meters (41 feet). The total roadway width would be 32.1 meters (105.3 feet), and the overall facility width including the median would vary from 37.1 to 44.6 meters (121.7 to 146.3 feet). To minimize impacts on the park, the footprint of the new facility would overlap with a large portion of the existing facility's footprint east of the Park Presidio interchange.

A 450-meter (1,476-foot) long high-viaduct would be constructed between the Park Presidio interchange and the San Francisco National Cemetery. The height of the high-viaduct would vary from 20 to 35 meters (66 to 115 feet) above the ground surface. Shallow cut-and-cover tunnels would extend 240 meters (787 feet) past the cemetery to east of Battery Blaney. The facility would then continue towards the Main Post in an open at-grade roadway with a wide heavily landscaped median. A retaining wall between 4 to 8 meters (13 to 26 feet) high would be constructed along the south side of the facility between the Battery and Main Post tunnels. A landscaped berm would be constructed along the north side of the facility to shield park visitors from the proposed facility.

From Building 106 (Band Barracks) cut-and-cover tunnels up to 310 meters long (984 feet) would extend to east of Halleck Street. The amount of fill over the tunnels is being coordinated with the Trust based on requirements of the Vegetation Management Plan. The expected minimum depth to support native vegetation is 2 meters (6 feet). The facility would then rise slightly on a low level causeway 160 meters (525 feet) long over the site of the proposed Tennessee Hollow restoration and then pass over a depressed Girard Road. The low causeway would rise to approximately 3 meters (10 feet) above the surrounding ground surface at its highest point. East of Girard Road the facility would return to existing grade north of the Gorgas warehouses and connect to Richardson Avenue. The proposed facility would provide a transition zone starting from the Main Post tunnel to reduce vehicle speeds prior to entering city streets. A motor control and switchgear room to operate the tunnel life safety equipment would be integrated with the Main Post tunnels.

The Park Presidio interchange would be reconfigured due to the realignment of Doyle Drive to the south. The exit ramp from eastbound Doyle Drive to southbound Veterans Boulevard would be replaced with standard exit ramp geometry and widened to two lanes. The loop of the westbound Doyle Drive exit ramp to southbound Veterans Boulevard would be improved to provide standard exit ramp geometry. The northbound Veterans Boulevard connection to westbound Doyle Drive would be realigned to provide standard entrance ramp geometry. The northbound Veterans Boulevard connection to eastbound Doyle Drive would be reconstructed in a similar configuration as the existing directional ramp with improved sight lines and exit and entrance geometry.

The profile of Halleck Street would be raised to accommodate the construction of the Main Post tunnel. Additionally, realignment of Halleck Street would move the intersection with Mason Street 40 meters (131 feet) to the east. At the intersection, the profile of Mason Street would be raised 1 meter (3 feet) to accommodate the modified Halleck Street profile. Mason Street would conform to the existing road 60 meters (200 feet) on either side of the intersection (at least 40 meters [131 feet] east of the Crissy Center). The raised portion of Mason Street would be supported on fill with gentle slopes that would be landscaped to match the surrounding area.

The Preferred Alternative would provide direct access to the Presidio and indirect access to Marina Boulevard in both directions via access ramps from Doyle Drive connecting to an extension of Girard Road. East of the new Letterman garage, Gorgas Avenue is a one-way street with a signalized intersection at Richardson Avenue. North of Richardson Avenue, Lyon Street would remain in its existing configuration that provides access to the two-way Palace Drive. The surface parking spaces would be reconfigured to maintain the existing parking supply in the area and improve pedestrian access between the Presidio and the Palace of Fine Arts.

The Preferred Alternative would include extended bus bays on both sides of Richardson Avenue that would accommodate up to four buses each and improved crosswalks to provide safer and enhanced pedestrian circulation in the area. The extended bus bays would keep the buses out of the main flow of traffic during stops, provide safer merging capability for the buses, and facilitate transfers between Golden Gate Transit, Muni, and PresidioGo vehicles.

Retaining walls would be required at the Park Presidio interchange to accommodate the reconstruction of the ramps. Retaining walls would also be required in the eastern end of the alignment primarily along the extended Girard Road. Fences would be required along the edge of the at-grade portions of the roadway to restrict pedestrian access onto the roadway.

5.1.1 Direct Effects on Presidio NHLD, Preferred Alternative

The refined Presidio Parkway Alternative would cause a direct adverse effect to the Presidio NHLD through the destruction and alteration of contributing elements of the Presidio NHLD. The contributing elements proposed for destruction under this alternative are Doyle Drive, Building 204, Building 230, and Building 670, as well as Bank Street, Vallejo Street, and Young Street. Building 201 would be removed from its current site and stored during construction of the project. The top portion of the building would be rehabilitated and replaced at or near its current location following construction of the project. The demolition and removal of these contributing elements would constitute physical destruction of part of the Presidio NHLD (36 CFR 800.5[a][2][i]).

Construction of the Presidio Parkway Alternative, as refined, would also result in the alteration of roads that are contributing features to the Presidio NHLD and would result in a direct adverse effect under 36 CFR 800.5(a)(2)(ii). As a result of the refinements made to the preferred alternative, the following contributing roads may be affected differently than as proposed in the final FOE, but the project would still require their alteration and would diminish their historic integrity. Thus, the refined alternative would cause a direct adverse effect on the following structures: Park Presidio Boulevard (SR1); Cowles Street; Lincoln Boulevard; Crissy Field Avenue; Battery Blaney Road; Halleck Street; Mason Street; Girard Road; Gorgas Avenue; and Richardson Avenue. The buildings and roadways that would be destroyed or altered are located within the footprint of the Presidio Parkway Alternative and its refinements.

In response to comments received regarding the final FOE, SFCTA consultant Garavaglia Architecture, Inc., conducted a feasibility study to examine the removal of Building 201 and Building 204 for temporary storage during construction and the rehabilitation of the two buildings following construction of the new Doyle Drive.[20] The feasibility study identified several options available for each building. Although the removal of both buildings for storage during construction and their subsequent replacement and rehabilitation following project construction is technically feasible, according to the Garavaglia report, the Trust has chosen to not proceed with this action for Building 204. The refined preferred alternative would, therefore, include the removal, storage, and rehabilitation of Building 201 only. Garavaglia's recommendation for this action is to rehabilitate the upper level of Building 201 in a position along Halleck Street at or near its original location after storing the building in three sections on a nearby site approximately 46 meters (150 feet) south of its current site during construction of the project. Building 201 would be placed on a new foundation and rehabilitated following the Secretary of the Interior Standards. The adverse effects caused by the removal and rehabilitation of Building 201, are presented in more detail Section 5.1.1.2, below. A simulation showing the location of Building 201 following construction is in View 14 in Figure 12d in Appendix A.

Garavaglia also examined Building 228 in the feasibility study to address refinements in the preferred alternative. As described in Section 2.3.2, the refined alternative will raise the grade of Halleck Street 0.8 meters (2.6 feet) more than the project as analyzed in the final FOE (0.6 meters [2.0 feet]). The refined alternative, therefore, will raise the grade at the northeast corner of Building 228 approximately 1.4 meters (4.6 feet) above the existing grade. The indirect adverse effect this refinement may have on Building 228 is also described in Section 5.1.2.2. Simulations showing the effects on Building 228 after construction include Views 12 and 22 in Figure 12d in Appendix A.

5.1.1.1 Direct Effects on Cultural Landscape, Preferred Alternative

As discussed in the final FOE, there would be direct adverse effects on the Presidio NHLD under the Presidio Parkway Alternative due to the alteration and removal of historic features of the cultural landscape and due to the introduction of non-historic features into the cultural landscape. The refinements made to the Presidio Parkway Alternative do not alter the end result of the analysis of the effects that the project will have on the Presidio NHLD's cultural landscape, i.e., the refined preferred alternative will also cause direct adverse effects to the Presidio NHLD and features of its cultural landscape. The following section addresses specific components of the cultural landscape that the refined project could affect differently than the project analyzed in the final FOE. Components of the cultural landscape discussed below are the bluff (from Battery Blaney eastward), trees near the Stables Area and batteries, and the spatial relationships and building clusters in the former Quartermaster Depot along and near Halleck Street and Gorgas Avenue. This section also addresses introduction of non-historic elements such as retaining walls, fences, berms and tunnels in these areas. Effects analysis regarding individual buildings is presented in Section 5.1.1.2.

Bluff East of Battery Blaney

The existing bluff east of Battery Blaney (and running parallel to and just south of the existing Marina Viaduct) is a historic topographic feature of the Presidio cultural landscape that would be altered by construction of the refined Presidio Parkway Alternative. The project refinements are intended to reduce impacts that would be caused by construction of this at-grade segment between the proposed Battery Tunnel and the Main Post Tunnel. The refinements include raising the profile of the southbound lanes of the new facility, constructing a landscaped retaining wall and fencing along the south side of the southbound lanes, widening the landscaped median between north and south bound lanes, and building a landscaped berm, or hill along the north side of the northbound lanes. Simulations showing this portion of the project after construction include Views 6, 8, 12, 13, and 21 in Figure 12d in Appendix A.

[20] Garavaglia Architecture, Inc., "Relocation Feasibility Study: Presidio of San Francisco National Landmark District Buildings 201, 204 and 228," Draft, November 20, 2006.

The bluff would be altered by construction of this at-grade roadway, and would also be altered by the construction of the Main Post tunnel between Bank Street and Halleck Street. The refined alternative proposes to raise the profile of Halleck Street more than was previously analyzed. Although this refinement would result in slightly different effects to the bluff than was analyzed in the final FOE, the construction of the refined preferred alternative would still require alteration of the bluff that would diminish the historic integrity of this feature of the cultural landscape. Although the refinements reduce some of the effect the project would have on the bluff (see below), this alteration of the topography of the existing bluff would result in a direct adverse effect because it would diminish its integrity as a contributing element of the cultural landscape of the Presidio NHLD, 36 CFR 800.5(a)(2)(i) and (ii).

The refinements reduce some of the effects that were analyzed in the Presidio Parkway alternative in the final FOE, but the refined preferred alternative does not change the overall adverse effect finding for the bluff. Although the bluff was partially obscured by the construction of the Marina Viaduct and Doyle Drive in the 1930s, it has remained in place and partly visible since that time. The refined preferred alternative would destroy much of the bluff as it currently exists and would change the character of the bluff. The bluff would no longer serve as a distinct, steep transition between the Upper and Lower Post areas because it would be removed and replaced by the construction of flat, horizontal roadways in the location of the former bluff and slope at the toe of the bluff. The refined preferred alternative includes landscaping of face of the retaining wall, topped by fencing, along the south side of the southbound lanes and a landscaped berm along the north side of the roadway to create the semblance of a bluff. The landscaped retaining wall and the new berm would help to screen views of the roadway facility, but would also introduce a non-historic element along the bluff itself, while the berm would be a new vertical element in the historically flat Crissy Field area. Overall, the resulting structures of the at-grade segment (at-grade roadways, retaining walls, fencing, and berm) would not have the appearance of the historic bluff. This alteration of topography and introduction of new structures would result in a direct adverse effect under 36 CFR 800.5(a)(2)(i) and (ii).

The construction of the tunnels in the area north and northeast of the Main Post would result in the removal of the bluff through the alteration of the historic topography in this portion of the Presidio NHLD. Simulations showing the tunnel facility in the Main Post area after construction include Views 6, 8, and 23 in Figure 12d in Appendix A. The presence of a bluff at this location is a character-defining feature of the Presidio NHLD, and its removal or alteration would cause a direct adverse effect to the integrity of the district because it would alter the existing topography of the bluff, introduce a non-historic feature into the landscape, and would lessen visual evidence and understanding of the development of the Presidio over time. The changes to the bluff caused by the introduction of the tunnel structures would make it far less apparent why this site was selected for the Presidio Main Post in 1776, an aspect of the Presidio NHLD cultural landscape that is much more apparent under existing conditions. The Main Post was specifically established near the edge of the natural bluff overlooking the San Francisco Bay, on land that sloped downward towards the bluff. This location served both practical and symbolic functions: it provided for views of the Bay and the Golden Gate, provided convenient access to the area along the water's edge that provided safe anchorage for ships, and symbolized the Spanish control of these features. The historic topographic and spatial relationship between the Main Post and the lower post areas on Crissy Field would no longer be evident because the introduction of the tunnel structures would obscure this historic setting and spatial relationship.

Stables Area and Batteries

The refined Presidio Parkway Alternative will require tree removal in some areas of the cultural landscape (Figure 13). Overall, the refined preferred alternative would remove approximately 4.4 hectares (10.9 acres) of tree cover in the Focused APEs. This total is 0.9 hectares (2.2 acres) less than Alternative 5, Presidio Parkway with Hook and Diamond options, as refined in the final FOE. The reduction in the amount of tree cover removed is largely because of modifications to the Park Presidio Interchange design. The amount of disturbance in the interchange area is reduced because the Preferred Alternative would reuse some of the existing ramps at the Park Presidio interchange. Specifically the refined preferred alternative would not include the Loop Ramp option and would eliminate three proposed structures, all of which would have required more tree removal. The refined preferred alternative requires the demolition of Building 670, as was analyzed in the final FOE. Across Cavalry Hollow, the refined preferred alternative would be aligned closer

to the existing facility further reducing the area of tree removal in the vicinity of the stables as compared to Alternative 5. East of the National Cemetery, the area of tree removal for the Preferred Alternative is similar to that of Alternative 5. Simulations showing the tree cover in the vicinity of the Park Presidio interchange, Stables Area, and batteries along the bluff are included in Views 10 and 17 in Figure 12d in Appendix A.

As stated in the final FOE, the construction of the new high viaduct and reconfiguration of the Park Presidio interchange would result in the alteration of the stand of trees in the area west of the Park Presidio interchange and the Stables Area. Some of the trees would be removed in the stands that are located: 1) in the area that is north of the interchange and southwest of Lincoln Boulevard; and 2) in the area that is south of Doyle Drive, west of the Park Presidio viaduct, and northeast of Storey Avenue and Rod Road. The construction of the new high viaduct would result in the alteration of the stand of trees in the area east of the Park Presidio interchange and south of the new high viaduct next to the Stables Area; some of the trees in this stand would be removed. These stands of trees are a portion of the Presidio forest that has regenerated over time, and for this reason there are trees of varying ages within these stands; that is, there are trees within these stands that may have grown since the end of the period of significance in 1945. However, stands of trees in these locations are visible in aerial photographs taken during and at the end of the period of significance, and the location of trees in this part of the Presidio are a part of the historic vegetation features of the cultural landscape. Trees south of the batteries and north of the National Cemetery, along the bluff south of Doyle Drive and north of Lincoln Boulevard, would be removed under the refined preferred alternative. Trees in this location are visible in aerial photographs taken during and near the end of the Presidio NHLD period of significance.

Although the refined alternative would result in fewer trees that contribute to the cultural landscape being destroyed, the loss of trees from the specific locations in the area around the Stables and batteries, discussed above, would result in a direct adverse effect under 36 CFR 800.5(a)(2)(i).

The refined preferred alternative would require construction of retaining walls in two locations in the Stables Area: at the Park Presidio Interchange (on the west side of the Stables Area), and at the east end of the new high viaduct structure (on the east side of the Stables Area). Most of the length of the retaining walls at the Park Presidio Interchange would be located under the Park Presidio northbound lanes connecting to northbound Doyle Drive, at or near the current location of the existing ramp structures. A retaining wall would also be constructed west of the realigned Lincoln Boulevard under the interchange, at the beginning of the Park Presidio northbound ramp to southbound Doyle Drive. Both of the retaining walls at the Park Presidio Interchange would be located on or very near the site of the existing interchange support structures, and their construction would not constitute a direct adverse effect to the Stables Area as an element of the cultural landscape under 36 CFR 800.5(a)(2)(i) and (ii). Direct adverse effects to Lincoln Boulevard and Cowles Street that would be caused by this construction were identified in the final FOE and are also identified in Section 5.1.1. and 5.1.1.2 of this FOE Addendum.

The retaining walls proposed by the refined preferred alternative for the east end of the new high viaduct structure would be constructed along both the northbound and southbound lanes of the new Doyle Drive facility, at the transition between the viaduct and the Battery tunnel structure. These retaining walls would be located on, and just south of, the current location of the westernmost piers and west abutment of the existing High Viaduct. Because of their similar location to the existing structures of Doyle Drive, the construction of these retaining walls would not cause a direct adverse effect to the Stables Area as an element of the cultural landscape under 36 CFR 800.5(a)(2)(i) and (ii). The direct adverse effects to Battery Blaney Road and Crissy Field Avenue that would be caused by this construction were identified in the final FOE and are also identified in Section 5.1.1. and 5.1.1.2 of this FOE Addendum.

Halleck Street / Gorgas Avenue-Girard Road Intersection / Quartermaster Depot

Construction of the refined Presidio Parkway Alternative would affect portions of historic circulation features within the former Quartermaster Depot area along Halleck Street, Gorgas Avenue, and Girard Road, all

features of the Presidio NHLD cultural landscape. The potential effects of the refined project are identified and analyzed in this section, however, there is not a substantial difference in adverse effects caused by the refinements at these locations as compared to the project identified and analyzed in the final FOE. For analysis of the indirect effect to Building 228, see Section 5.1.2.2.

The Presidio NHLD cultural landscape would be adversely affected by the refined alternative as the result of the construction of the Main Post tunnel within the historic functional area known as the Quartermaster Depot. This construction would adversely affect three buildings and a wall that are part of the cluster of resources near Halleck Street. These resources are: Building 201, which defines the western edge of the north end of the Halleck Street corridor; Building 204, on Young Street west of Building 201; Building 230, situated east of Halleck Street, near Gorgas Avenue, and the low concrete retaining wall located at the base (north side) of the bluff. Building 201 and Building 204 were both built in 1896. Building 201 was one of the first buildings constructed along the Halleck Street service corridor, which was developed between the 1890s and 1910 in response to the expanding service and supply functions of the Quartermaster Depot. It is unclear where Building 204 was originally located, but it was likely moved to it current location during construction of Doyle Drive in the 1930s.[21] Building 230 was built in 1917. As noted above, the final FOE identified adverse effects to these building clusters within the cultural landscape, and direct adverse effects to the contributing elements of the Presidio NHLD, and these effects are also discussed in this FOE Addendum. See Section 5.1.1.2 for the direct effects analysis for Buildings 201, 204, 230, and Halleck Street, and Section 5.1.2.2 for the analysis of indirect effects to Building 228.

The Presidio NHLD cultural landscape would be adversely affected by the construction of tunnels proposed in the refined alternative, and this effect is similar to that identified in the final FOE. The construction of the new tunnels would result in the introduction of new, non-historic structures into the cultural landscape, specifically the earthen cover over the tunnels, which would constitute a new topographic feature in the cultural landscape. This earthen cover would visually extend the "upland" portion of the Main Post and would eliminate the historic bluff and the historic lower elevation of this portion of the Presidio (Views 8, 12, 14, 23, and 24 in Figure 12d in Appendix A). The tunnel portals would also include fencing to prevent pedestrian access to the facility. The addition of these new non-historic features would introduce visual elements that diminish the integrity of the property's significant historic features and would result in a direct adverse effect to the historic Quartermaster Depot, which is part of the Presidio NHLD cultural landscape, 36 CFR 800.5(a)(2)(v).

Historic circulation features of the Presidio NHLD cultural landscape would also be adversely affected by the refined alternative as the result of the removal and alteration of various roadways. This effect is similar to that identified in the final FOE. Historic streets within the former Quartermaster Depot – Marshall Street, Vallejo Street (No. 2185), Young Street, and a portion of Gorgas Avenue (No. 2064) between Marshall and Halleck – would be removed. The paved and graveled open area under, and south of, the existing Doyle Drive viaduct, the area west of the Mason Street Warehouses, the area north of Gorgas Avenue, and the area east of Halleck Street would be removed and landscaping would be added after construction. These streets and the expanses of open, level, and paved or graveled areas existed in support of the utilitarian supply and warehouse functions of the Quartermaster Depot (Views 1, 6, and 15 in Figure 12d in Appendix A). Historically, Halleck Street (No. 2068) provided a transition corridor between the Main Post's

[21] Building 204 has not been noted in other historic resources documentation for the Presidio NHLD as having been moved, however, 1930s plans for construction of the Golden Gate Bridge and Doyle Drive do not record a building at this location, which suggests that it was moved to this site. Furthermore, the building has a concrete slab foundation, a feature that is not consistent with the masonry foundation of Building 201 (also built in 1896), or the concrete pier foundations of other nearby nineteenth century buildings. (NPS, Presidio NRHP Nomination, 1993; Golden Gate Bridge and Highway District, digitized plans for Golden Gate Bridge by Strauss Engineering, various dates ca. 1930-1937, on file with Caltrans District 4, Oakland, California; Garavaglia Architecture, Inc., "Relocation Feasibility Study: Presidio of San Francisco National Landmark District Buildings 201, 204 and 228," Draft, November 20, 2006).

administrative and residential functions on higher ground, and the utilitarian and supply activities of the lower post area, with a vertical alignment that sloped down from Lincoln Boulevard to Mason Street on Crissy Field (Views 6, 12, and 14 in Figure 12d in Appendix A). As noted, Halleck Street is framed on either side by buildings that step down along the grade as well. The intersection of Halleck and Mason streets would be shifted to the east, and the profile of Mason Street would be raised to accommodate the modified Halleck Street profile.

Other historic circulation features of the Presidio NHLD cultural landscape would be affected as well. The previously analyzed preferred alternative and the refined alternative both propose the creation of an intersection at Gorgas Avenue and Girard Road where there is currently no intersection, as well as a widened and extended Girard Road alignment (Views 1 and 15 in Figure 12d in Appendix A). (For a discussion of potential indirect effects on Gorgas Avenue, please see Section 5.1.2.2). The intersection proposed by the refined alternative would be roughly 2 meters (6 feet) below existing grade, which is lower than previously analyzed. The intersection includes construction of retaining walls and fencing along the depressed roadway grades of Gorgas Avenue and the new Girard Road alignment. The walls and fencing would line the segments of these roadways approaching the new intersection. Retaining walls and fencing would also be constructed along the new main Doyle Drive facility northeast of the new Gorgas/Girard intersection. The addition of the non-historic features of this intersection and the Doyle Drive facility would introduce visual elements that would diminish the integrity of the property's significant historic features and would result in a direct adverse effect under 36 CFR 800.5(a)(2)(v). Adverse effects to these historic circulation features of the cultural landscape, and direct adverse effects to the streets, were identified in the final FOE and are also discussed in Sections 5.1.1, 5.1.1.2, and 5.1.3 of this FOE Addendum.

In summary, the alteration and/or destruction of the streets, historic circulation features, and the changes to the building clusters near Halleck Street would result in changes to historic topographic, circulation, and spatial organization features of the cultural landscape. Alteration of these features would lessen the design, materials, workmanship, setting, feeling, and association that reflect: 1) the spatial relationship of the upland Main Post to the lower post areas; and 2) the service and supply land uses and activities and the related utilitarian nature of historic Quartermaster Deport area. These effects would constitute "physical destruction of or damage to all or part of the property" and "change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance," and would be a direct adverse effect under 36 CFR 800.5(a)(2)(i) and (iv).

5.1.1.2 Direct Effects on Contributing Buildings, Structures, and Objects, Preferred Alternative

The Presidio Parkway Alternative, as refined would cause a direct adverse effect to the Presidio NHLD through the destruction and alteration of contributing elements of the Presidio NHLD. The effect of the refined alternative is very similar to the effect the Presidio Parkway alternative has on contributing buildings, structures, and objects as was analyzed in the final FOE. The refinements to this alternative do not alter the conclusions presented in the final FOE.

The contributing elements proposed for destruction under this alternative are Doyle Drive, Building 204, Building 230, Building 670, as well as Bank Street, Vallejo Street, and Young Street. Building 201 is to be removed from its current site, stored during construction, and a portion of the building rehabilitated near its original location. The demolition and alteration of these contributing elements would constitute physical destruction of part of the Presidio NHLD (36 CFR 800.5[a][2][i]). Construction of the Presidio Parkway Alternative, as refined, would also result in the alteration of roads that are contributing features to the Presidio NHLD and would result in a direct adverse effect under 36 CFR 800.5(a)(2)(ii). As a result of the refinements made to the preferred alternative, the following contributing roads may be affected differently than as proposed in the final FOE, but the project would still require their alteration and would diminish their historic integrity. The project would, therefore, have a direct adverse effect on these buildings and structures: Park Presidio Boulevard (SR1); Cowles Street; Lincoln Boulevard; Crissy Field Avenue; Battery Blaney Road; Halleck Street; Mason Street; Girard Road; Gorgas Avenue; Richardson Avenue; Building 201;

Building 204; Building 230; and Building 670. These buildings and roadways would be destroyed or altered because they are located within the footprint of the Presidio Parkway Alternative and its refinements.

As noted above in Section 5.1.1, Garavaglia conducted a feasibility study to examine the removal and temporary relocation of Building 201, the raising of Building 228, and the removal and permanent relocation of Building 204, as well as the rehabilitation of the buildings following construction of the new Doyle Drive.[22] This study was prepared to help inform decisions that need to be made regarding these buildings in response to the preferred alternative. The feasibility study examined the following issues related to removing, storing, and relocating Building 201 and Building 204:

- Structural soundness of the buildings to undergo relocation;
- Adequacy and appropriateness of various locations for the moved buildings;
- Feasibility of these wood buildings to be moved as single units or in sections;
- Choosing of transportation routes and appropriate temporary storage;
- Potential degrees of material retention of exterior and interior features;
- Protection measures for character-defining features that should not be removed or damaged.
- Need for reassessment of the historic integrity and continued eligibility of the buildings and associated streetscape as contributors to the Presidio NHLD;

The feasibility study stated that the refined Presidio Parkway alternative would require the second level of Building 201 to be "moved off-site during construction then placed back approximately in its present location" and that the first floor, that is currently built into the side grade of Halleck Street, would not be retained.[23] The feasibility study made its recommendations to avoid complications with project construction, minimize difficulties in the moving process, and to reduce physical impacts on the building. Garavaglia's recommended option for Building 201 was to relocate the upper level of the building near its original location, on a new foundation, after storing the building in three sections on a nearby site approximately 150 feet south of its current location. Comparison of the current location of Building 201 and a simulation of its appearance after construction of the project are in View 14 in Figure 12d and Figure 8 in Appendix A. The Presidio Trust, as the property owner, has concluded that it will not seek the removal and rehabilitation of Building 204, and it does not support raising Building 228. The Presidio Trust does support removal of Building 201, its temporary storage during construction, and rehabilitation of its top story near its original location along Halleck Street.

The removal and rehabilitation of Building 201 would be one of the mitigation activities conducted to decrease the project's adverse effect on this contributor to the Presidio NHLD. Selection of this course of action would, however, still be considered a direct adverse effect under 36 CRF 800.5(a)(2)(i), (ii), (iii), and (iv). Its retention would help decrease the impacts the project would have on the former Quartermaster Depot area and the Halleck Street corridor, nevertheless, the status of Building 201 as a contributor to the Presidio NHLD may change as result of its removal and rehabilitation. The Treatment Plan for the built environment will recommend that Building 201 be re-evaluated following its rehabilitation to assess whether it retains sufficient historic integrity to be a contributor to the Presidio NHLD.

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[22] Garavaglia Architecture, Inc., "Relocation Feasibility Study: Presidio of San Francisco National Landmark District Buildings 201, 204 and 228," Draft, November 20, 2006. To reach his conclusions, Garavaglia examined some historical documents, NPS physical history reports about the buildings, and some documentation prepared for the Doyle Drive replacement project, although not the final FOE. Additionally, the feasibility study did not present a general understanding of the Presidio Trust's central treatment to rehabilitate buildings on the Presidio.

[23] Garavaglia, "Relocation Feasibility Study," 9.

5.1.2 Indirect Effects on Presidio NHLD, Preferred Alternative

As analyzed in the final FOE, the Presidio Parkway Alternative would cause indirect adverse effects on the Presidio NHLD because it would diminish the integrity of some of the property's significant historic features (36 CFR 800.5[a][2][iv][v]), as described in the final FOE. Except for project changes at Building 228, discussed below, the refinements to this alternative do not alter the conclusions presented in the final FOE.

5.1.2.1 Indirect Effects on Cultural Landscape, Preferred Alternative

As stated in the final FOE, there would be indirect adverse visual effects on the Presidio's cultural landscape under the Presidio Parkway Alternative (36 CFR 800.5[a][2][v]). Except for project changes at Building 228, discussed below, the refinements to this alternative do not alter the conclusions presented in the final FOE.

5.1.2.2 Indirect Effects on Contributing Buildings, Structures, and Objects, Preferred Alternative

The refined Presidio Parkway Alternative would not introduce auditory, or vibratory elements that would diminish the integrity of the significant historic features of the Presidio NHLD; however, it would result in an indirect adverse visual effect to Building 228 that would not have been caused under the previous alternative (36 CFR 800.5[a][2][v]).

The refined Presidio Parkway Alternative would require changes in street grade adjacent to Building 228, a contributing element of the Presidio NHLD on Halleck Street (Views 12, 14, and 22 in Figure 12d in Appendix A). The grade of Halleck Street would be raised approximately 1.4 meters (4.6 feet) from the current grade at the northwest corner of Building 228. This change in street grade would be accomplished immediately adjacent to the building but would not require alteration of the building itself. This portion of the project would change the physical features of Halleck Street within the setting of this building and would introduce a visual element (the raised grade of the street) that would diminish the integrity of the setting and feeling of Building 228. Although this action would constitute an indirect adverse visual effect (36 CFR 800.5[a][2][iv][v]), the building would continue to be able to convey its significance by retaining historic integrity of location, design, materials, workmanship, and association (36 CFR 800.5[a][1]).

The feasibility study prepared by Garavaglia addressed the potential effect that the raising of Halleck Street might have on Building 228 and whether raising the building in order to maintain the building's physical proximity with the street would be feasible. The feasibility study was conducted, however, with project information that stated that Halleck Street would be raised approximately 0.9 meter (3 feet) from its current elevation at the northwest corner of the building with almost no change of street elevation at the southwest corner. The feasibility study concluded that this would not alter the historic relationship between the building and street. As stated above, the refined preferred alternative would raise Halleck Street 1.4 meters (4.6 feet) at the northwest corner of Building 228. Although the conclusion of this FOE Addendum is that the change in Halleck Street would cause an indirect adverse effect to Building 228, the feasibility study's analysis regarding the general feasibility of raising the building is still useful for assessing the possible effect such an action would have.

Garavaglia recommended that Building 228 not be raised. The feasibility study concluded that raising the building would: a) maintain the building's relationship with Halleck Street; b) cause minimal impact on the building's historic integrity; and c) be less expensive than moving the building elsewhere on the Presidio.[24]

[24] Garavaglia did not qualify his statement that raising Building 228 would have minimal impact to the building's historic integrity. If Building 228 was to be raised, the action could diminish the historic integrity of the building's materials and it setting, particularly in relationship with its adjacent buildings. This analysis is unnecessary, however, because the Doyle Drive project does not intend to raise Building 228.

The feasibility study also concluded, however, that the action would likely damage the building and would have little benefit for the cost and efforts associated with the action. The study stated that raising the building would disrupt the soil beneath the building, which may compromise the ability for that soil to support the building. The study also noted that raising the building could exacerbate current structural problems and that it would alter its relationship with adjacent buildings that would remain at their current elevations following construction of the new Doyle Drive. Leaving the building at its current elevation would require that the new Halleck Street be built in a manner that would not directly affect the structure of Building 228. Garavaglia suggested that a new retaining wall along Halleck Street might be required, for example, and that security/safety barriers would need to be installed across the windows in Building 228 that face Halleck Street. The feasibility study concluded that leaving Building 228 at its current elevation would be preferable and that it would be cost effective and would cause less damage to the building than raising it.

The refined Presidio Parkway Alternative would require changes in the Mason Street grade at its intersection with Halleck Street, east of Building 603. The refined alternative would include raising the profile of Mason Street 1 meter (3 feet) to accommodate the modified Halleck Street profile. Mason Street would conform to the existing road at a point about 60 meters (200 feet) on either side of the new intersection (at least 40 meters [131 feet] east of the Crissy Center). The raised portion of Mason Street would be supported on fill with gentle slopes that would be landscaped to match the surrounding area (see Views 6 and 7 in Figure 12d in Appendix A). These changes in street grade would be accomplished east of Building 603 and would not require alteration of the building or its setting because the new intersection will be only slightly higher and slightly east of its current configuration. Building 603 would continue to convey its significance by retaining historic integrity of location, design, materials, workmanship, feeling, or association (36 CFR 800.5[a][1]) and would not experience an indirect adverse effect (36 CFR 800.5[a][2][iv][v]).

The refined Presidio Parkway Alternative would require changes in the Gorgas Avenue street grade near Buildings 1063 and 1163; however, these changes would occur farther away from the buildings than under the previous alternative. The refined alternative would move the Gorgas-Girard intersection southwest by 20 meters (66 feet), see Views 1 and 15 in Figure 12d in Appendix A. The grade of Gorgas Avenue will be lowered roughly 2 meters (6 feet) than existing Gorgas Avenue at its new intersection with Girard Road. These changes in street grade would be accomplished near the buildings, but would not require alteration of the buildings themselves. Construction of the refined alternative will maintain the Gorgas Avenue streetscape in the vicinity of existing warehouses. This portion of the project would not modify the setting of these buildings because the intersection will be lowered and south of the historic Gorgas Street alignment. The warehouse buildings would continue to convey their significance by retaining historic integrity of location, design, materials, workmanship, feeling, or association (36 CFR 800.5[a][1]) and would not experience an indirect adverse effect (36 CFR 800.5[a][2][iv][v]).

Other than the adverse indirect effect to Building 228, the other contributing elements of the Presidio NHLD would not experience indirect effects under the refined Presidio Parkway Alternative and the project activities would not decrease the ability of these contributing elements of the property to convey their significance (36 CFR 800.5[a][2][v]). The refinements to this alternative do not alter the conclusions presented in the final FOE for these other contributing elements.

5.1.3 Cumulative Effects on Presidio NHLD, Preferred Alternative

Cumulative effects on the Presidio NHLD were addressed in the final FOE. The analysis in the final FOE considered the potential for the Presidio Parkway Alternative, in combination with known past, present, and future projects in the area, to adversely affect the Presidio NHLD. The final FOE concluded that the Presidio Parkway Alternative would result in an adverse cumulative effect on the Presidio NHLD. In summary, this conclusion found that the alternative would introduce new structural and visual elements into a part of the Presidio NHLD that has already lost historic integrity through the demolition of contributing buildings and structures. The viaducts, tunnels, and at-grade portions of Presidio Parkway Alternative that would be constructed in this northeast corner of the Presidio NHLD would not resemble the existing Doyle Drive facility in overall location, massing, and scale. Furthermore, the Presidio Parkway Alternative would require the

destruction of additional contributing elements. The refined Presidio Parkway Alternative would result in similar effects.

The refined Presidio Parkway Alternative, therefore, would result in both the introduction of new construction, and the destruction of contributing buildings and structures, and when considered in conjunction with past, present, and future projects, would result in an adverse cumulative effect to the Presidio NHLD (36 CFR 800.5[a][1]). The refinements to this alternative do not alter the conclusions presented in the final FOE.

5.1.4 Direct Effects on Individual Historic Properties, Preferred Alternative

The final FOE concluded that the Presidio Parkway Alternative would cause a direct adverse effect to the following individual historic properties: Presidio Viaduct (Bridge 34 0019) on Doyle Drive, Marina Viaduct (Bridge 34 0014) on Doyle Drive, and the Golden Gate Bridge. The refinements to this alternative do not alter the conclusions presented in the final FOE.

The refined Presidio Parkway Alternative would not cause a direct adverse effect to the Palace of Fine Arts because the project will not physically demolish, remove, or damage character-defining features of this historic property.25 The refined alternative will maintain Palace Drive as a two-way road and will accommodate the following modifications: a) modifications at the north and south ends of the road as proposed by SFDRP; b) modify Palace Drive to provide perpendicular parking on both sides; and c) redesign surface parking west of Palace Drive. SFDRP has not fully developed plans for their proposed modification (drop off/turnarounds), however, for the purposes of this analysis it is assumed that the modification will be located partly outside and partly inside the Palace of Fine Arts property boundary. It is anticipated that there will be limited construction within the current street and sidewalks adjacent to Palace Drive within the historic property's boundary. Figure 14 shows the conceptual plan for the redesigned surface parking west of Palace Drive. The final plan for the redesigned parking will be developed during final design for the project. These modifications may include alteration to or removal of trees adjacent to Palace Drive. The trees that line both sides of Palace Drive are not a character-defining features of the Palace of Fine Arts property, nor is the parking configuration along Palace Drive, therefore, the modification to Palace Drive creating perpendicular parking on both sides will not directly affect the character-defining features of the Palace of Fine Arts property. Furthermore, the surface parking west of Palace Drive is not part of the Palace of Fine Arts property and redesign of this parking area as proposed by the refined alternative will not directly affect the Palace of Fine Arts property. In summary, the refinements of the Presidio Parkway alternative will not adversely affect this property because they will not affect character-defining features of the property, as defined in the National Register nomination form used to list the property in the NRHP. Palace Drive's alignment and use will not be altered and it will continue to contribute to the property's overall site plan and landscape. Thus, the alternative refinements do not alter the conclusions presented in the final FOE regarding the Palace of Fine Arts property.

Under Alternative 5, as refined, there would be no potential for direct adverse effects on archaeological site CA-SFr-6/26. As discussed in the final FOE, the area where the site is located is not proposed for construction. The area would be excluded from use as a staging area and an ESA would be established that would limit the ground disturbance in the vicinity of the sites known and predicted extent.

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25 The final FOE's findings were that the Palace of Fine Arts would have no adverse effect with conditions, under the Presidio Parkway Alternative. The conditions associated with this conclusion were related to additional studies to be performs, and further actions if necessary, related to potential vibration effects on the Palace of Fine Arts. The conditions were not related to specific actions related to possible direct effects. The additional vibration analysis is specified in the Treatment Plan currently being drafted. The Treatment Plan will also call for avoidance, protection, and monitoring of historic properties, including the Palace of Fine Arts.

As discussed in the final FOE, many areas of the APE could not be test excavated due to a variety of practical constraints, including a high water table, numerous underground utilities, and the prohibition to test under the existing Doyle Drive, it is likely that inadvertent discoveries of either prehistoric or historical archaeological resources will occur during the course of construction. Therefore, impacts on unknown buried prehistoric and historic-period archaeological resources could occur during the construction of this alternative, as refined. Monitoring for the presence of unknown sites will be conducted throughout the construction of the project; however the areas where tunneling will occur will be quite difficult to monitor due to the deep excavation construction methods that will be used in these areas. In addition, if buried archaeological sites are discovered during construction, it may be difficult or impossible to redesign the project to avoid significant archaeological resources, especially in areas where the tunnel will be constructed. To address the potential for these impacts, additional measures to locate and treat unanticipated archaeological resources that might be located in the Focused APE (Archeological) will be implemented in advance of and during construction. These efforts would be designed to reduce the potential for inadvertent discoveries during construction and also allow for archaeological site avoidance measures where feasible. Such measures would be defined as part of the MOA development process and be outlined in a construction monitoring and data recovery plans, and will be outlined in the Treatment Plan.

5.1.5 Indirect Effects on Individual Historic Properties, Preferred Alternative

The final FOE concluded that the Presidio Parkway Alternative would not cause an indirect adverse effect to the Presidio Viaduct (Bridge 34 0019), Marina Viaduct (Bridge 34 0014), archaeological site CA-SFr-6/26, or the Palace of Fine Arts but would cause an indirect adverse effect on the Golden Gate Bridge. The refinements to this alternative do not alter the conclusions presented in the final FOE.

The final FOE found that "noise levels of the new Doyle Drive built under the Presidio Parkway Alternative are expected to be lower near the Palace of Fine Arts by 1 to 8 decibels, a level of change that may not be detectable to the human ear in an exterior setting."[26] A revised noise technical study was prepared in November 2006.[27] This additional analysis concluded that noise levels would be similar to that predicted in the original study. No new vibration analysis was performed since the completion of the final FOE. For the purposes of the analysis under the Section 106 criteria of adverse effect, it is assumed that the refined project would include appropriate noise and vibration abatement measures, as proposed in the final noise and vibration study in December 2004. The final FOE in December 2005 concluded that the Presidio Parkway would have no adverse effect, with conditions, on the Palace of Fine Arts. The conditions attached to this conclusion were to address possible vibration effects. These conditions provide for additional vibration analysis and are to be specified in the Treatment Plan, currently being drafted. In addition to noise and vibration, there is not expected to be a visual impact on the Palace of Fine Arts. The SFDRP proposed changes to Palace Drive that have been accommodated into the Doyle Drive project, are anticipated to be modest, and do not include structures that would impede or diminish the view of or views from the Palace of Fine Arts site. Thus the Palace Drive modifications would not have a visual impact to the Palace of Fine Arts. The refined Presidio Parkway Alternative, therefore, would not cause an indirect adverse effect (with conditions) on the Palace of Fine Arts historic property because it would not introduce additional visual or auditory elements that would diminish the integrity of the property (36 CFR 800.5[a][2][v]).

[26] Environmental Science Associates (ESA), "Final Noise and Vibration Study, South Access to the Golden Gate Bridge," December 2004, 6-3 to 6-15, 7-1 to 7-6, 8-7, and 9-15 to 9-17.

[27] Environmental Science Associates (ESA), "Supplemental Final Noise and Vibration Study, South Access to the Golden Gate Bridge," prepared for Parsons Brinckerhoff, November 2006.

5.1.6 Cumulative Effects on Individual Historic Properties, Preferred Alternative

Cumulative effects on individual historic properties in the Focused APEs were addressed in the final FOE. The analysis in the final FOE considered the potential for the Presidio Parkway Alternative, in combination with known past, present, and future projects in the area, to adversely effect individual historic properties within the Focused APEs. An additional project was considered as part of the cumulative effects analysis for this FOE Addendum: the SFDRP Palace of Fine Arts Building Restoration Plan Phases I, II, and III. These plans include architectural survey and structural analysis of the existing conditions of the Rotunda and Colonnade of the Palace of Fine Arts, safety netting and plaster repair, seismic strengthening and architectural restoration of the rotunda and colonnade along with accessibility upgrades and architectural lighting, as well as restoration of the lagoon and associated landscape improvements on the east side of the lagoon and other landscape improvements. These improvements will include new entry dropoff/turnarounds at the north and south ends of Palace Drive. These modifications have not yet been fully designed, however, they are expected to be limited in scale and only partly within the Palace of Fine Arts property; they are not anticipated to cause an adverse effect to the Palace of Fine Arts property. When the SFDRP project is considered in combination with the refined alternative, there is no cumulative effect anticipated for character-defining features of the Palace of Fine Arts.

The final FOE concluded that the Doyle Drive viaducts, the Palace of Fine Arts, and archaeological site CA-SFr-6/26 would not experience a cumulative effect under the Presidio Parkway Alternative as individual historic properties, but that the alternative would likely cause an adverse cumulative effect on the Golden Gate Bridge historic property. The refinements to this alternative do not alter the conclusions presented in the final FOE.

SECTION 6: CONCLUSIONS

6.1 THE REFINED PRESIDIO PARKWAY (PREFERRED ALTERNATIVE)

The refined Presidio Parkway Alternative would cause adverse effects on the Presidio NHLD, the cultural landscape, and individual contributors to the NHLD. The refined alternative would also cause adverse effects on individual historic properties. The findings can be summarized as follows:

Property Name	Preferred Alternative: Refined Presidio Parkway
Doyle Drive Presidio Viaduct (34 0019)	Adverse Effect (direct)
Doyle Drive Marina Viaduct (34 0014)	Adverse Effect (direct)
Golden Gate Bridge (34	Adverse Effect (direct and cumulative)
Presidio NHLD	Adverse Effect (direct, indirect, and cumulative) (see Section 5 for a list of adversely affected contributing elements of the Presidio NHLD)
Palace of Fine Arts	No Adverse Effect with Conditions
Archaeological Site CA-SFr-6/26	No Adverse Effect with Conditions

The refined Preferred Alternative would adversely affect the Presidio NHLD by removal of Doyle Drive, a contributing element of the NHLD and individually eligible property. The refined alternative would also require the demolition of Buildings 204, 230, and 670, and the removal and partial demolition of Building 201. These activities would have adverse effects on the Presidio NHLD. Buildings 201 and 204 date to the 1890s, while Building 230 dates to 1917. These buildings were once part of the Quartermaster Depot functional area in what is now the northeastern portion of the Main Post Planning District. Building 670 dates to 1921 and is located in the Crissy Field Planning District. The refined alternative would require a change in the elevation of Halleck Street, which would have an adverse indirect effect on Building 228 because it is immediately adjacent to this street.

The Presidio Parkway Alternative, as refined, would also adversely affect the Presidio NHLD and the Presidio cultural landscape by demolition or alteration of the alignment of the following contributing roads: Park Presidio Boulevard; Richardson Avenue; Bank Street, Battery Blaney Road; Cowles Street; Crissy Field Avenue; Girard Road; Halleck Street; Mason Street; Gorgas Avenue; Lincoln Boulevard; and Vallejo Street. All of these roadways would be altered under the refined alternative, except for Bank, Vallejo, and Young streets, which would be demolished. Alterations include partial realignment, or changes in elevation. The earliest streets date between 1870 and 1885 (Lincoln Boulevard, Bank Street, and Halleck Street); some date to the period between 1900 and 1920 (Battery Blaney Road, Cowles Street, Girard Road, Gorgas Avenue, and Vallejo Street), while Park Presidio Boulevard and Richardson Avenue were built in the 1930s as approaches to the Golden Gate Bridge. Bank Street, Girard Road, Halleck Street, Mason Street, Gorgas Avenue, and Vallejo Street were once part of the Quartermaster's Depot functional area in what are now the Crissy Field and Letterman Planning Districts. Two other roads (Battery Blaney Road and Crissy Field Avenue) are completely within the Crissy Field Planning District. Many of the roads also serve as at least partial boundaries between planning districts: Park Presidio Boulevard, Richardson Avenue, Halleck Street, Lincoln Boulevard, and parts of Doyle Drive. The alteration or demolition of these roads would constitute an adverse effect to the Presidio cultural landscape, as well as to the Presidio NHLD.

The refined Preferred Alternative would adversely affect the Presidio NHLD and Presidio cultural landscape by removing and/or altering portions of the historic bluff in the area north of the National Cemetery, and northeast of the Main Post, and by introducing non-historic structures into the landscape (e.g., a horizontally and vertically separated at-grade roadway, as well as landscaped slopes over the new tunnel segments). The presence of a continuous bluff separating the Upper and Lower Posts is a character-defining feature of the Presidio. Its removal and alteration would impact the integrity of the Presidio and would lessen the understanding of the development of the Presidio over time. In particular, the historic reasons for location of

the Main Post and the historic topographic and spatial relationships between the Main Post and the Lower Post areas on Crissy Field would be less apparent, and this would diminish this character-defining feature of the cultural landscape and Presidio NHLD as a whole. The refined Preferred Alternative would also adversely affect the Presidio NHLD and Presidio cultural landscape by removing trees from the vicinity of the Park Presidio Interchange, and Storey Avenue/Rod Road, as well as north of the National Cemetery.

The Presidio Parkway Alternative, as refined, would adversely affect the Doyle Drive viaducts through their removal and replacement with new structures. Both viaducts – Presidio (High) Viaduct and the Marina Viaduct – are contributing elements of the NHLD and individually eligible properties. The refined alternative would adversely affect the Golden Gate Bridge property directly through the removal of Doyle Drive (a contributing element of the bridge property) and indirectly through the introduction of new Doyle Drive structures that are dissimilar to the existing roadway structures.

The refined Presidio Parkway Alternative would have no adverse effect with conditions on the Palace of Fine Arts property. The built environment Treatment Plan will assess the requirements for protection and monitoring of the Palace of Fine Arts. Specifically, the Treatment Plan will call for additional vibration analysis to examine the potential for project demolition and construction to cause physical damage to the character defining features of the historic property. The refined Presidio Parkway Alternative would have no adverse effect with conditions on the known archaeological site CA-SFr-6/26. If prehistoric or historic period archaeological sites are identified prior to or during construction, then the construction of the Presidio Parkway Alternative could adversely affect them.

SECTION 7: REFERENCES

See Final FOE for full list of references. The following is a list of references cited and used in preparation of this Addendum.

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APPENDIX A:
FIGURE, PLANS, PROFILES, VISUAL SIMULATIONS

FIGURE 1 PROJECT LOCATION

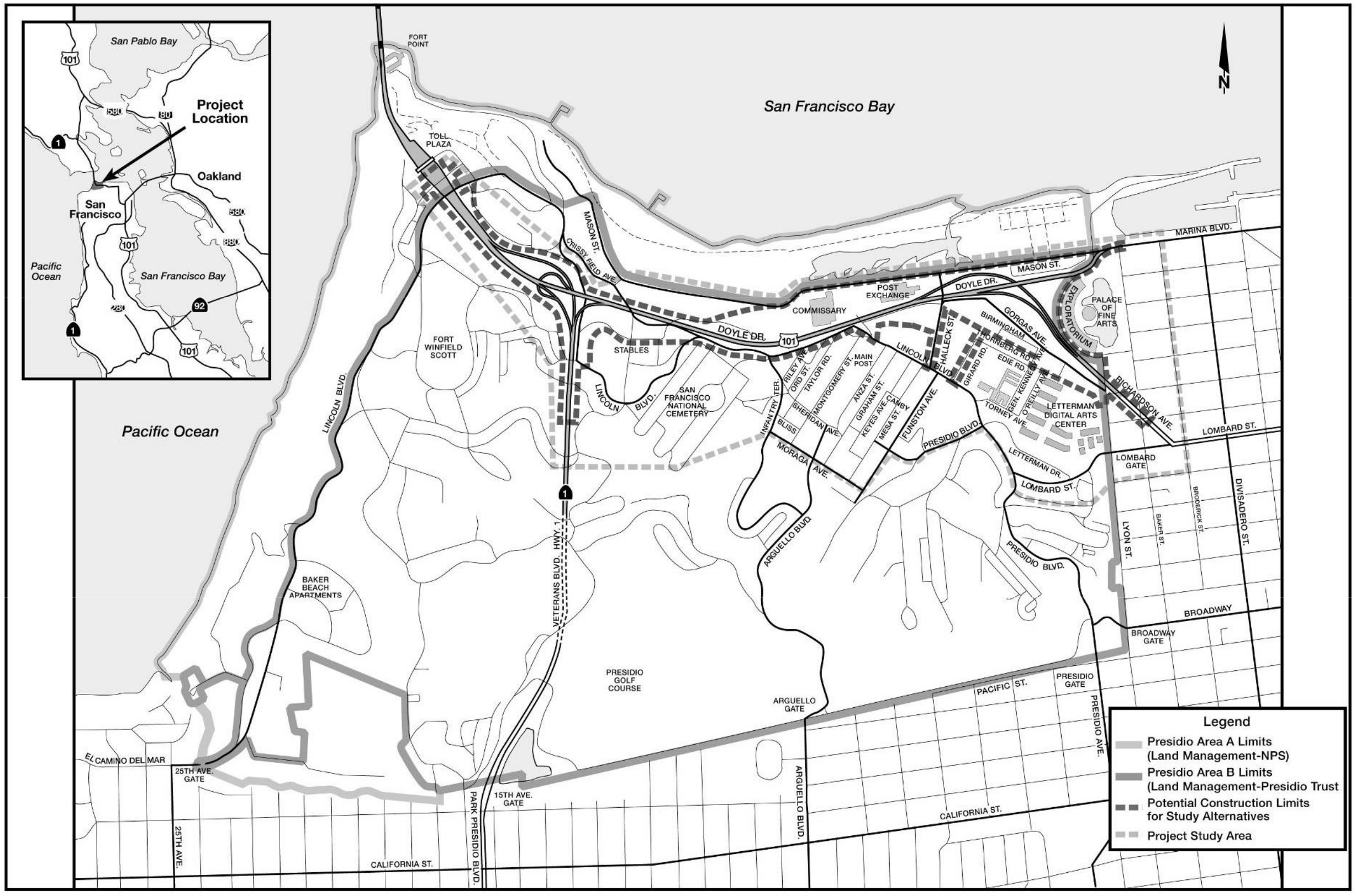


FIGURE 2 ALTERNATIVE 1: NO-BUILD

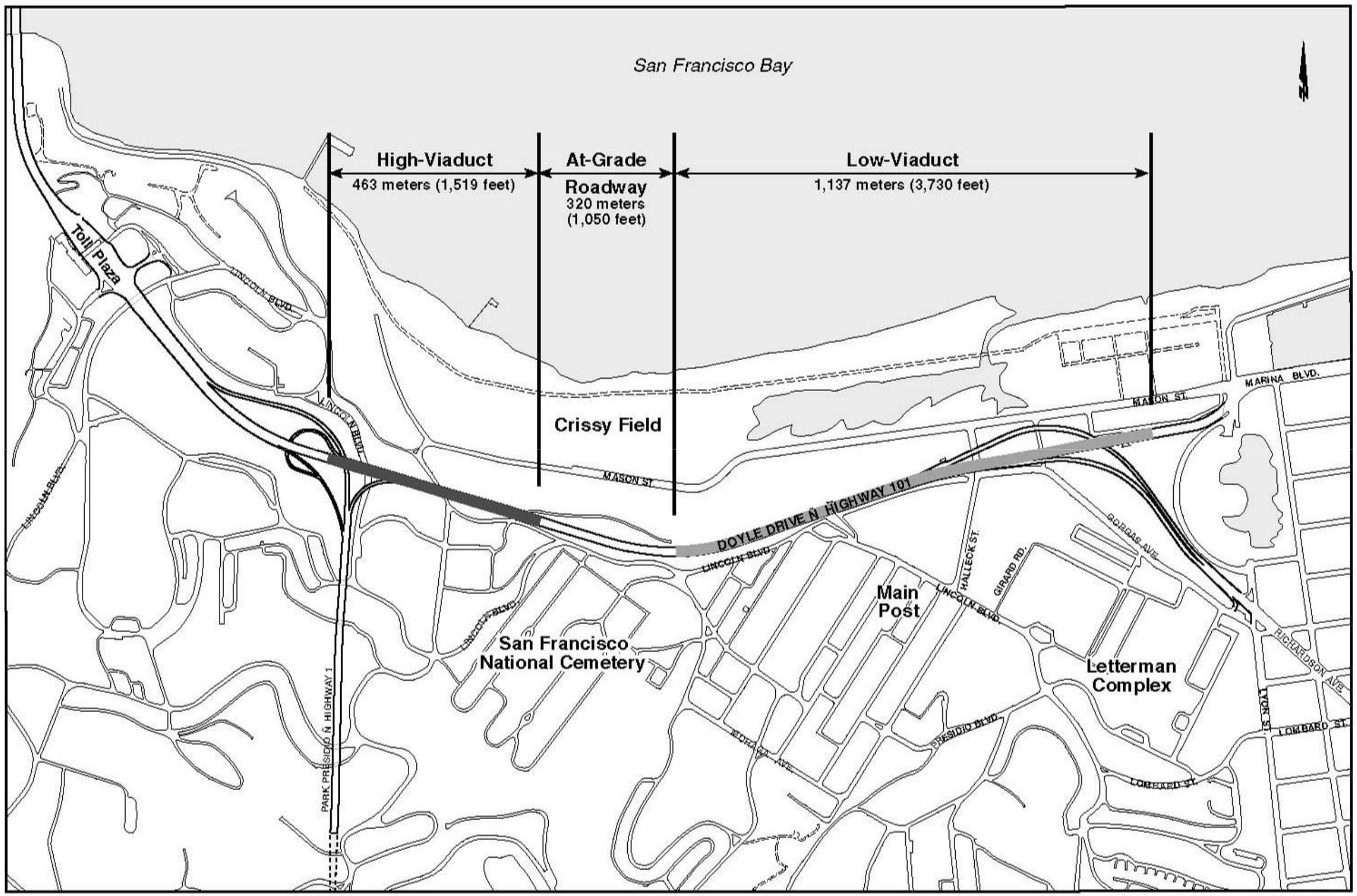


FIGURE 3 ALTERNATIVE 2: REPLACE AND WIDEN

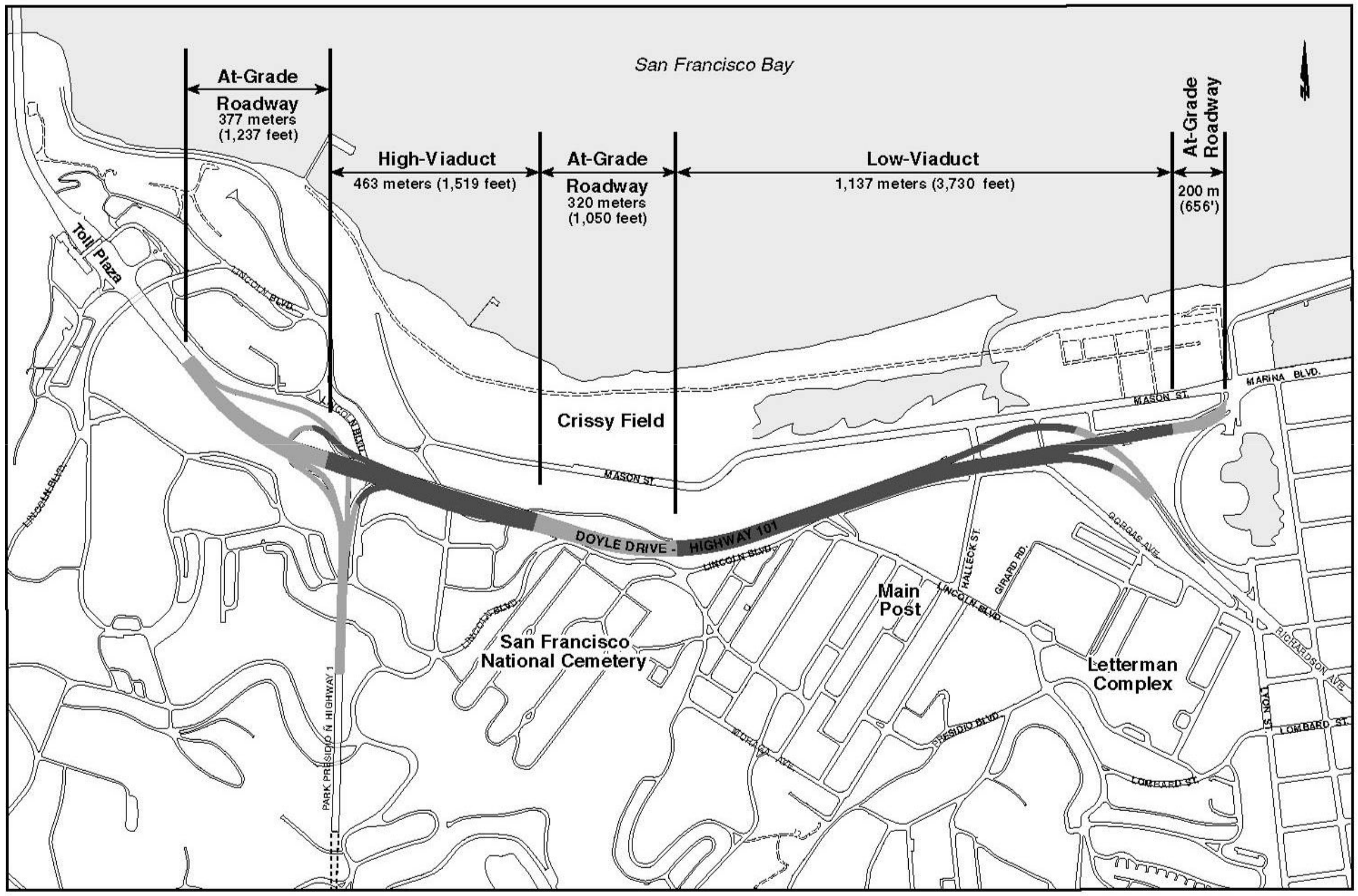


FIGURE 4 ALTERNATIVE 5: PRESIDIO PARKWAY

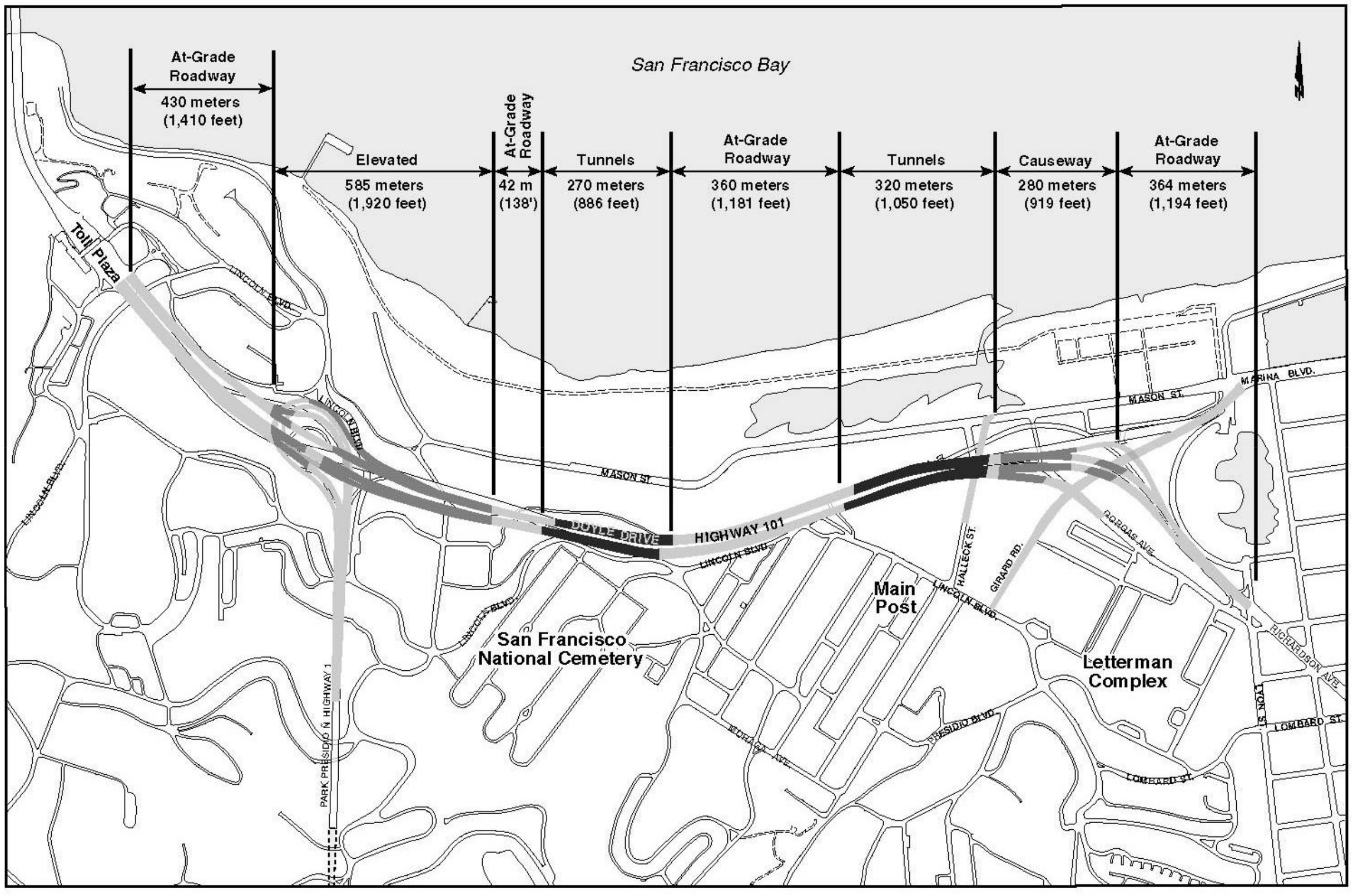


FIGURE 5 ALTERNATIVE 5: REFINED PRESIDIO PARKWAY

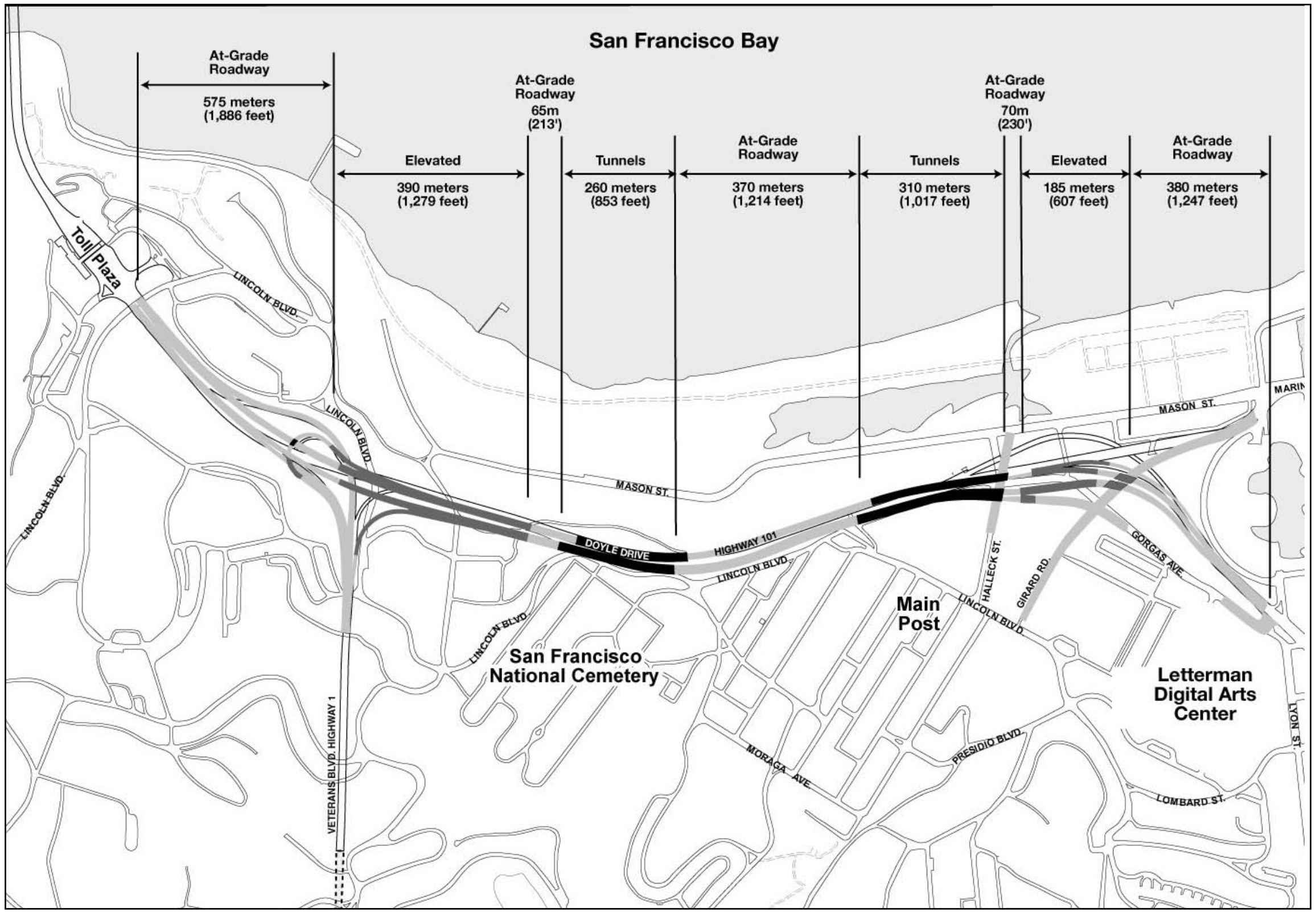


FIGURE 6 FOCUSED APE FOR ARCHAEOLOGY AND ARCHITECTURAL HISTORY

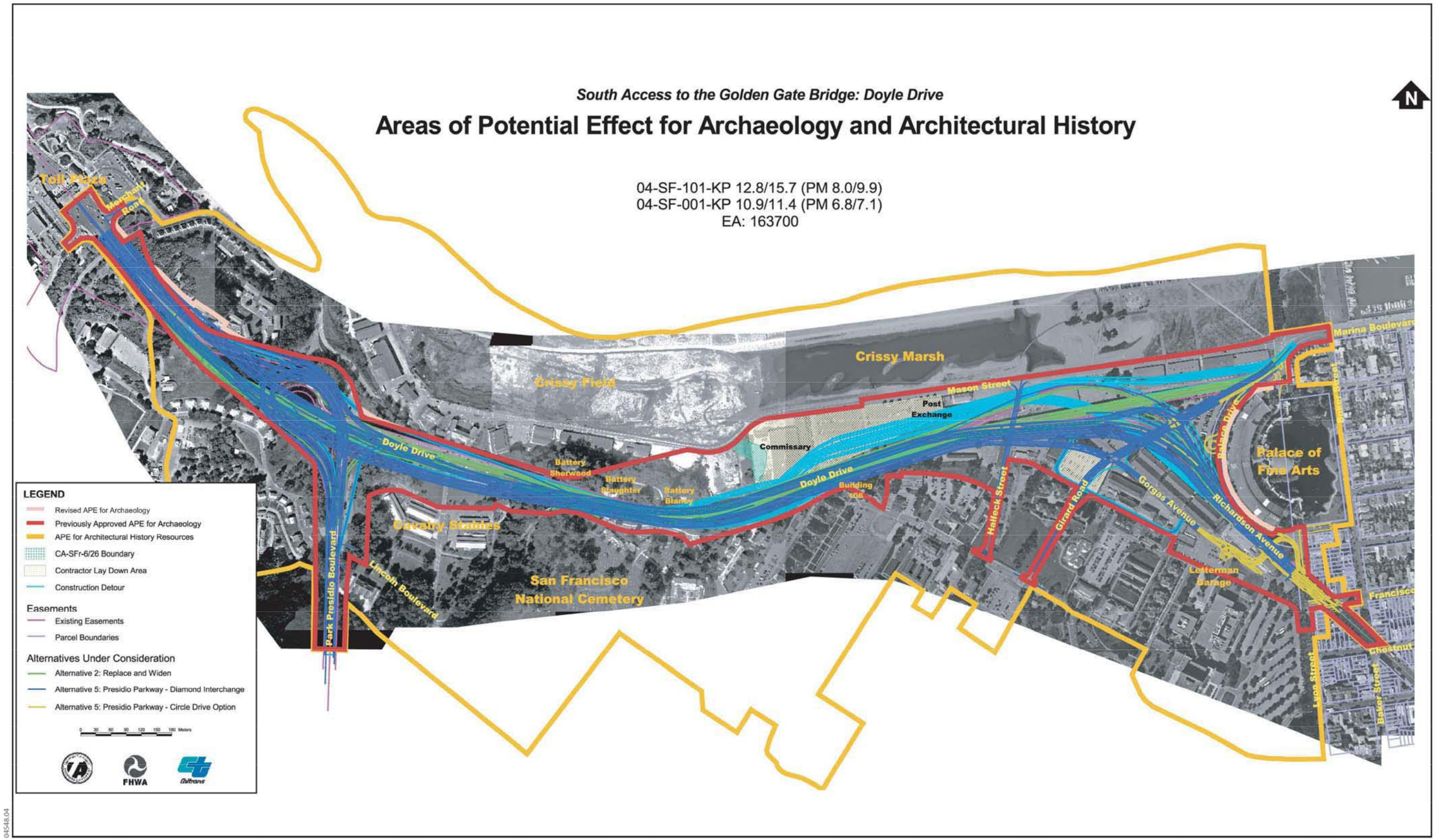
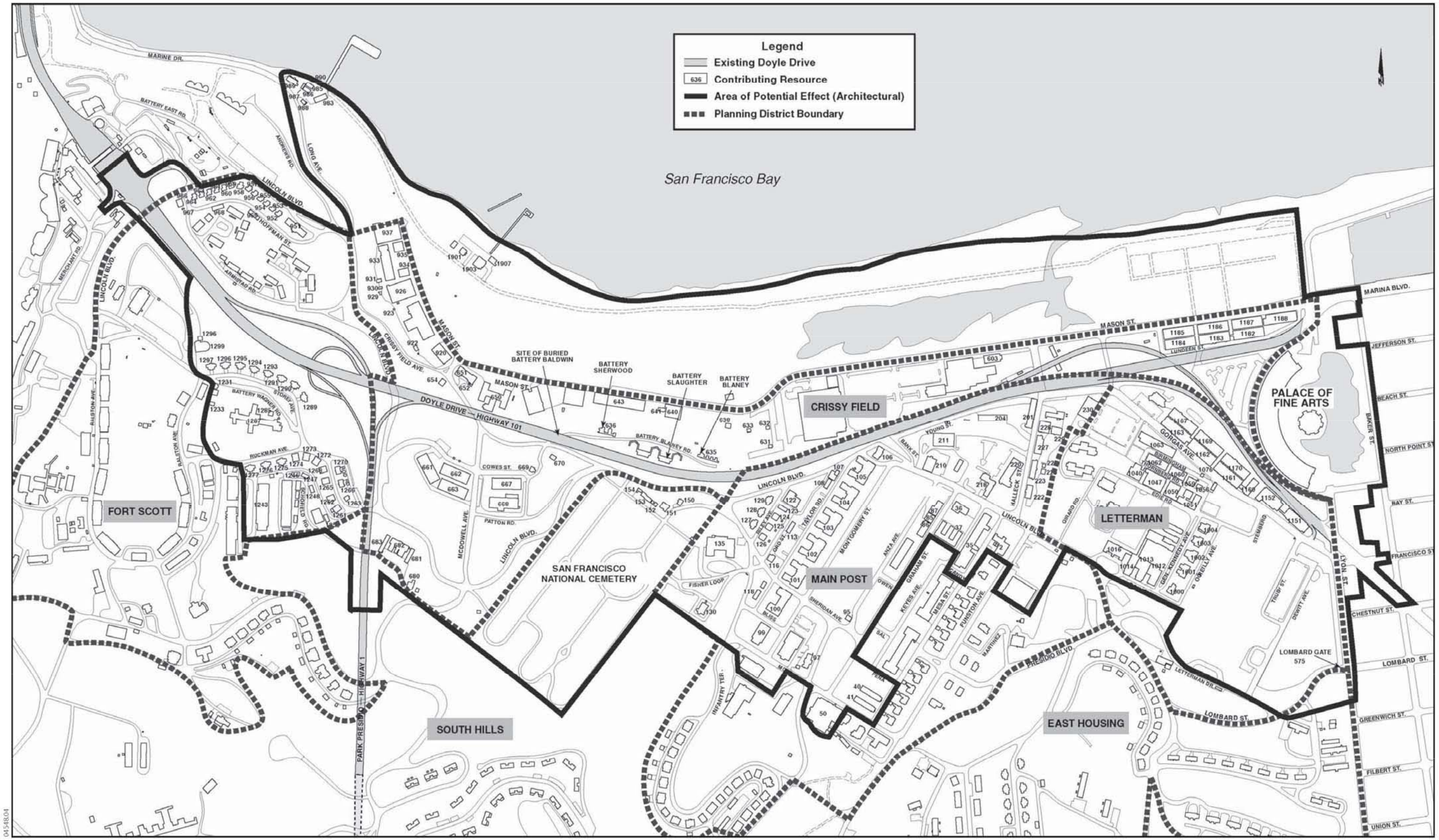


FIGURE 7 AERIAL PHOTOGRAPH OF EXISTING CONDITIONS

FIGURE 8 REFINED PREFERRED ALTERNATIVE ON AERIAL PHOTOGRAPH

FIGURE 9 PLANNING DISTRICTS WITHIN THE PRESIDIO OF SAN FRANCISCO



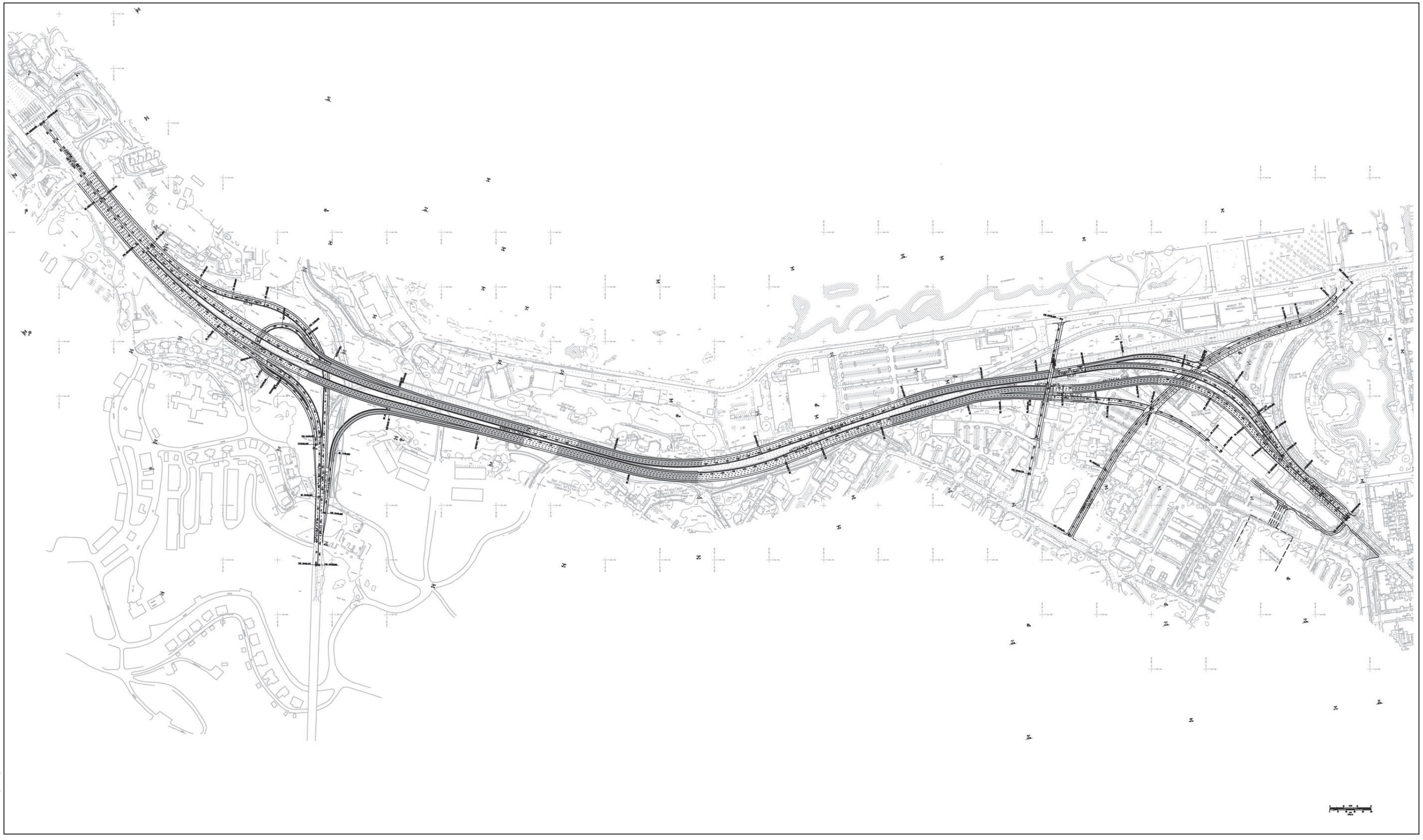


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Figure 10
Preferred Alternative Layout

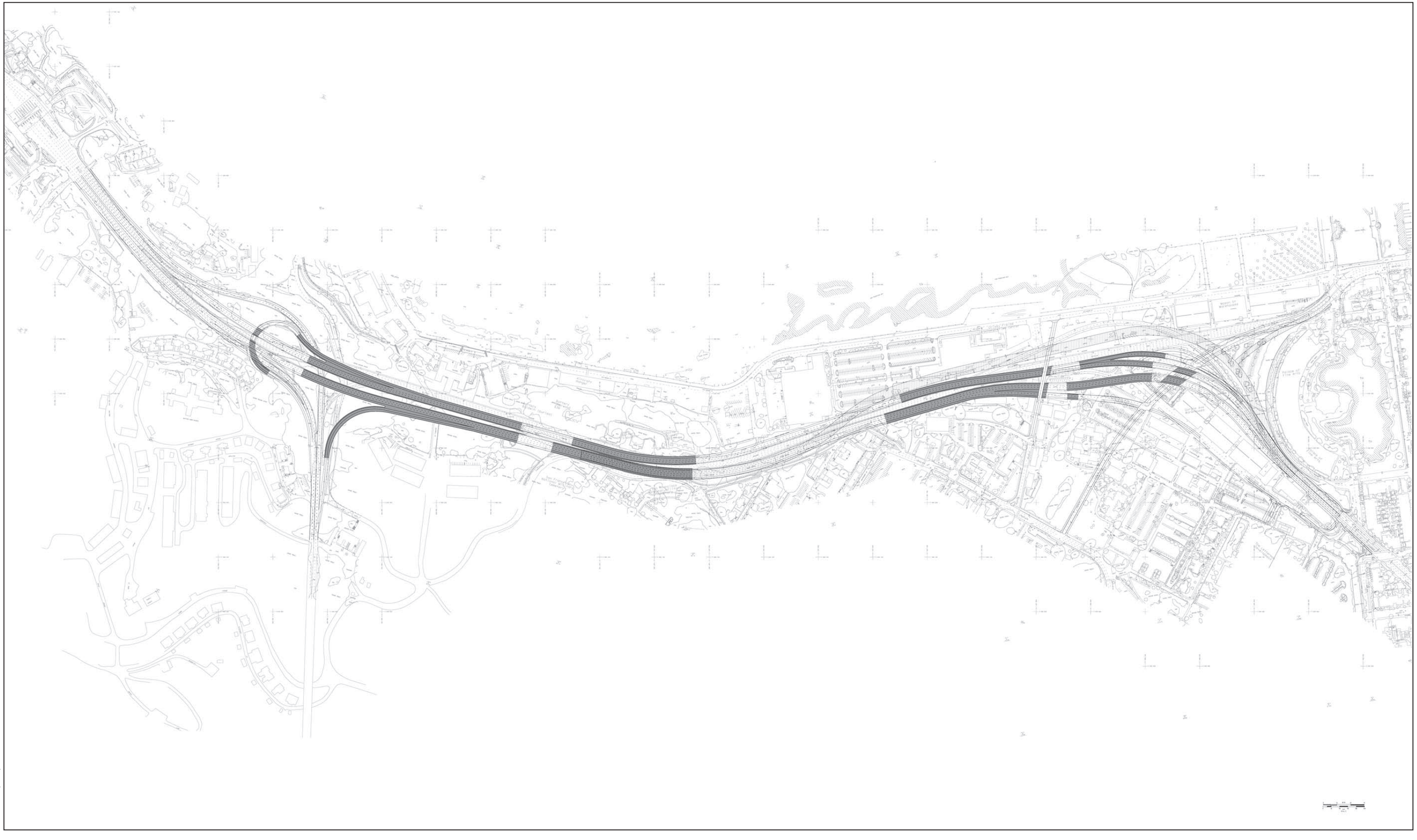

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Figure 11
Preferred Alternative Layout (with temporary at-grade roadway for construction staging)

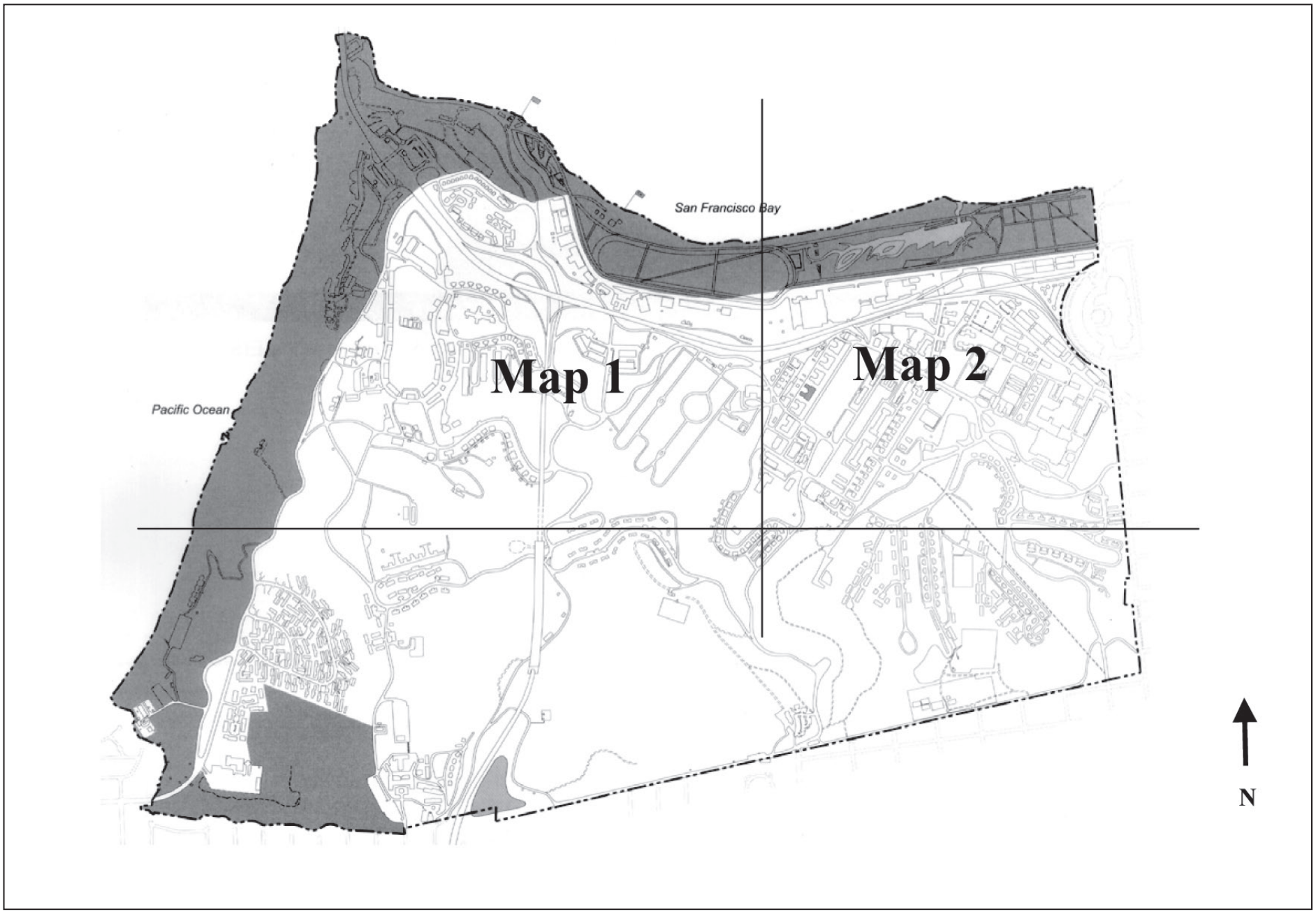

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Figure 12a
Key to Viewpoints

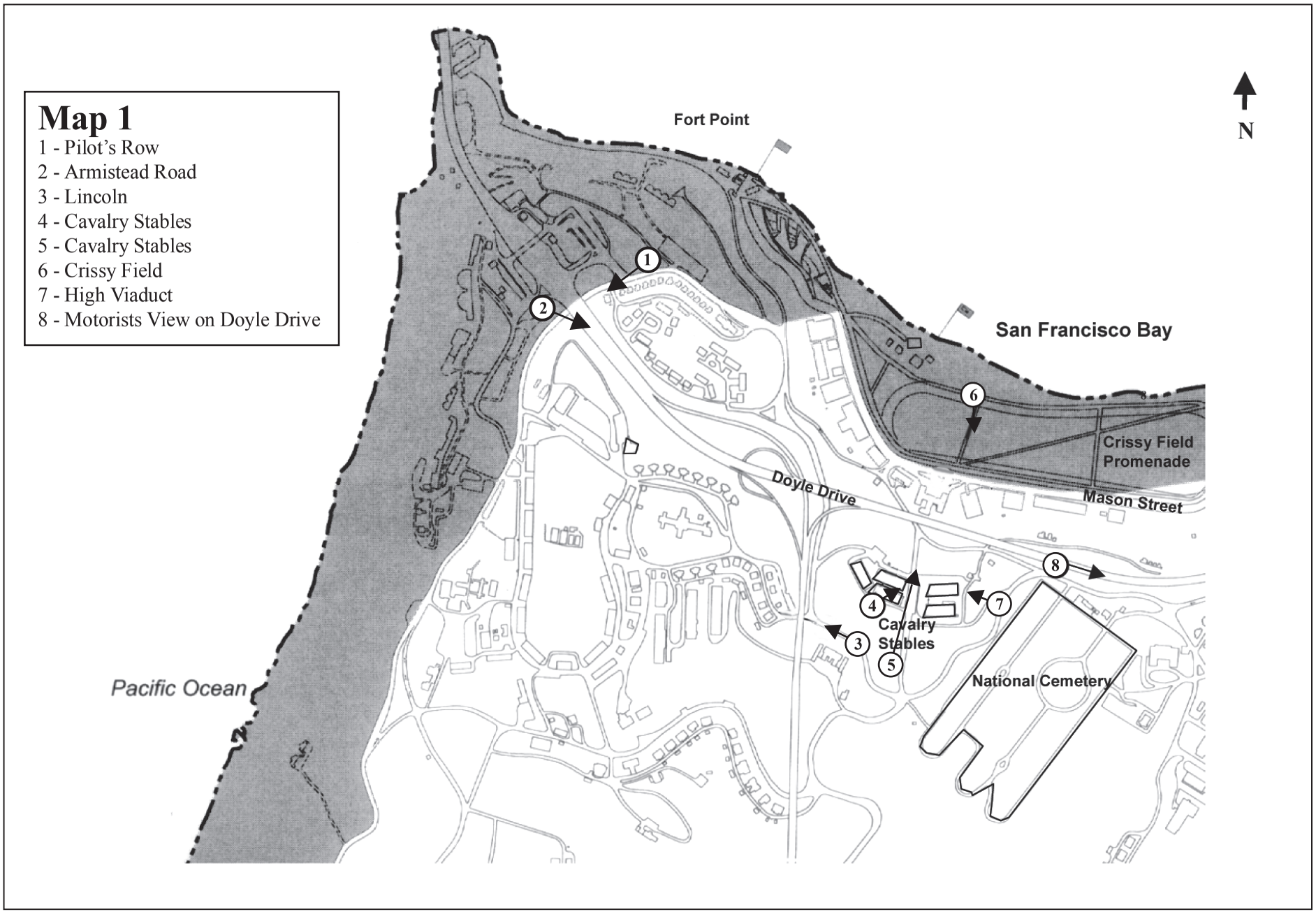

Figure 12b
Western Section Viewpoints

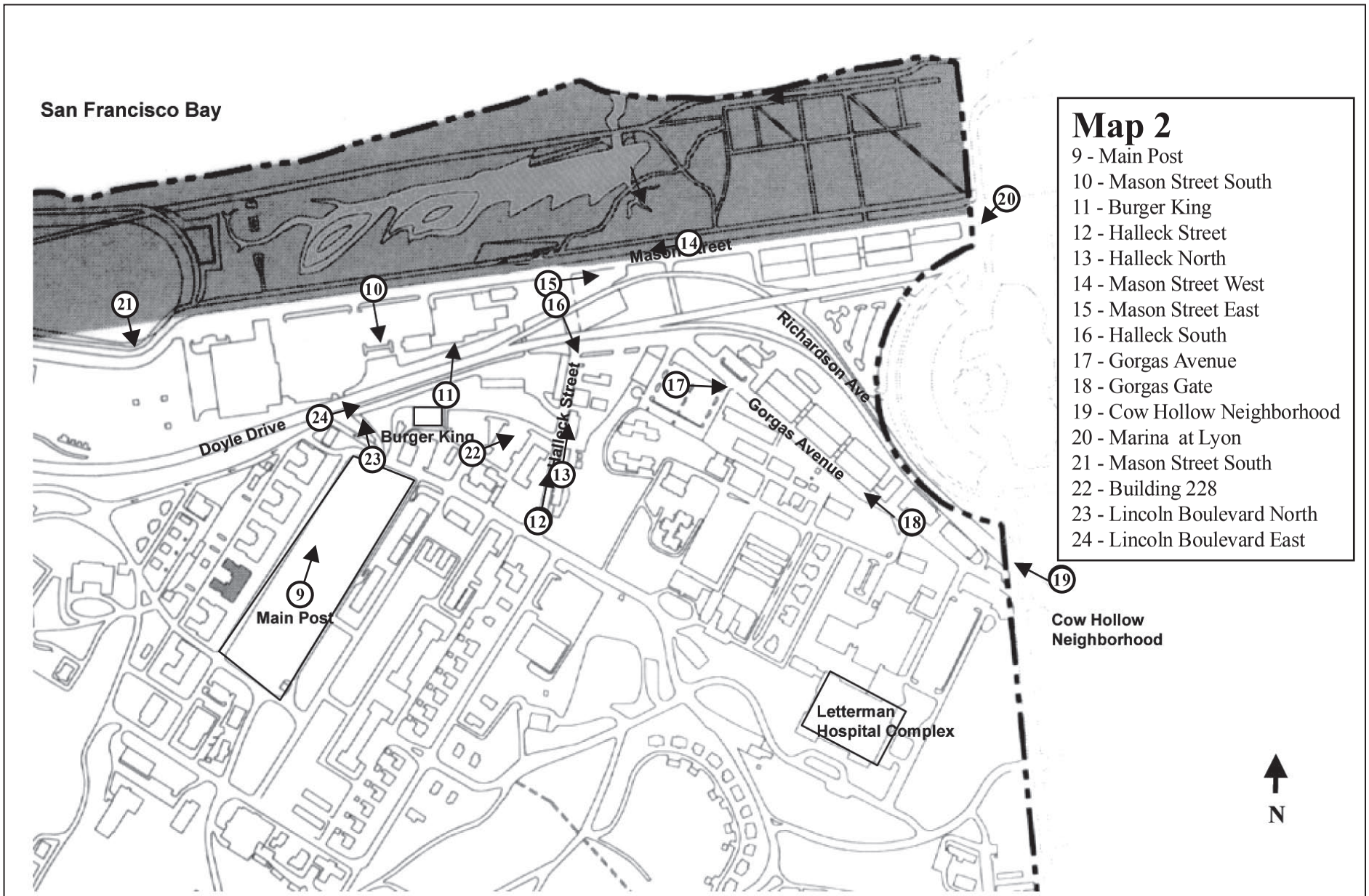

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Figure 12c
Eastern Section Viewpoints

FIGURE 12d

Existing Views and Refined Preferred Alternative Simulations

View 1: Gorgas Avenue, facing northwest.

View 1: Refined Preferred Alternative Simulation.

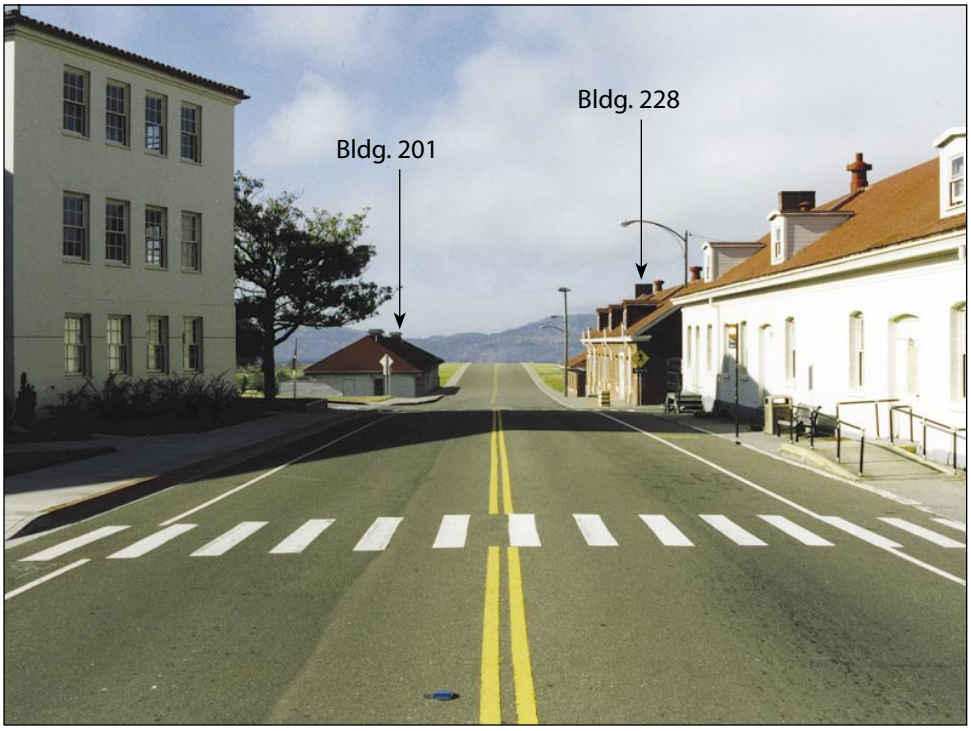
View 2: Cow Hollow Neighborhood: Richardson Avenue, facing northwest.

View 2: Refined Preferred Alternative Simulation.

View 3: Marina Boulevard at Lyon Street, facing southeast.

View 3: Refined Preferred Alternative Simulation.

View 4: Halleck Street, facing north.



View 4: Refined Preferred Alternative Simulation.

View 5: From Former Burger King, facing north.

View 5: Refined Preferred Alternative Simulation.

(Note absence of Building 204)

View 6: North End of Halleck Street, facing east.

View 6: Refined Preferred Alternative Simulation.

View 7: West End of Mason Street, facing east.

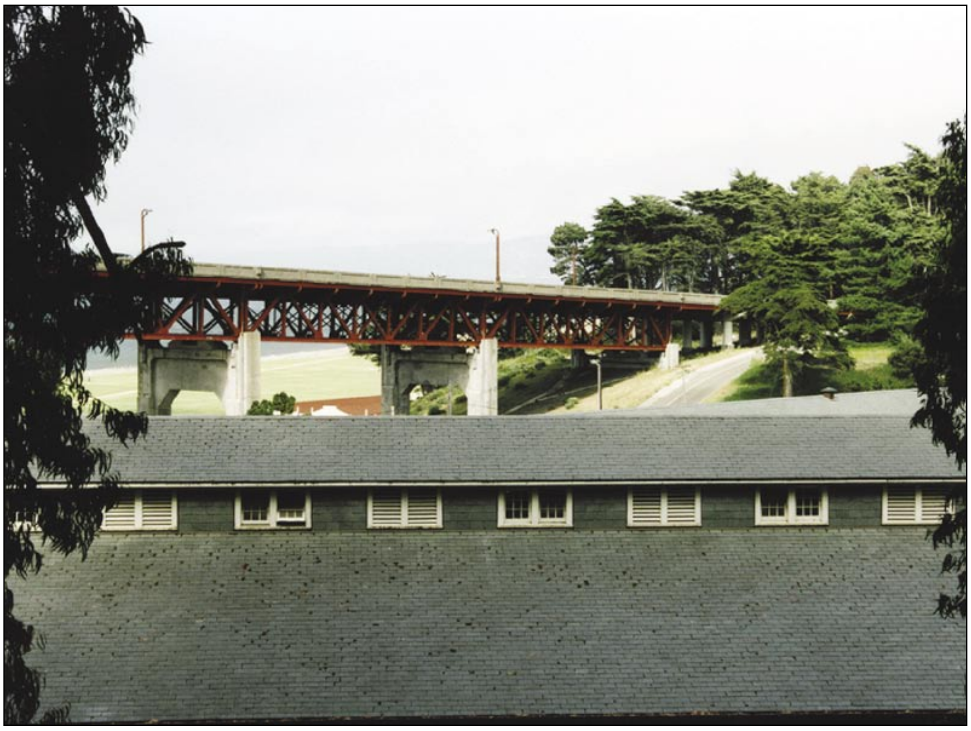
View 7: Refined Preferred Alternative Simulation.

View 8: Marina Viaduct and Main Post Buildings, facing southwest.

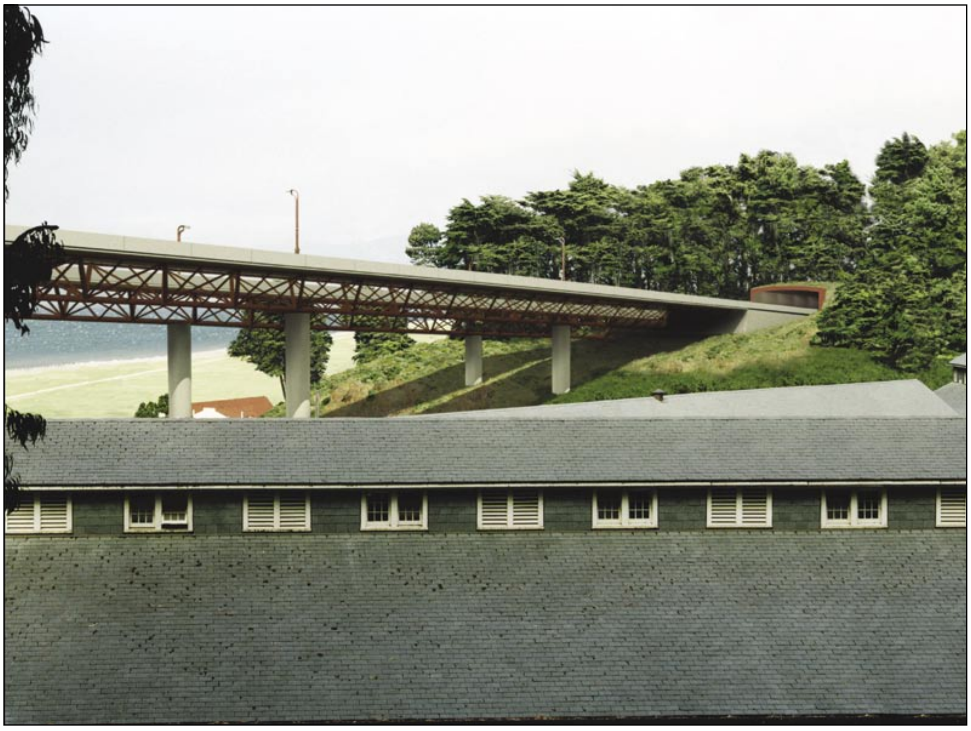
View 8: Refined Preferred Alternative Simulation.

View 9: Crissy Field, facing south.

View 9: Refined Preferred Alternative Simulation.



View 10: Stables and Presidio Viaduct, facing northeast.



View 10: Refined Preferred Alternative Simulation.

View 11: Lincoln Boulevard, facing west.

View 11: Refined Preferred Alternative Simulation.

View 12: Halleck Street from Mason Street, facing south.

View 12: Refined Preferred Alternative Simulation.

View 13: Doyle Drive at West End of Marina Viaduct, facing east.

View 13: Refined Preferred Alternative Simulation.

View 14: Halleck Street facing north.

View 14: Refined Preferred Alternative Simulation.

(Note absence of Building 204)

View 15: Gorgas Avenue, facing east.

View 15: Refined Preferred Alternative Simulation.

View 16: Calvary Stables, facing north.

View 16: Refined Preferred Alternative Simulation.

View 17: Presidio Viaduct and Stables Area, facing northwest.

View 17: Refined Preferred Alternative Simulation.

View 18: Merchant Road, facing northeast.

View 18: Refined Preferred Alternative Simulation.

View 19: Main Post from Parade Ground, facing northeast.

View 19: Refined Preferred Alternative Simulation.

(Note: Project not visible from Parade Ground)

View 20: Pilot's Row, facing southwest.

View 20: Refined Preferred Alternative Simulation.

(Note: Project not visible from Pilot's Row)

View 21: Marina Viaduct and Buildings 632 and 631, facing south.

View 21: Refined Preferred Alternative Simulation.

View 22: Building 228, facing northeast.

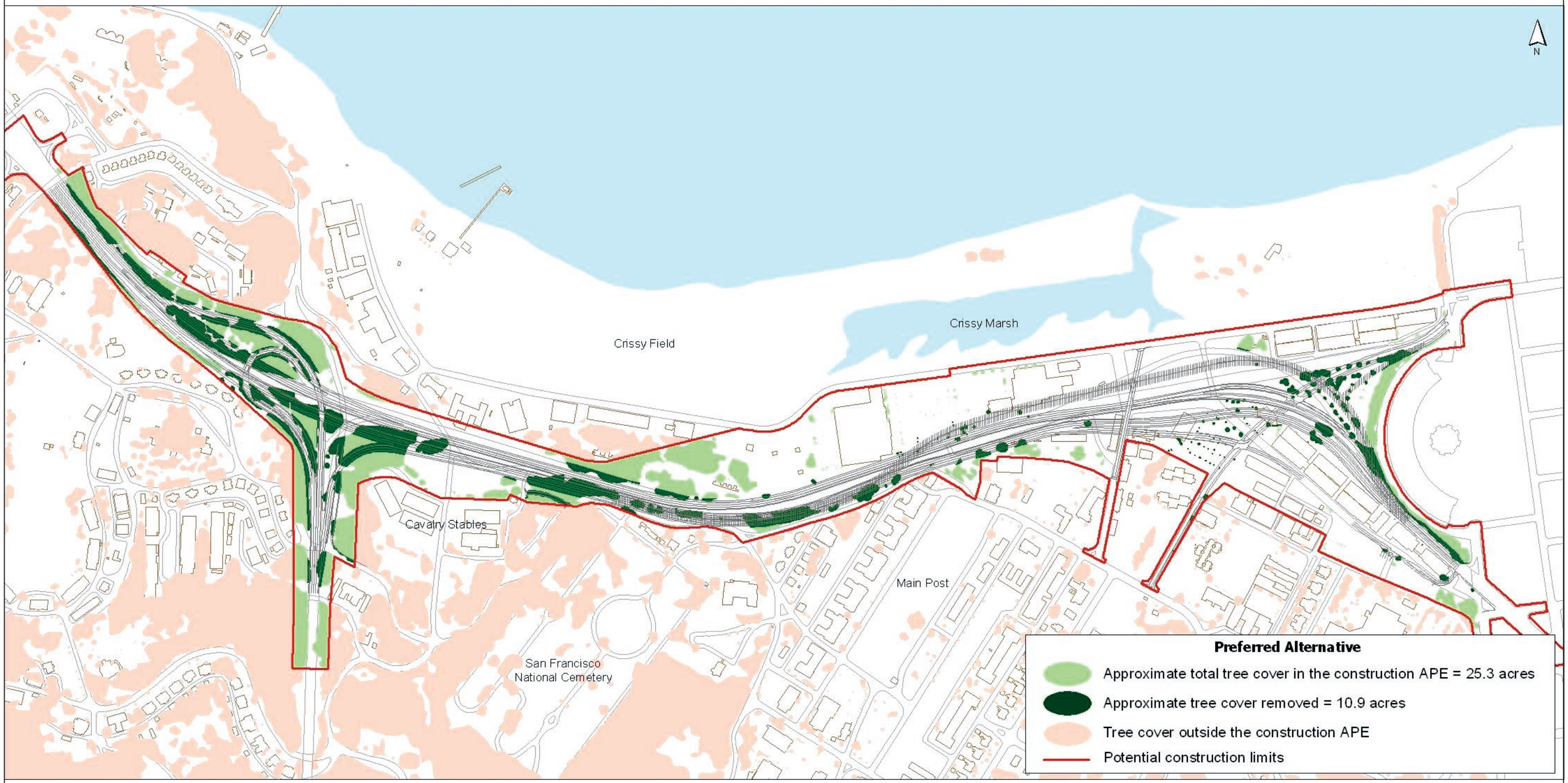
View 22: Refined Preferred Alternative Simulation.

View 23: Marina Viaduct North and West of Building 211, facing north.

View 23: Refined Preferred Alternative Simulation.

View 24: From Lincoln Boulevard East to Main Post, facing east.

View 24: Refined Preferred Alternative Simulation.



Source: National Park Service and Presidio Trust

04548.04 004 (12-06)

Figure 13
Preferred Alternative Tree Removal

04548.04 004 (03/07)

Figure 14
Conceptual Redesign of Palace of Fine Arts Parking