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.