

feet). To minimize impacts to 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.

7.3 Description of Section 4(f) Properties

This section describes the *Section 4(f)* properties that would be subject to *Section 4(f)* use by the proposed build alternatives, including the Preferred Alternative. These properties include:

- the Presidio NHLD;
- Doyle Drive;
- the Golden Gate Bridge;
- Marina Viaduct;
- the Presidio Viaduct; and
- Palace of Fine Arts.

Exhibit 7-2 on the following page provides a listing of the resources in proximity to Doyle Drive construction.

7.3.1 The Presidio

The Presidio of San Francisco, a publicly owned recreational area and historic property is located in the northwestern most point of San Francisco peninsula. The property is approximately 600 hectares (1,480 acres) in size and is both a national park and National Historic Landmark District (NHLD). The existing Doyle Drive corridor encompasses 9.1 hectares (22.5 acres) of the property.

**Exhibit 7-2
Section 4(f) Resources**

RESOURCE	HISTORIC RESOURCES / RECREATIONAL ELEMENTS IN PROXIMITY TO DOYLE DRIVE CONSTRUCTION
PRESIDIO OF SAN FRANCISCO	RECREATION RESOURCES
	Proposed Trail and Bikeway Connections (<i>Presidio Trails and Bikeways Plan</i>) <ul style="list-style-type: none"> • Proposed Presidio Promenade • Proposed Park Boulevard Trail • Proposed Tennessee Hollow Corridor Other Recreation Facilities <ul style="list-style-type: none"> • Building 1151 – Indoor Swimming Pool • Building 1152 - Gymnasium
	HISTORIC RESOURCES (BY PLANNING DISTRICT)
	Fort Scott Planning District <ul style="list-style-type: none"> • Buildings 966 and 967 Crissy Field Planning District <ul style="list-style-type: none"> • Stables Area Buildings: 661, 662, 663, 667, 668, 669, 670, and 671 • Stilwell Hall: Building 650 • Building 631 • Crissy Center: Building 603 • Mason Street Warehouses: Buildings 1182, 1183, 1184, 1185, 1186, 1187, and 1188 South Hills Planning District <ul style="list-style-type: none"> • National Cemetery and Its Buildings: 150, 151, 152, 153, and 154 Main Post Planning District <ul style="list-style-type: none"> • Main Post, Vicinity of Main Parade Ground: 105, 106, 107, 108, and 210 • Main Post, Vicinity of Halleck Street: 201, 204, 227, 228, and 230 Letterman Planning District <ul style="list-style-type: none"> • Buildings 1056, 1059, 1060, 1061, 1063, and 1076 • Gorgas Ave Warehouses: 1160, 1161, 1162, 1163, 1167, 1169, and 1170 • Buildings 1151 and 1152
DOYLE DRIVE	<ul style="list-style-type: none"> • Presidio Viaduct • Marina Viaduct
GOLDEN GATE BRIDGE	Golden Gate Bridge Doyle Drive – Historic Component <ul style="list-style-type: none"> • Presidio Viaduct (High-viaduct) • Marina Viaduct (Low-viaduct)
MARINA VIADUCT	<ul style="list-style-type: none"> • Marina Viaduct
PRESIDIO VIADUCT	<ul style="list-style-type: none"> • Presidio Viaduct
PALACE of FINE ARTS and EXPLORATORIUM	<ul style="list-style-type: none"> • Palace of Fine Arts

Access to the Presidio is provided at the following locations: 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). Vehicular access to the Presidio is also available from Doyle Drive via the off-ramp to Merchant Road at the Golden Gate Bridge Toll Plaza. Highway 101, crosses through the northern part of the Presidio 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). Veterans Boulevard carries Highway 1 on a north-south alignment through the Presidio NHLD and intersects with Doyle Drive just northwest of the Cavalry Stables buildings. These two major roadways were built in the 1930s and they and their associated structures are contributing elements of the Presidio NHLD, and are therefore subject to *Section 4(f)*.

Park and Recreational Resources

Park Administration

In 1998, management of the Presidio was divided between two federal agencies: the Presidio Trust and the National Park Service (NPS). The Trust is responsible for oversight of 80 percent of the Presidio delineated as Area B (see **Exhibit 7-1**); and the NPS is responsible for management of the coastal portions of the park (the remaining 20 percent) that are delineated as Area A (see **Exhibit 7-1**). The Doyle Drive Project is located in Area B.

The Trust's mission is to preserve and enhance the natural, cultural, scenic and recreational resources of the Presidio for public use in perpetuity, and to achieve long-term financial sustainability. The Trust expects to receive federal appropriations until 2013, at which time they must be financially self-sustaining.

The Trust uses these funds and lease revenues to rehabilitate the park's buildings, restore its open spaces and historic resources, provide public programs, and maintain utilities and infrastructure.

The Presidio is a unit of Golden Gate National Recreation Area (GGNRA), which is comprised of many locations in the Bay Area including Alcatraz, Marin Headlands, Fort Funston, Fort Mason, as well as Muir Woods National Monument, Fort Point National Historic Site, and the Presidio of San Francisco.

The GGNRA, the world's largest urban national park, covers a total area of 30,513 hectares (75,398 acres) of land and water, including approximately 45 kilometers (28 miles) of coastline.

Park and Recreational Resources

The Presidio provides a unique experience for visitors to an urban park. Recreational facilities within the Presidio include a golf course, a swimming pool, volleyball, basketball, and tennis courts, a gymnasium, a bowling center, several small playgrounds, athletic fields, picnic areas, and a group camping area.

Along the Presidio's approximately 60 kilometers (37 miles) of trails, recreational activities include walking, jogging, biking, sightseeing and bird watching. On the waterfront, visitors can surf and windsurf, sail, fish, and swim. The *Presidio Trails and Bikeways Plan & Environmental Assessment* is the guide for directing the establishment of a network of trails and bikeways which would enhance the public's exploration and experience of the Presidio while also protecting its natural and cultural resources. The plan identifies three basic trail classifications: pedestrian trails, multi-use trails and on-street bikeways.

Recreational facilities located within the Doyle Drive Project study corridor include an indoor swimming pool (Building 1151), a gymnasium building (Building 1152) and portions of the existing and proposed trail and bikeway network. These two buildings are also contributing elements to the NHLD and are discussed in greater detail in the historic resources discussion below.

Proposed Recreational Trail Improvements

Proposed trail and bikeway connections that may have impacts as a result of the Doyle Drive Project include the Presidio Promenade, the Park Boulevard Trail and the Tennessee Hollow corridor. Within the Presidio Promenade improvements include a continuous sidewalk route and bike lanes. Near the Cavalry Stables, the bike lanes separate using Patten Road for the westbound bike lane and Lincoln Boulevard for the eastbound bike lane. Subject to planning review and approval, Crissy Field Avenue is planned to serve as a two-way multi-use path with no automobile traffic. **Exhibit 7-3** shows the portion of this planned trail within the Construction Area of Potential Effect (APE) that would be affected during the construction period of the proposed project.

The planned Park Boulevard multi-use trail would connect Mountain Lake with the Presidio and Golden Gate Promenades. The plan would include improvements to the Mountain Lake trailhead, bike lanes on both sides of Park Boulevard between Washington and Lincoln Boulevards and bike lanes on both sides of McDowell Avenue. **Exhibit 7-3** shows the portion of this planned trail within the Construction APE that would be affected during the construction period of the Doyle Drive Project.

The planned Tennessee Hollow corridor would connect recreational areas to the south side of the Presidio through the Tennessee Hollow watershed to the restored Crissy Marsh. The proposed improvements include trailheads at Julius Kahn Playground, Lincoln Boulevard near Funston Avenue, Halleck Street at Mason Street, and Crissy Field Beach; a new trail corridor developed in coordination with Tennessee Hollow restoration plans; a connection to the

Exhibit 7-3
Trails and Bicycle Connections in the Presidio



Golden Gate Bridge Promenade and Crissy Field Beach trailhead via the existing pedestrian trail; spur trails with overlooks to view wetland and riparian environments; and upgrades to Halleck Street to include bike lanes on both sides of the street, if feasible. **Exhibit 7-3** shows the portion of this planned trail within the Construction APE that would be affected during the construction period of the proposed project.

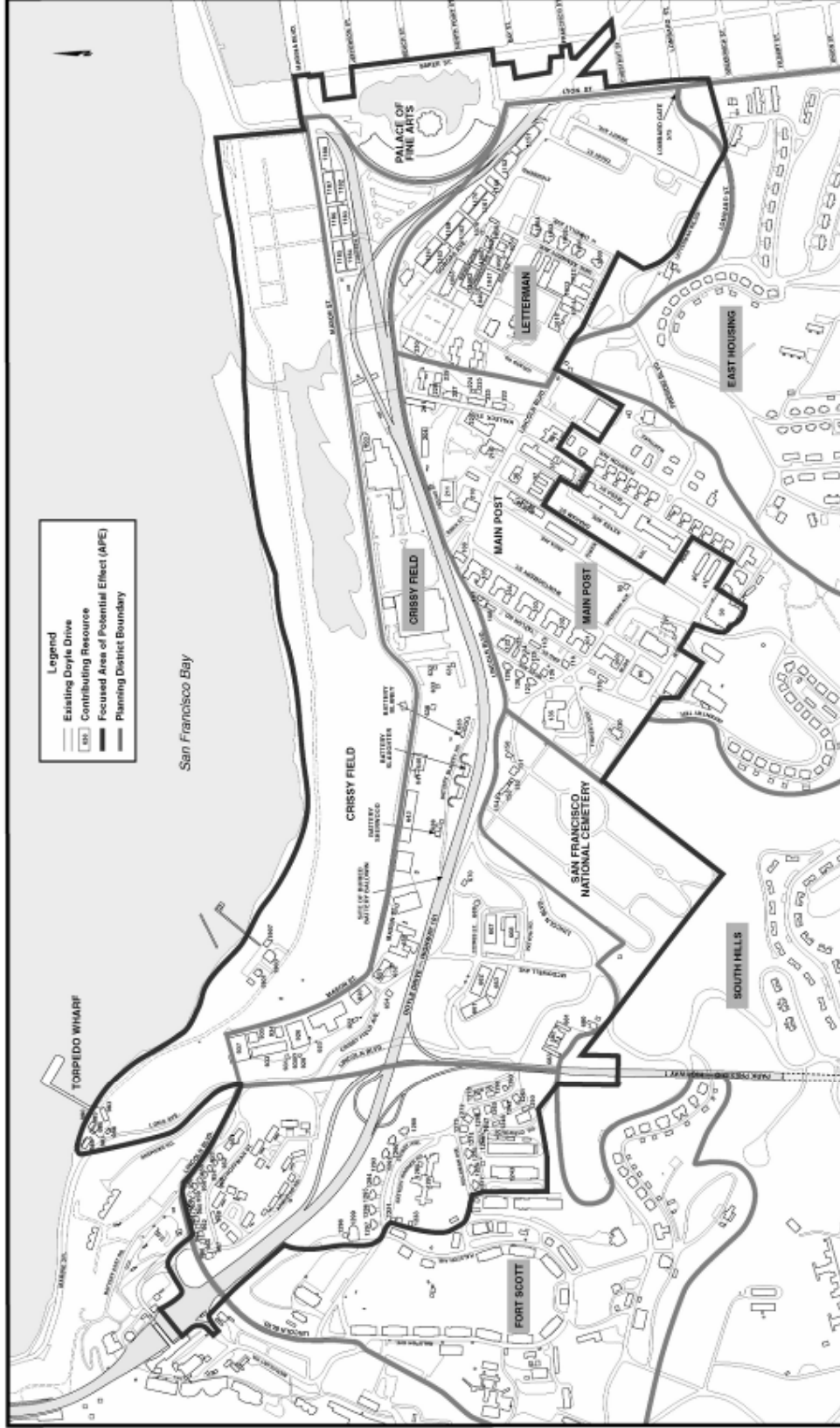
Historic Resources

Due to its unique role in the military and colonial history of the West, the entire Presidio (Areas A and B) (see **Exhibit 7-1**) was designated as a NHLD in 1962 and listed in the National Register of Historic Places (NRHP) in 1966. The boundaries of the Presidio NHLD are those of the old Army post.

The Focused Area of Potential Effect (APE) within the Presidio NHLD is comprised of approximately 280 historic-era resources including buildings, structures, objects and sites that together make up a cultural landscape. These and other elements together contribute to the cultural landscape found in the Presidio and are considered to be contributing resources to the Presidio NHLD. The “Focused APE” refers to the area that encompasses the portion of the NHLD that has potential for actual impacts from the project. Elements that are features of the cultural landscape include circulation systems, building clusters, buildings, structures, objects, and vegetation from the period of significance (1776 to 1945). Because of the interrelationships of the elements there is a potential for alteration of the cultural landscape should any element within the landscape be altered or a new non-historic feature be introduced into the landscape. In addition to the individually listed or eligible properties in the architectural Focused APE, **Appendix D** in this FEIS/R provides a list of the contributors to the NHLD that are in the Focused APE.

To provide a context for the discussion of impacts (Section 7.4), a description of the NHLD contributing elements within the Focused APE (see **Exhibit 7-4**) that are affected by any of the build alternatives follows in this section from west to east by planning district, as established in the *Presidio Trust Management Plan* (PTMP). Within the descriptions, the resources also are organized by groups or clusters and by their general location. For a more detailed discussion of the contributing resources within the project corridor, see the Cultural Resources Section in Chapter 3 of the FEIS/R.

Exhibit 7-4
Presidio NHD Contributing Buildings, Structures, and Objects within the Doyle Drive Corridor



Crissy Field Planning District

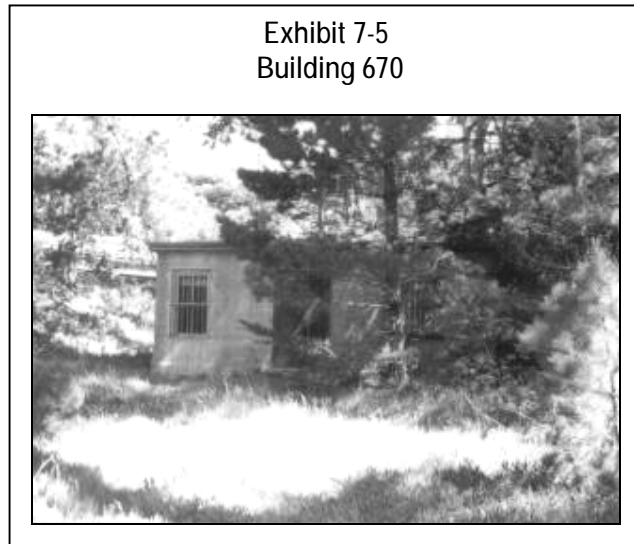
Stables Area Building 670

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.

Several small buildings are located east of the stable buildings.

The small storehouse Building 670 (see **Exhibit 7-5**), built in 1921, is located in the farther northeast portion

of the cluster. Building 670's character-defining features are its apparent densely built unadorned reinforced concrete construction and the ironwork applied to its window and door openings, which were related to its chemical storage function.



Mason Street

Warehouses: Buildings 1182, 1183, 1184, and 1185

Buildings 1182, 1183, 1184, and 1185 (see **Exhibit 7-6**) are warehouses built as part of the development of the North Cantonment into a major supply depot between 1917 and 1919. 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. 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.



Main Post Planning District

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

Buildings 201 and 204 (see **Exhibit 7-7** and **Exhibit 7-8**) were constructed to serve Post Exchange functions in 1896. Both are long narrow wood frame warehouses and construction type of “temporary” design for their time. Both exhibit utilitarian designs of their period with some contemporary alterations. Building 201 is one story along the west side of Halleck Street and two stories on its west side. Building 204 is two stories.

Building 228 (see **Exhibit 7-9**), was built in 1909 to house a bakery. Its character-defining features include the continued use of brick construction seen on Halleck Street and during this era on the Presidio.

Building 230 (see **Exhibit 7-10**) is a one-story, wood frame building that was built in 1917 during the

Exhibit 7-7
Main Post, Vicinity of Halleck Street, Building 201



Exhibit 7-8
Main Post, Vicinity of Halleck Street, Building 204



Exhibit 7-9
Main Post, Vicinity of Halleck Street, Building 228



development as a major supply depot at the Main Post. Its character-defining features are in its simple utilitarian design and simple wood construction.

Letterman Planning District

Building 1151

Building 1151 (see **Exhibit 7-11**) is a World War II-era recreation building, constructed at the end of a row of World War I-era warehouses. It is a tall reinforced concrete building, constructed in 1945 to house an indoor swimming pool (1151) adjacent to a gymnasium (1152). The character-defining features of the buildings includes their reinforced concrete materials, the use of large windows that was appropriate for their recreational uses, and modern design elements on Building 1151, characteristic of the period. Although Building 1151 was built late in the period of significance for the landmark, it was identified as a contributor because it is associated with the “continuing importance and activity of the Post, and specifically Letterman Hospital during the World War-II era.”¹

Roadways

Portions of the following roadways are within the project corridor. Roadways contribute to the cultural landscape with defined circulation characteristics which support and contribute to the historic development and spatial organization within the NHLD. Only those portions within the expanded right of way of the

¹ NPS, “Presidio ... Registration Forms,” 7-171.

Exhibit 7-10
Main Post, Vicinity of Halleck Street, Building 230



Exhibit 7-11
Buildings 1151 and 1152



alternatives, or proposed for modification as part of the proposed project, would be subject to *Section 4(f)*.

Veterans Boulevard (Route 1)

All freeways lead onto the most significant city streets, thus leaving Route 1 and Route 101 to use city streets (such as 19th Avenue and Van Ness Avenue) to cross the city. Constructed in the 1930s, Route 1 in the Doyle Drive project area traverses the Fort Scott Planning District and connects to Doyle Drive (Route 101) at an interchange just northwest of the Cavalry Stables.

Richardson Avenue (Route 101)

Route 101 enters the city of San Francisco from the south as a freeway, but it quickly changes to a city street (Van Ness Avenue and Lombard Street) as it passes through the city. In the Doyle Drive project area, Lombard Street turns into Richardson Avenue as it nears the Presidio. Richardson Avenue connects to Doyle Drive as it heads west toward the Golden Gate Bridge.

Bank Street

Bank Street (not given a number in the National Historic Landmark [NHL] nomination), is a service road that goes up the bluff and connects to Lincoln Boulevard, west of the Guard House (Building 210). Bank Street appears on maps as early as 1934.

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.

Cowles Street

McDowell Avenue, Patten Road, Incinerator Road and Cowles Street were all built in 1912 in conjunction with the construction of the stables cluster. Cowles Street provides for circulation between the stables and has an east-to-west orientation. Cowles Street is located south of Buildings 662 and 667.

Crissy Field Avenue

Crissy Field Avenue 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 Stilwell 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 it curves south of the stable area. It continues down the bluff, just south of Doyle Drive, goes under Doyle Drive and behind Stilwell 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 Stilwell Hall and Lincoln Boulevard.

Girard Road

The remains of the Letterman Medical Center pavilion cluster that housed the administrative, clinic and ward buildings are bounded on the southwest by Torney Avenue built in 1912), on the northwest by Girard Road (built in 1902), on the northeast by Edie Road (built in 1902), and the southeast by General Kennedy Avenue (built in 1902).

Gorgas Avenue

Gorgas Avenue (built in 1920) runs along the back (northeast) side of the service and supply buildings. A row of warehouses and the indoor swimming pool and gymnasium 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. On the west end, Gorgas Avenue intersects Halleck Street.

Halleck Street

Halleck Street (see **Exhibit 7-12**) 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 and two bakery-related buildings. On the west side of the street, on the lowland side of the bluff, are two early exchange buildings. 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.



Lincoln Boulevard

Lincoln Boulevard provided the primary access to this portion of the Presidio from the Main Post before the construction of Fort Scott in 1910 to 1912. 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, which 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 vertical and horizontal alignment of Lincoln Boulevard is a character-defining feature of the road in this area.

Vallejo Street

In the Crissy planning area, a short section of Vallejo Street remains. This street begins at Halleck, runs along the south side of the Commissary and ends in the parking lot of the Commissary/Post Exchange complex.

7.3.2 Doyle Drive

Doyle Drive, a publicly owned historic resource, is the south approach to the Golden Gate Bridge and carries Route 101 through the Focused APE, on an east-west alignment through the northern portion of the Presidio NHLD.

Doyle Drive runs from the Palace of Fine Arts on the east, westward to the Toll Plaza of the Golden Gate Bridge. The two viaduct structures that comprise a portion of Doyle Drive are listed as the Marina Viaduct (Bridge 34-0014) (see **Exhibit 7-13**) and Presidio Viaduct (Bridge 34-0019) (see

Exhibit 7-13
Presidio Viaduct



Exhibit 7-14
Marina Viaduct



Exhibit 7-14) in the *California Log of Bridges on State Highways*.

Doyle Drive is an historic resource, individually eligible for the NRHP. It is also a contributing element to the NHLD and to the Golden Gate Bridge property.

7.3.3 Golden Gate Bridge

The Golden Gate Bridge is one of the most well known, internationally recognized, and frequently visited suspension bridges in the world. 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, east of Fort Baker. This property is a publicly owned historic resource.

The Golden Gate Bridge is a linear property that is just north of the Focused APE for this project. Doyle Drive, a contributing element of the Golden Gate Bridge, is located within the Focused APE is Doyle Drive.

In 1997, the NPS prepared a National Historic Landmark (NHL) nomination for the Golden Gate Bridge. In this nomination, Doyle Drive is recognized as a contributor to the Golden Gate Bridge property, as well as being a contributor to the Presidio NHLD because it is functionally and aesthetically integral to the Golden Gate Bridge. As of September 2008, the Golden Gate Bridge had not been submitted for designation as a National Historic Landmark. The Golden Gate Bridge was determined eligible for listing on the NRHP in 1980, and was designated as California State Historic Landmark No. 974 in 1990.

This property also provides a recreational function with visitor facilities, lookout areas and the bridge proper being used by bicyclists, joggers and sightseers.

7.3.4 Marina Viaduct

The Marina Viaduct, a publicly owned historic resource, (Bridge 34-0014) was determined to be a property individually eligible for the NHRP in 1987. This structure, which is part of the existing Doyle Drive, discussed above, is also a contributing element to the Golden Gate Bridge and the Presidio NHLD.

7.3.5 Presidio Viaduct

The Presidio Viaduct, a publicly owned historic resource, (Bridge 34-0019) was determined to be a property individually eligible for the NHRP in 1987. This structure which is part of the existing Doyle Drive, as discussed above, is also a contributing element to the Golden Gate Bridge and the Presidio NHLD.

7.3.6 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, or 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, which is now under the jurisdiction of the San Francisco Department of Recreation and Parks.

This 6.5-hectare (15.7-acre) property is bounded on the north, west and southwest by Doyle Drive access: one from Marina Boulevard and one carrying Route 101 from Richardson Avenue. The approaches are adjacent to, but do not intersect with, the boundary of the Palace of Fine Arts property.

This Palace is designated a San Francisco Historic Landmark and in December 2005 was listed in the NRHP by the Keeper of the National Register. The contributing features of the historic property are the lagoon and landscaping, the rotunda, and the colonnade. In addition to its historic landmark status, the Palace and its grounds serve a recreational function, with visitors using the lawns and walking along the lagoon and viewing the Palace of Fine Arts.

7.4 Other Parks and Recreation Facilities Evaluated

The purpose of this discussion is to address *Section 4(f)* requirements relative to other publicly owned park, recreational facilities, wildlife refuges and historic properties in the project vicinity. Typically the discussion of other resources documents the following:

- Why the resource is not protected by the provisions of *Section 4(f)*, or
- If it is protected by *Section 4(f)*, why none of the alternatives under consideration causes a *Section 4(f)* use by:
 - *permanently incorporating land into the project;*
 - *temporary occupancy of land that is adverse to the preservationist; purposes of Section 4(f);*
 - *constructive use of land from the resource.*

Relative to this project, those properties that would be used by any of the build alternatives have been previously discussed. There are no wildlife refuges in the project vicinity. There is one other park in the vicinity of the project, the Marina Green which is discussed below.

The Marina Green

The Marina Green is located on the northern waterfront of San Francisco and is under the jurisdiction of the San Francisco Recreation and Park Department (see **Exhibit 7-15** on the following page). This park is located immediately adjacent to the Presidio and the project area. This is a very popular recreational resource used for running, boating, and swimming. The Marina Green consists of a long grassy promenade bound by San Marina Boulevard on the south, San Francisco bay on the north, Scott Street and the West Harbor on the west, and Webster Street and the East Harbor on the east.

The potential for impacts to the Marina Green were considered in the alternatives development process. No physical use of this property would occur from any of the build alternatives. Indirect impacts that could cause a