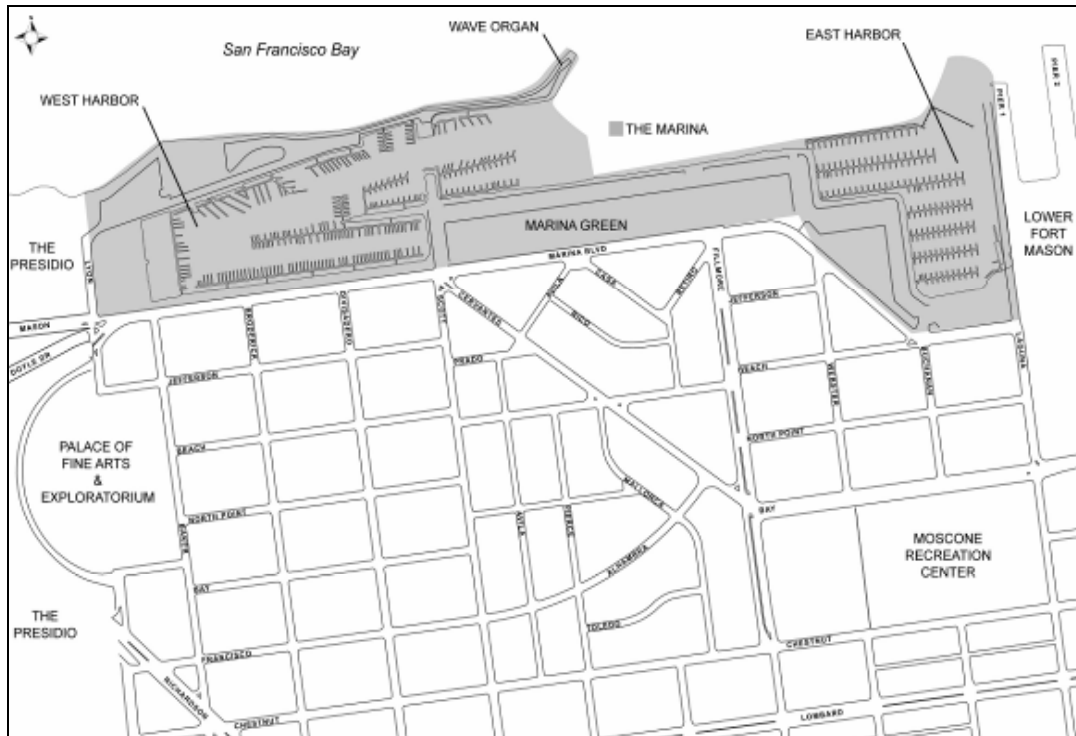


constructive use, such as noise, air quality and visual impacts were also assessed. It was determined that this project would not introduce changes of an external nature that would affect the recreational function of this property. For the reasons discussed above, the provisions of *Section 4(f)* are not triggered.

Exhibit 7-15  
The Marina Green



Source: San Francisco Enterprise GIS

## 7.5 Impacts on the Section 4(f) Properties

Section 7.3 identified the six properties that would be used by any of the build alternatives, including the Preferred Alternative. This section discusses the specific features of the *Section 4(f)* properties that would be affected by these alternatives. It should be noted that the Marina Viaduct and the Presidio viaduct, although individually eligible for the NHRP, are also contributing elements to the three other *Section 4(f)* properties that would be used: the Presidio NHL, the Golden Gate Bridge, and Doyle Drive.

## 7.5.1 The Presidio NHL

The Doyle Drive Project's build alternatives would require additional right of way interest<sup>2</sup> within the Presidio to construct, operate and maintain the facility. The right of way requirements for each alternative and their options are shown in **Exhibit 7-16**. The existing grant of right of way by permit for Doyle Drive occupies approximately 9.5 hectares (23.5 acres) within the Presidio.

**Exhibit 7-16**  
**Land Required for Permanent Right of Way for Project Alternatives**

| ALTERNATIVE                                      | TOTAL AREA OF PERMANENT RIGHT OF WAY REQUIRED | INCREASE FROM EXISTING RIGHT OF WAY |
|--|---|-------------------------------------|
| <i>NO-BUILD</i>                                  |   |                                     |
|  | 9.5 hectares (23.5 acres)                     | None                                |
| <i>REPLACE AND WIDEN</i>                         |   |                                     |
| ALTERNATIVE 2: NO-DETOUR                         | 10.4 hectares (25.7 acres)                    | 0.9 hectares (2.2 acres)            |
| ALTERNATIVE 2: DETOUR                            | 10.1 hectares (24.9 acres)                    | 0.6 hectares (1.5 acres)            |
| <i>PRESIDIO PARKWAY</i>                          |   |                                     |
| ALTERNATIVE 5: WITH CIRCLE DRIVE                 | Loop Ramp                                     | 14.0 hectares (34.6 acres)          |
|  | Hook Ramp                                     | 13.4 hectares (33.1 acres)          |
| ALTERNATIVE 5: WITH DIAMOND INTERCHANGE          | Loop Ramp                                     | 14.1 hectares (34.8 acres)          |
|  | Hook Ramp                                     | 13.6 hectares (33.4 acres)          |
| ADDITION OF MERCHANT ROAD SLIP RAMP              | 0.7 hectares (1.7 acres)                      | 0.5 hectares (1.2 acres)            |
| PREFERRED ALTERNATIVE – REFINED PRESIDIO PARKWAY | 11.7 hectares (29.0 acres)                    | 2.6 hectares (6.4 acres)            |

Source: Parsons Brinckerhoff, September 2005, October 2006.

## Recreational Resources

Under all of the build alternatives, recreational resources in the Presidio would be subject to temporary use during construction and actual use from right of way expansion.

<sup>2</sup> Doyle Drive is owned and maintained by Caltrans on a grant of right of way by permit from the Federal Government. Caltrans would need to obtain an additional right of way interest from the Trust to construct any of the build alternatives.

## *Alternative 2: Replace and Widen – With Detour Option*

### Land Requirements

This alternative would require the use of 10.1 hectares (24.9) acres of land.

### Bicycle and Pedestrian Access

Bicycle and pedestrian access at all locations throughout the study area would be maintained during the construction period. Construction activities would require some nighttime closures of roadways and paths which traverse the project corridor and an approximate three month closure of Lincoln Boulevard near the National Cemetery. Bicycle and pedestrian traffic on the existing trails such as the Park Boulevard Trail and Presidio Promenade Trail would require temporary detours during the brief closures. These nighttime and occasional closures would not be of sufficient durations as to create a temporary use as defined under *Section 4(f)*. There would be no affects to the Tennessee Hollow Trail as it would be developed after completion of the project. Trail and bikeway connections are shown in **Exhibit 7-17** on the following page.

### Recreational Facilities

No buildings housing recreational facilities would be removed by this alternative.

## *Alternative 2: Replace and Widen - No-Detour Option*

This alternative would require the use of 10.4 hectares (25.7 acres) of land. Impacts to bicycle and pedestrian access and recreational facilities would be the same as discussed above for the With Detour option.

## *Alternative 5: Presidio Parkway – Diamond Option*

### Land Requirements

This alternative would require the use of 14.1 hectares (34.8 acres) of land with the Loop Ramp Option and 13.6 hectares (33.4 acres) with the Hook Ramp Option.

Because this alternative includes the construction of tunnels, land remaining above the tunnels could be made available for open space. The open space would also open up vistas within the Presidio that are currently obstructed by the low-viaduct.

### Bicycle and Pedestrian Access

This alternative under all options would provide improved pedestrian access and allow connections between the Main Post and Crissy Field, as well as provide pedestrian access along Girard Road from Marina Boulevard and Mason Street to the Main Post. Bicycle and pedestrian crossings would also be facilitated at new signalized intersections at Girard and Gorgas Avenues.

**Exhibit 7-17**  
**Trail and Bikeway Connections**

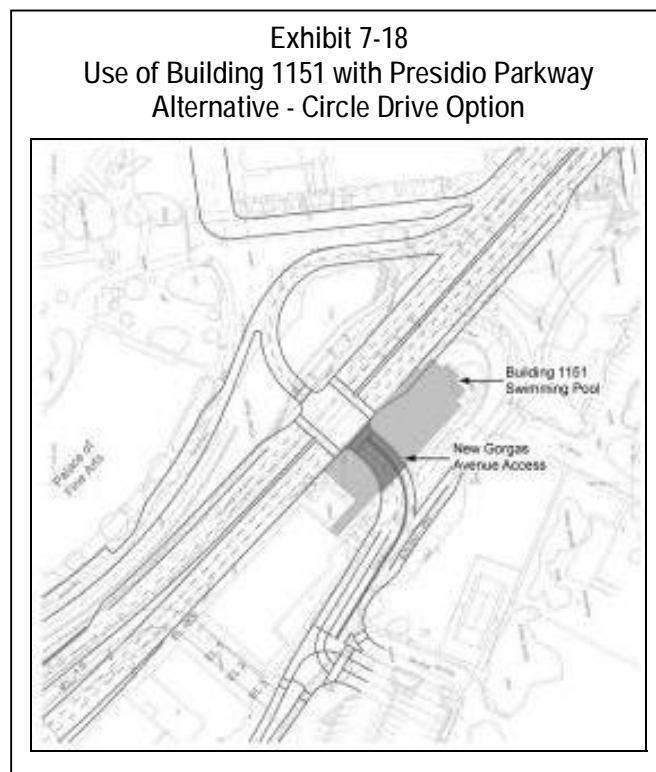


The alternative would not permanently affect existing and planned trail corridors located in the vicinity of Doyle Drive including the Tennessee Hollow Trail, Park Boulevard Trail, or Presidio Promenade Trail. The existing trails would be affected only on a temporary basis during the construction, and the occasional closures would not be of sufficient durations as to create a temporary use as defined under *Section 4(f)*. Closures would range from a couple of days for the Park Boulevard Trail to three to six months for the Presidio Promenade Trail. Detours would be provided during the closure periods. There would be no affects to the Tennessee Hollow Trail as it would be developed after completion of the project.

Under the Presidio Parkway Alternative, bicycle and pedestrian access would be closed along Bank Street from the Main Post to the Commissary parking area until the Main Post tunnels are built. While Halleck Street is closed, it is anticipated that bicycle and pedestrian access from Crissy Field to the Main Post would be maintained via Marshall Street.

#### ***Alternative 5: Presidio Parkway - Circle Drive Option***

This alternative would require the use of 14.0 hectares (34.6 acres) of land with the Loop Ramp Option and 13.4 hectares (33.1 acres) with the Hook Ramp Option. In addition to all of the impacts described above, the Circle Drive Option would require the removal of Building 1151 (YMCA pool) (**Exhibit 7-18**). The option would provide new access to Gorgas Avenue from the southeast, crossing Richardson Avenue and bisecting the Building 1151 to enter Gorgas Avenue and the Presidio



### *Alternative 5: Presidio Parkway - Merchant Road Slip Ramp Option*

No buildings housing recreational facilities would be affected by constructing the slip ramp under Alternative 5.

### *Preferred Alternative – Refined Presidio Parkway*

This alternative would require the use of 11.7 hectares (29.0 acres) of land. Impacts to bicycle and pedestrian access and recreational facilities would be similar to those discussed under Alternative 5: Presidio Parkway – Diamond Option.

## Historic Resources

Section 3.0 of this chapter identified those properties that would be used by any of the build alternatives. This section identifies and discusses the specific features of the *Section 4(f)* properties that would be affected by these alternatives. The right of way requirements were discussed in the preceding section. **Exhibit 7-19** identifies the resources in the corridor by number and states how features within the *Section 4(f)* property would be affected.

**Temporary Removal** — Removal would involve jacking a structure up from its foundation, placing it on rollers and moving it to a temporary location during construction and then replacing it in the same location on new foundations after construction is complete. This type of action would result in a temporary use under *Section 4(f)* definitions.

**Removal** — Removal, which would constitute a permanent impact, would involve the permanent removal of a structure. This type of action would result in an actual use under *Section 4(f)* definitions.

### The Presidio

Under all of the build alternatives, a use of the NHLD would occur, which would result in the removal of buildings, structures, alterations to the cultural landscape and changes to contributing roadways. **Exhibit 7-19** provides a summary of potentially affected buildings and roadways that may be affected.

Exhibit 7-19  
Actions Causing Section 4(f) Use of NHLD<sup>1</sup> Resources

|                                      |                                       | ALTERNATIVES        |                     |                             |                             |                                      |                      |  |
|--------------------------------------|---------------------------------------|---------------------|---------------------|-----------------------------|-----------------------------|--------------------------------------|----------------------|--|
|                                      |                                       | REPLACE AND WIDEN   |                     | PRESIDIO PARKWAY            |                             |                                      |                      |  |
| Number of Element                    | Name of Element                       | No-Detour           | With Detour         | With Diamond Interchange    | With Circle Drive           | Merchant Road Slip Ramp <sup>2</sup> | Preferred            |  |
| <b>CONTRIBUTING (NHLD) BUILDINGS</b> |                                       |                     |                     |                             |                             |                                      |                      |  |
| Building 201                         | Exchange Store                        | No Use              | No Use              | Removal                     | Removal                     | No Use                               | Removal <sup>3</sup> |  |
| Building 204                         | Exchange Store (Presidio Thrift Shop) | No Use              | No Use              | Removal                     | Removal                     | No Use                               | Removal              |  |
| Building 230                         | Warehouse                             | No Use              | No Use              | Removal                     | Removal                     | No Use                               | Removal              |  |
| Building 670                         | Chemical Storehouse                   | No Use              | No Use              | Removal                     | Removal                     | No Use                               | Removal              |  |
| Building 1151                        | Presidio YMCA Pool                    | No Use              | No Use              | No Use                      | Removal                     | No Use                               | No Use               |  |
| Warehouse 1182                       | Mason Street Warehouse                | No Use              | Temporary Removal   | No Use                      | No Use                      | No Use                               | No Use               |  |
| Warehouse 1183                       | Mason Street Warehouse                | No Use              | Temporary Removal   | No Use                      | No Use                      | No Use                               | No Use               |  |
| Warehouse 1184                       | Mason Street Warehouse                | No Use              | Temporary Removal   | No Use                      | No Use                      | No Use                               | No Use               |  |
| Warehouse 1185                       | Mason Street Warehouse                | No Use              | Temporary Removal   | No Use                      | No Use                      | No Use                               | No Use               |  |
| <b>CONTRIBUTING (NHLD) ROADWAYS</b>  |                                       |                     |                     |                             |                             |                                      |                      |  |
| none                                 | Doyle Drive                           | Permanently Removed | Permanently Removed | Permanently Removed         | Permanently Removed         | Permanently Removed                  | Permanently Removed  |  |
| none                                 | Veterans Boulevard (Route 1)          | Alteration          | Alteration          | Alteration                  | Alteration                  | Alteration                           | Alteration           |  |
| none                                 | Richardson Avenue (Route 101)         | No Use              | No Use              | Alteration                  | Alteration                  | No Use                               | Alteration           |  |
| 2009                                 | Bank Street                           | No Use              | No Use              | Alteration                  | Alteration                  | No Use                               | Alteration           |  |
| 2012                                 | Battery Blaney Road                   | Alteration          | Alteration          | Alteration                  | Alteration                  | No Use                               | Alteration           |  |
| 2040                                 | Cowles Street                         | No Use              | No Use              | Alteration (hook ramp only) | Alteration (hook ramp only) | No Use                               | Alteration           |  |

Exhibit 7-19 — Continued  
 Actions Causing Section 4(f) Use of NHLD<sup>1</sup> Resources

|                    |   | ALTERNATIVES            |                         |                          |                         |                                      |                         |  |
|--------------------|---|-------------------------|-------------------------|--------------------------|-------------------------|--------------------------------------|-------------------------|--|
|                    |   | REPLACE AND WIDEN       |                         | PRESIDIO PARKWAY         |                         |                                      |                         |  |
| Number of Element  | Name of Element                         | No-Detour               | With Detour             | With Diamond Interchange | With Circle Drive       | Merchant Road Slip Ramp <sup>2</sup> | Preferred               |  |
| 2042               | Crissy Field Avenue                     | Alteration              | Alteration              | Alteration               | Alteration              | No Use                               | Alteration              |  |
| 2063               | Girard Road                             | No Use                  | No Use                  | Alteration               | Alteration              | No Use                               | Alteration              |  |
| 2064               | Gorgas Avenue                           | No Use                  | No Use                  | Alteration               | Alteration              | No Use                               | Alteration              |  |
| 2068               | Halleck Street                          | No Use                  | No Use                  | Alteration               | Alteration              | No Use                               | Alteration              |  |
| 2094               | Lincoln Boulevard                       | Alteration              | Alteration              | Alteration               | Alteration              | No Use                               | Alteration              |  |
| 2185               | Vallejo Street                          | No Use                  | No Use                  | Alteration               | Alteration              | No Use                               | Alteration              |  |
| none               | Young Street                            | No Use                  | No Use                  | Alteration               | Alteration              | No Use                               | Alteration              |  |
| none               | Paved/Gravel Area at Low-Viaduct        | Alteration              | Alteration              | Removal                  | Removal                 | No Use                               | Removal                 |  |
| Cultural Landscape |   |                         |                         |                          |                         |                                      |                         |  |
| none               | Cultural Landscape Spatial Relationship | No Use                  | No Use                  | Alteration - Actual Use  | Alteration - Actual Use | No Use                               | Alteration - Actual Use |  |
| none               | Cultural Landscape Topographic Features | No Use                  | No Use                  | Alteration - Actual Use  | Alteration - Actual Use | No Use                               | Alteration - Actual Use |  |
| none               | Cultural Landscape Trees/Vegetation     | Alteration - Actual Use | Alteration - Actual Use | Alteration - Actual Use  | Alteration - Actual Use | Alteration - Actual Use              | Alteration - Actual Use |  |

- Notes:
1. NHLD = National Historic Landmark District
  2. The Merchant Road Slip Ramp Option could be used as an additional design feature with either the Diamond Option or Circle Drive Option. 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. The Merchant Road Slip Ramp was eliminated under the Preferred Alternative.
  3. The bottom portion of Building 201 would be removed while the top portion would be returned the original building site following completion of the roadway construction.



## *Alternative 2: Replace and Widen – No-Detour Option*

### Buildings and Structures

Doyle Drive, a contributing element of the NHLD, would be removed as a result of this alternative which would be an actual use under *Section 4(f)*.

### Cultural Landscape

There would be impacts to the cultural landscape of the Presidio NHLD under this alternative 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. For a more detailed description refer to Section 3.2.11 of the FEIS/R.

In addition, there would be alteration of the historic vegetation features of the cultural landscape. 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 east and west of the Park Presidio Interchange. South of the new high-viaduct some of the trees in this stand would be removed.

Trees that are located in the area north of Lincoln Boulevard and south of the new at-grade portion of Doyle Drive would be removed. The construction of the new low-viaduct would result in the removal of one palm tree located to the north of the existing low-viaduct structure in the New Commissary and Post Exchange parking lot. 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.

Because the above-described elements have been deemed, through consultation with the SHPO, to be contributing elements of the NHLD, their alteration would be an actual use under *Section 4(f)*.

### Roadways

The Replace and Widen Alternative – No-Detour Option would have a direct impact on the Presidio NHLD by altering the alignment of some contributing roads. Although Veterans Boulevard and Lincoln Boulevard would be modified as described below, they would continue to serve their transportation functions.

Portions of Veterans Boulevard – the Park Presidio Interchange, the two ramps connecting eastbound Doyle Drive to Veterans Boulevard, and the ramp connecting westbound Doyle Drive to southbound Veterans Boulevard – would be altered to accommodate the new, wider roadway. After construction Crissy Field Avenue's alignment at its intersection with Lincoln Boulevard (on its east end) would be permanently moved to the south.

Lincoln Boulevard would be located in the same alignment, however, it would be narrowed from eight meters (26 feet) to 6.6 meters (22 feet); the south edge of Lincoln Boulevard would remain in its existing location and the northern edge of

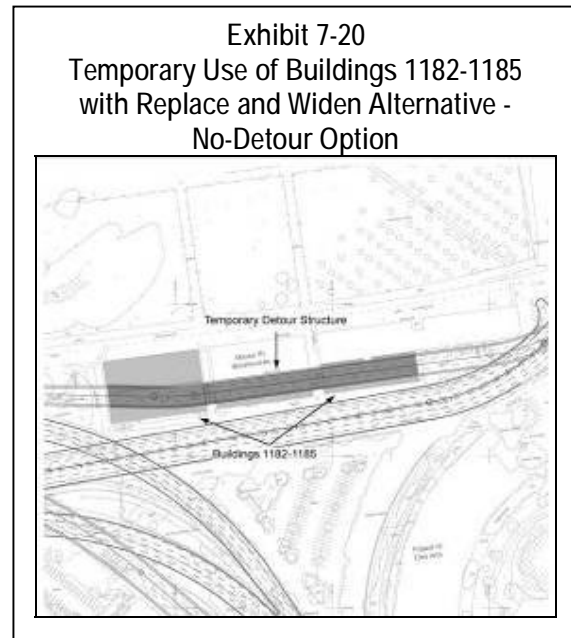
the road would be relocated to the south by 1.4 meters (four feet). Additionally, the sidewalk on the north side of the road would be rebuilt.

Two contributing roadways would be subject to actual use under *Section 4(f)*. Part of unpaved Battery Blaney Road located north of the new at-grade portion of Doyle Drive would be removed. Additionally, Marshall Street would be removed.

### ***Alternative 2: Replace and Widen – With Detour Option***

#### **Buildings and Structures**

Under this alternative, Doyle Drive would be removed, which would be an actual use under *Section 4(f)*. In addition, this alternative would require the temporary removal of Buildings 1182, 1183, 1184 and 1185 (Mason Street warehouses). The four Mason Street warehouses would be removed to accommodate a temporary detour structure (**Exhibit 7-20**). Following construction, the four buildings would be placed back on their original sites.



#### **Cultural Landscape**

Impacts to the cultural landscape would be the same as those described for the No-Detour Option.

#### **Roadways**

Impacts to NHLD contributing roadways would be the same as those described for the No-Detour Option.

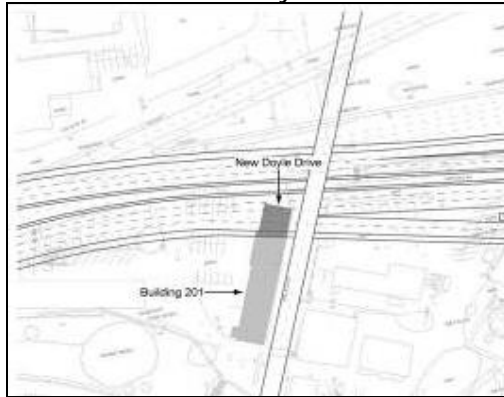
### ***Alternative 5: Presidio Parkway Alternative - Diamond Option***

#### **Buildings and Structures**

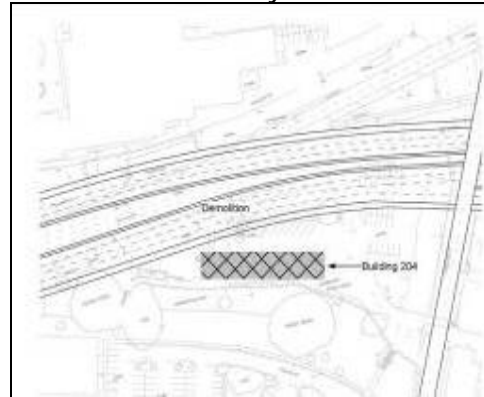
The Presidio Parkway Alternative would require changes in street grade adjacent to two contributing elements of the Presidio NHLD: Building 228 on Halleck Street and Building 1163 on Gorgas Avenue. The grade of Halleck Street would be raised roughly 0.6 meter (two feet) at the northwest corner of Building 228, rising from the current grade south of the building. The grade of Gorgas Avenue would be lowered roughly two meters (six feet) at the northwest corner of Building 1163. Both these changes in street grades would be accomplished near the buildings, but would not require alteration of the buildings themselves.

This alternative would require the removal of Doyle Drive and NHLD contributing Buildings 201, 204, 230 and 670, which would be an actual use under *Section 4(f)* (see **Exhibits 7-21, 7-22, 7-23, and 7-24**).

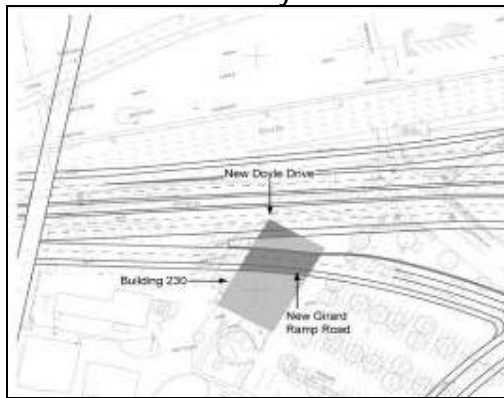
**Exhibit 7-21 – Use of Building 201 with Presidio Parkway Alternative**



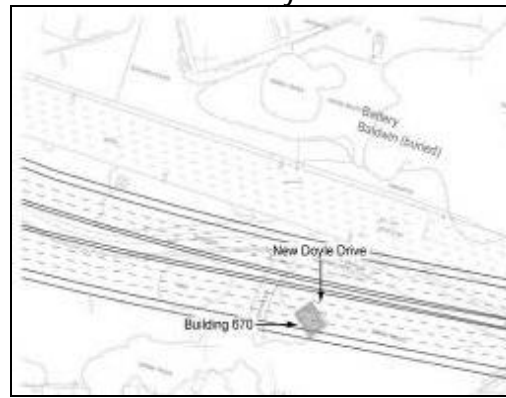
**Exhibit 7-22 – Use of Building 204 with Presidio Parkway Alternative**



**Exhibit 7-23 – Use of Building 230 with Presidio Parkway Alternative**



**Exhibit 7-24 – Use of Building 670 with Presidio Parkway Alternative**



### Cultural Landscape

There would be impacts to the cultural landscape resources of the Presidio NHL under Alternative 5: Presidio Parkway Alternative - Diamond Option 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. For a more detailed description refer to Section 3.2.11 of this FEIS/R.

The existing grade of the bluff, a historic topographic feature of the Presidio cultural landscape, would be altered. In some portions, an engineered wall would be built.

There would be alteration of the historic vegetation features of the cultural landscape. 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 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 Veterans Boulevard 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. The construction of the new tunnels in the area north of the Main Post would result in the 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.

Because the above-described elements have been determined through consultation with the SHPO to be contributing elements of the cultural landscape, their alteration would be an actual use under *Section 4(f)*.

### Roadways

The following roadways would be altered but would continue to serve their transportation functions:

- Richardson Avenue would be altered to provide an intersection for access to the Palace of Fine Arts and Gorgas Avenue on the Presidio.
- 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 activities are needed 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 Avenue and Marina Boulevard.
- The grade of Gorgas Avenue in the vicinity of its new intersection with Girard Road would be lowered by roughly one meter (3.2 feet).
- The grade of Halleck Street would be raised to pass over the eastern portal of the easternmost tunnel proposed by the Presidio Parkway Alternative.

- Lincoln Boulevard would be altered near the cemetery to accommodate the western tunnel structure. These activities would include removal of a portion of the roadway and sidewalks, installation of the tunnel structure, and reconstruction of Lincoln Boulevard over the top of the tunnel structure. The rebuilt road would be in the same alignment and to the same width (eight 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. Under the Hook Ramp Option of this alternative, Lincoln Boulevard would be also be realigned near Veterans Boulevard (just west of the stables), altering the intersection of Lincoln Boulevard and Cowles Street.
- Crissy Field Avenue between Lincoln Boulevard and Incinerator Road would be realigned south of the original alignment.
- 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.

The following roadway changes would result in the removal of a portion of the contributing roadways an actual use of the cultural landscape:

- Veterans Boulevard would be replaced with new aerial structures at its interchange with Doyle Drive under all options, including the Merchant Road Slip Ramp Option.
- The western portion of Gorgas Avenue, from Marshall to Halleck, would be removed.
- The north portion of Bank Street and three sets of concrete steps would be removed.
- Marshall Street, Vallejo Street and Young Street would be removed.

#### *Alternative 5: Presidio Parkway Alternative-Circle Drive Option*

##### Buildings and Structures

Similar to Alternative 5: Presidio Parkway Alternative - Diamond Option, this alternative would require the removal of Doyle Drive and NHLD contributing Buildings 201, 204, 230 and 670, which would be an actual use under *Section 4(f)* (see **Exhibits 7-21, 7-22, 7-23, and 7-24**). In addition, the removal of Building 1151 (the YMCA pool) would be required, which would be an actual use under *Section 4(f)*. Building 1151 is both a contributor to the NHLD and a recreational resource.

In addition, the Presidio Parkway Alternative – Circle Drive Option 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.

### Cultural Landscape

This option would result in the same impacts to the cultural landscape as described for the Diamond Option.

### Roadways

This option would result in the same impacts to roadways as described for the Diamond Option.

## *Preferred Alternative – Refined Presidio Parkway*

### Buildings and Structures

Similar to Alternative 5: Presidio Parkway Alternative - Diamond Option, this alternative would require the removal of Doyle Drive and NHLD contributing Buildings 201, 204, 230 and 670, which would be an actual use under *Section 4(f)* (see **Exhibits 7-25, 7-26, 7-27, and 7-28**). The top portion of Building 201 would be removed and stored during construction of the project, and then relocated and restored at its original Halleck Street location. Buildings 204, 230 and 670 would be demolished with usable building components salvaged. In addition, the Preferred Alternative would require a change in the grade of Halleck Street which is adjacent the NHLD contributing Building 228.

### Cultural Landscape

This option would result in similar impacts to the cultural landscape as described for Alternative 5: Presidio Parkway Alternative - Diamond Option, with the exception of roadway modifications to further minimize impacts as described in Section 7.2.4.

### Roadways

This option would result in similar impacts to roadways as described for Alternative 5: Presidio Parkway Alternative - Diamond Option, with the exception of roadway modifications to further minimize impacts as described in Section 7.2.4.

## 7.5.2 Doyle Drive

All land in the Presidio is property of the federal government. The Presidio Trust administers the interior 80 percent known as Area B, and the National Park Service administers the coastal remainder known as Area A. In addition to Doyle Drive, Caltrans also owns the Highway 1 facility passing through the Presidio which is located along a right of way granted by the United States government. The Presidio Trust would be responsible for granting Caltrans a right of way easement for the expansion of Doyle Drive. The Trust may place certain covenants, restrictions, or conditions on the easement as deemed necessary.

Exhibit 7-25 – Use of Building 201 with Preferred Alternative

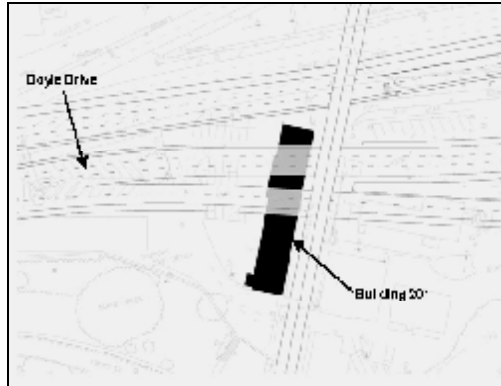


Exhibit 7-26 – Use of Building 204 with Preferred Alternative

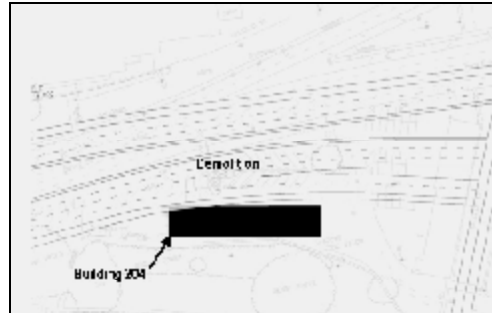


Exhibit 7-27 – Use of Building 230 with Preferred Alternative

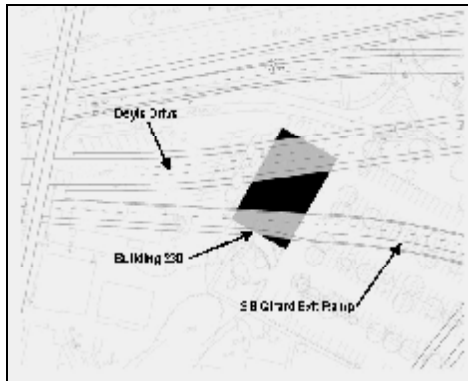
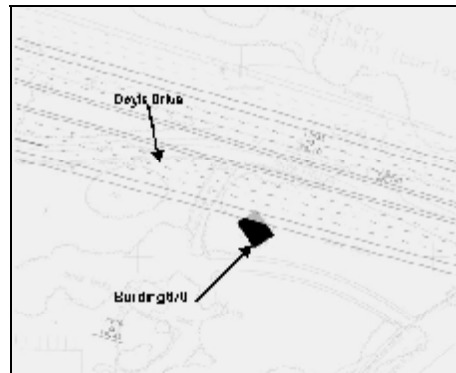


Exhibit 7-28 – Use of Building 670 with Preferred Alternative



All build alternatives would result in the removal of the existing Doyle Drive, including the Marina Viaduct (Bridge 34-0014) and Presidio Viaduct (Bridge 34-0019) and replacement with a new facility. This removal would result in an actual *Section 4(f)* use both due to the removal and changes to character-defining features.

### 7.5.3 Golden Gate Bridge

All build alternatives would cause a direct impact to the Golden Gate Bridge through the removal of Doyle Drive, which is a contributing element of the Golden Gate Bridge. The recreational features of the property would not have a direct impact under the build alternatives.

A National Historic Landmark nomination was originally prepared by the National Park Service in 1997, but to date, the bridge has not been so designated. Current seismic reinforcement carried out by the Golden Gate Bridge Highway and Transportation District, in addition to the replacement of the contributing Doyle Drive, would have altered this property, necessitating that the contributing elements be redefined for it to be nominated as a NHL. Following completion of construction of the new Doyle Drive, FHWA shall provide the NPS with an updated NHL nomination. For a more detailed description of the effect to historic features of this property, refer to Chapter 3.2.11 of this FEIS/R.

#### **7.5.4 Marina Viaduct**

All build alternatives would result in the removal of the existing Marina Viaduct. This property, which is also a contributing element to the NHL and the Golden Gate Bridge property would result in an actual *Section 4(f)* use.

#### **7.5.5 Presidio Viaduct**

All build alternatives would result in the removal of the existing Presidio Viaduct. This property, which is also a contributing element to the NHL and the Golden Gate Bridge, would result in an actual *Section 4(f)* use.

#### **7.5.6 Palace of Fine Arts**

##### ***Alternative 2: Replace and Widen - All Options***

This alternative would not use any land from the Palace of Fine Arts.

##### ***Alternative 5: Presidio Parkway***

##### **Recreational Component**

Alternative 5 would reconfigure circulation within the Palace of Fine Arts property by removing existing parking spaces along west Palace Drive, converting Palace Drive into a one-way lane(s) and reconfiguring the south intersection at Lyon and Bay Street to provide access to an underground parking structure west of the Palace of Fine Arts property. Visitor access to the facility would, therefore, be altered.

There would be new pedestrian crossings on Girard Road between the Palace of Fine Arts and Girard Road, as well as a crossing at the Richardson Avenue/Gorgas Avenue intersections (DKS Associates, 2004).

##### **Diamond Option**

This option would require an easement for a portion of the Palace of Fine Arts property, located west of Palace Drive near the north end of the Exploratorium building where Girard Road would extend to Marina Boulevard. The Girard Road extension would cover a small triangular area of 0.01 hectares (0.03 acres).



### **Circle Drive Option**

This option would use three small portions of the Palace of Fine Arts property, located west of Palace Drive. The areas are located near the north end of the Exploratorium building where Girard Road would extend to Marina Boulevard, at the location of the proposed traffic circle near the center of the Exploratorium building, and at the southern end of the Exploratorium building where Circle Drive approaches the intersection with Richardson Avenue. These areas combined would cover an area of 0.07 hectares (0.18 acres).

### ***Preferred Alternative - Refined Presidio Parkway***

#### **Recreational Component**

The Preferred Alternative would maintain Palace Drive as a two-way road and incorporate the modifications proposed by SFDRP at north and south ends where Palace Drive connects to Lyon Street. The Preferred Alternative would also maintain Lyon Street as a two-way street with connection to Bay Street.

To enhance pedestrian safety and accessibility, the Preferred Alternative 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 Preferred Alternative would maintain the existing parking supply by reconstructing Palace Drive in its existing location to provide perpendicular parking on both sides of a two-way Palace Drive. This is not considered a use of the Palace of Fine Arts property.

#### **Historic Component**

There would be no actual use of the contributing features of the historic property (lagoon and landscaping, the rotunda, and the colonnade) which make it eligible for the NRHP. The nomination of the Palace of Fine Arts to the NRHP was accepted by the Keeper of the NRHP and listed in the NRHP in December 2005.

## **7.6 Avoidance and Minimization**

Doyle Drive is the south access to the Golden Gate Bridge. To reach the Golden Gate Bridge, Doyle Drive must pass through the Presidio – there are no alternative routes outside the Presidio that can make this connection. There is no feasible and prudent avoidance alternative to passage through the Presidio per 23 CFR 774.3(a)(1) and 774.17, as no alternative that completely avoids the use of land from the Presidio could meet the purpose and need of the project. Alternatives were considered as part of alternatives development process, as described in Chapter 2 of this document that could minimize impacts to all facilities in the Presidio – as a parkland, including natural resource features and cultural resources. The Preferred Alternative - Refined Presidio Parkway as described in Chapter 2 of this FEIS/R is the alternative with the greatest