

Drive would continue to be used by the traveling public, and the light standards, a contributing element of Doyle Drive, continue to deteriorate, they would be replaced on an as needed basis as public health and safety require, prior to the demolition of the facility. Because any removed standards would be considerably deteriorated, they would not be offered to the Golden Gate Bridge Highway and Transportation District, but would be disposed of properly.

### **Conduct Post-Construction Condition Assessment, and a Re-evaluation of Resources**

Following completion of construction of the new Doyle Drive, a post-construction conditions assessment and re-evaluation would be conducted pursuant to NRHP criteria, of specific buildings that were previously identified as contributors to the Presidio NHLD and portions of the cultural landscape of the Presidio NHLD to assess whether they still retain sufficient historic integrity to convey their significance.

### **National Historic Landmark Nomination for the Golden Gate Bridge**

An NHL nomination was originally prepared by the National Park Service for the Golden Gate Bridge 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, the NHL nomination form would be updated and submitted to the National Park Service.

### **Collections Management /Curation**

The treatment plans would establish a comprehensive collection program which would be implemented as part of the project for materials discovered during excavation, as well as for records created in support of historic preservation efforts. The program would include a complete collections management protocol that would include accessioning and cataloging, curatorial and preservation treatment, and disposition of these materials into a collections management facility designated by the Trust. This program would be developed in consultation with the Trust FPO.

## **7.8 Coordination/Officials With Jurisdiction**

Agency coordination is integral to the Doyle Drive Project to ensure compatibility with plans and policies in addition to balancing the various resources interests such as cultural, biological and visual. More than 100 interagency coordination meetings have been held thus far.

The two primary agencies having jurisdiction over the Presidio are the Presidio Trust, which is the land manager responsible for long range planning in Area B (within which most of the proposed Doyle Drive project occurs) and the

National Park Service (NPS), which is responsible for the management of Area A. These agencies have been integrally involved in project coordination since beginning of project planning in Spring 2000 and are also NEPA cooperating agencies for this environmental process.

In addition, input has been solicited from historical preservation interest groups, such as the California Preservation Foundation and the Fort Point and Presidio Historical Association throughout project development. Consultation with the SHPO regarding this project has been ongoing since the Doyle Drive Project began. The SHPO has participated in agency meetings to discuss and set the APE, as well as to advise on historic preservation issues.

Coordination also has taken place with the Department of Veterans Affairs (VA), which had concerns about potential impacts to the San Francisco National Cemetery. Following extensive written communication with VA, a meeting was held with this group on January 9, 2002. At the meeting, the Authority reaffirmed that the alternatives requiring tunneling under the National Cemetery had been dropped from further consideration because of the increased risk of disturbance to existing gravesites. The Authority also committed to avoiding the use of any Cemetery property by narrowing the alignment in this area and requesting a design exception as described in Section 6.1. The VA expressed no objections to the remaining alternatives under study, confirmed that they wanted to be informed of the project's progress, and that they would participate on an as-needed basis as cemetery issues were identified.

Because coordination for both parkland and historic resources involved many agencies in addition the Trust and NPS, an Executive Committee was formed to serve as a central body for communication on project issues. The Executive Committee consists of representatives from the lead and cooperating agencies participating in the Doyle Drive Project. In addition to NPS and the Presidio Trust, the Executive Committee consists of other agencies with interests in the Corridor including San Francisco Park and Recreation Department (which has jurisdiction over the Palace of Fine Arts) and the Golden Gate Bridge, Highway and Transportation District (GGBHTD) (which has jurisdiction over the Golden Gate Bridge).

The role of the Executive Committee is to meet on a regularly scheduled basis to address design, environmental analysis, and other technical issues in order to make time-sensitive policy decisions that would lead the overall project team, project staff and consultants. The Committee members serve as a key liaison between the project staff and their respective organizations, and as a consensus body to address and resolve any project issues or concerns. Input and decisions from the Executive Committee are forwarded to the Authority, FHWA, and California Department of Transportation (Caltrans). Input obtained from the public at large has been available and provided to committee members as deemed necessary throughout the project.

A Doyle Drive Subcommittee of the Authority's Citizens Advisory Committee (CAC) has also been formed. The goal of the Subcommittee has been to obtain citizen input and feedback at key milestones throughout the study process. The Subcommittee has also worked with the project team to identify the benefits and disadvantages of various alternatives and issues with regard to the Doyle Drive project.

Following release of the DEIS/R in December 2005, individuals and agency staff provided almost 800 comments regarding the environmental analysis and project alternatives. Based on these comments and agency/public workshops, it was determined that Alternative 5: Presidio Parkway, would best meet the purpose and need of this Doyle Drive project, if certain modifications to the proposed design were made.

In response to these comments, 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 existing conditions; refinements were made to the Presidio Parkway Alternative. The Doyle Drive Subcommittee to the Citizens' Advisory Committee (CAC), the Executive Committee and the Authority's 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 including the Merchant Road Slip Ramp Option.

Chapter 6 briefly describes the public outreach and agency coordination activities undertaken prior to issuance of the *South Access to the Golden Gate Bridge – Doyle Drive Draft Environmental Impact Statement/Report* (DEIS/R) in December 2005. The chapter also presents public and agency involvement activities since the release of the DEIS/R.

## 7.9 Section 4(f) Finding

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 and fulfill the purpose and need for this project.

The Preferred Alternative - Refined Presidio Parkway as described in Chapter 2 of this FEIS/R is the alternative that minimizes impacts to the Presidio by providing a design that balances recreational elements with historic resources within this National Park and National Historic Landmark District (NHLDD). In addition, this alternative also addresses an array of other environmental resource considerations, while meeting the purpose and need for the project. The