

*South Access to the Golden Gate Bridge*

# ***DOYLE DRIVE***

## **First Supplemental Archaeological Survey Report for the Quartermaster Reach Restoration Project**

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 04-16370

April 2010

*Prepared For:*

Arup  
San Francisco County Transportation Authority  
Federal Highway Administration  
Caltrans District 4

*Prepared By:*

ICF International



ARUP





**First Supplemental Archaeological Survey Report for the  
Quartermaster Reach Restoration Project**

**South Access to the Golden Gate Bridge Doyle Drive Project  
City and County of San Francisco, California**

04-SF-101/1  
EA 04-16370

*USGS 7.5-minute Quadrangle: San Francisco North, CA (PR1995)*

*Size of Study Area is approximately 0.25 acres*

*Keywords: T 2 S, R 5 W, M.D.B.M.; City of San Francisco; San Francisco County;  
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ICF International. 2010. *First Supplemental Archaeological Survey Report for the Quartermaster Reach Restoration Project for the South Access to the Golden Gate Bridge Doyle Drive Project*. April. (ICF 04548.04). San Francisco, CA. Prepared for: California Department of Transportation District 4.

**TABLE OF CONTENTS**

**SECTION 1: SUMMARY OF FINDINGS .....1**

**SECTION 2: INTRODUCTION.....2**

    2.1 SOUTH ACCESS TO THE GOLDEN GATE BRIDGE DOYLE DRIVE PROJECT ..... 2

    2.2 THE PRESIDIO TRUST QUARTERMASTER REACH RESTORATION PROJECT ..... 2

**SECTION 3: PROJECT DESCRIPTION AND LOCATION .....4**

**SECTION 4: FOCUSED AREA OF POTENTIAL EFFECTS.....5**

**SECTION 5: REGULATORY FRAMEWORK AND SIGNIFICANCE CRITERIA.....6**

**SECTION 6: SOURCES CONSULTED .....7**

    6.1 MAPPED HISTORIC ARCHAEOLOGICAL FEATURES IN THE FOCUSED APE ..... 7

    6.2 NATIVE AMERICAN CONTACTS..... 8

    6.3 HISTORICAL SOCIETY CONTACTS ..... 8

**SECTION 7: INVESTIGATIVE RESUME.....9**

**SECTION 8: SETTING .....10**

**SECTION 9: FIELD METHODS.....11**

**SECTION 10: STUDY FINDINGS AND CONCLUSIONS .....12**

    10.1 POTENTIAL FOR LATE DISCOVERIES.....12

**SECTION 11: REFERENCES CITED .....13**

**APPENDIX A: FIGURES**

**APPENDIX B: CONSULTATION WITH INTERESTED PARTIES**

**LIST OF TABLES**

1 PREVIOUS CULTURAL RESOURCE STUDIES PERTINENT TO THE QUARTERMASTER REACH RESTORATION PROJECT..... 7

2 HISTORIC MAPS PERTINENT TO THE QUARTERMASTER REACH RESTORATION PROJECT ..... 8

## ACRONYMS AND ABBREVIATIONS

ACHP	ADVISORY COUNCIL ON HISTORIC PRESERVATION
ATP	ARCHAEOLOGICAL TREATMENT PLAN
BGS	BELOW GROUND SURFACE
CALTRANS	CALIFORNIA DEPARTMENT OF TRANSPORTATION
CFR	CODE OF FEDERAL REGULATIONS
EIS/R	ENVIRONMENTAL IMPACT STATEMENT/REPORT
FHWA	FEDERAL HIGHWAY ADMINISTRATION
FOE	FINDING OF EFFECT
NAGPRA	NATIVE AMERICAN GRAVES PROTECTION AND REPATRIATION ACT
NAVD	NORTH AMERICAN VERTICAL DATUM
NHL	NATIONAL HISTORIC LANDMARK
NHPA	NATIONAL HISTORIC PRESERVATION ACT
NRHP	NATIONAL REGISTER OF HISTORIC PLACES
PA	PROGRAMMATIC AGREEMENT AMONG THE FEDERAL HIGHWAY ADMINISTRATION, THE CALIFORNIA DEPARTMENT OF TRANSPORTATION, THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY, THE PRESIDIO TRUST, THE NATIONAL PARK SERVICE, THE DEPARTMENT OF VETERANS AFFAIRS, THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER, THE ADVISORY COUNCIL ON HISTORIC PRESERVATION, AND THE SAN FRANCISCO RECREATION AND PARKS DEPARTMENT FOR THE SOUTH ACCESS TO THE GOLDEN GATE BRIDGE, DOYLE DRIVE REPLACEMENT PROJECT, SAN FRANCISCO, CALIFORNIA
PNHLD	PRESIDIO NATIONAL HISTORIC LANDMARK DISTRICT
PTMP	PRESIDIO TRUST MANAGEMENT PLAN
QRRP	QUARTERMASTER REACH RESTORATION PROJECT
SASR	SUPPLEMENTAL ARCHAEOLOGICAL SURVEY REPORT
SFCTA	SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
SHPO	CALIFORNIA STATE HISTORIC PRESERVATION OFFICER
TOP	TREATMENT OVERSIGHT PANEL
UNDERTAKING	REPLACE DOYLE DRIVE, LOCATED IN THE PRESIDIO OF SAN FRANCISCO, WITHIN THE NATIONAL PARK SERVICE—GOLDEN GATE NATIONAL RECREATION AREA AND THE CITY AND COUNTY OF SAN FRANCISCO
USC	U.S. CODE

## SECTION 1: SUMMARY OF FINDINGS

The Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), and the San Francisco County Transportation Authority (SFCTA) are replacing Doyle Drive, located in the Presidio of San Francisco, within the National Park Service–Golden Gate National Recreation Area and the City and County of San Francisco (Undertaking). Construction of the Undertaking will result in impacts on biological resources. As partial impact mitigation, the SFCTA will partially fund the Presidio Trust’s proposed Quartermaster Reach Restoration Project (QRRP). This partial funding consists of providing excavation and grading of the QRRP area no deeper than 7.5 feet below ground surface (bgs). The excavation and grading will be completed consistent and concurrent with design and construction of the Undertaking. The QRRP involves “daylighting” (restoring to the surface) approximately 280 feet of stream in a portion of the Tennessee Hollow watershed, known as Quartermaster Reach, in order to restore and create native habitat in the Presidio of San Francisco (Appendix A, Figure 1). The stream currently runs through a subsurface culvert and ultimately discharges to Crissy Marsh. The QRRP is part of an effort to restore the Tennessee Hollow watershed, as set forth in the Presidio Trust Management Plan (PTMP), which states, “Restoration will expand riparian habitats and allow for an integrated system of freshwater streams and freshwater, brackish, and tidal marsh, re-establishing a connection to Crissy Marsh” (Presidio Trust 2002).

Most of the excavation and grading for the QRRP falls within the Undertaking’s original archaeological APE. Archival research, literature review, and documents describing cultural resources identification, evaluation, and mitigation that apply to this area are presented in numerous reports previously prepared for the Undertaking (Jones & Stokes and Albion Environmental 2002a; Caltrans 2009, San Francisco County Transportation Authority 2005, 2007; ICF Jones & Stokes 2009a).

A small amount of excavation and grading for the QRRP does not lie in the Undertaking’s original archaeological APE (Figure 2). Previous identification efforts completed for the Undertaking did not address this area. Therefore this supplemental ASR examines this additional area that, for the purposes of this document, is called the focused APE.

This supplemental archaeological survey report (SASR) documents the results of consultation with interested parties and an intensive pedestrian survey of the unpaved portion of the focused APE conducted June 26, 2009, by ICF International professional archaeologists Karen Crawford and Michelle Jerman. The focused APE covers a small portion of the QRRP area that falls outside of the Undertaking’s original archaeological APE. Previous identification efforts to date have not addressed this area covered by the SASR focused APE. No archaeological resources exposed on the ground surface were identified as a result of the archaeological survey of the focused APE.

In support of Caltrans’ policy to avoid cultural resources whenever possible, an archaeological treatment plan (ATP) has been developed and approved for the overall Doyle Drive Undertaking (ICF Jones & Stokes 2009). In the event of an archaeological discovery during the excavation and grading for the QRRP, procedures described in the Undertaking ATP will be followed. Additional archaeological survey may be needed if the limits of the excavation and grading for the QRRP are extended beyond the current survey limits.

## **SECTION 2: INTRODUCTION**

### **2.1 SOUTH ACCESS TO THE GOLDEN GATE BRIDGE DOYLE DRIVE PROJECT**

The Undertaking consists of replacing the existing Doyle Drive with a new 1.5-mile-long six-lane roadway and an eastbound auxiliary lane between the toll plaza for the Golden Gate Bridge on the west, and the east end of Doyle Drive where it splits and feeds into Richardson Avenue and Marina Boulevard. The Undertaking is funded in part by the FHWA and other federal sources.

The Undertaking will adversely affect historic properties listed in or eligible for the National Register of Historic Places (NRHP), including the Presidio National Historic Landmark District (PNHLD) and its contributing historic resources. Analysis of these effects are provided in the Finding of Effect (FOE) for the South Access to the Golden Gate Bridge Doyle Drive Project, San Francisco, California (San Francisco County Transportation Authority 2005) and the Addendum FOE for the South Access to the Golden Gate Bridge Doyle Drive Project, San Francisco, California (SFCTA February 2007).

Consequently, the FHWA consulted with the California State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) pursuant to 36 Code of Federal Regulations (CFR) 800, regulations implementing Section 106 of the National Historic Preservation Act (NHPA) (16 U.S. Code [USC] 470f) and with the Secretary of the Interior pursuant to 36 CFR 800.10 regarding special requirements for protecting National Historic Landmarks. As the federally appointed land manager for the areas of the Presidio within the Undertaking's designated APEs, the Presidio Trust has also been consulted. The QRRP is a separate project from the Undertaking and is not subject to comply with the Undertaking's *Programmatic Agreement among the Federal Highway Administration, the California Department of Transportation, the San Francisco County Transportation Authority, the Presidio Trust, the National Park Service, the Department of Veterans Affairs, the California State Historic Preservation Officer, the Advisory Council on Historic Preservation, and the San Francisco Recreation and Parks Department for the South Access to the Golden Gate Bridge, Doyle Drive Replacement Project, San Francisco, California (PA)*, executed October 7, 2008. However, because partial funding for the QRRP is being provided through the Undertaking, actions carried out as a result of funding through the Undertaking are subject to compliance with the PA.

### **2.2 THE PRESIDIO TRUST QUARTERMASTER REACH RESTORATION PROJECT**

The Undertaking will require removal of several acres of wetland from the PNHLD, causing an impact to biological resources identified in the Final Environmental Impact Statement/Report (EIS/R) for the Undertaking (SFCTA 2008). As partial mitigation, the SFCTA is funding or partially funding several areas within the Presidio that have been identified as suitable for wetland restoration.

The Trust has identified the Quartermaster Reach area as a suitable location to undergo wetland restoration (Appendix A, Figure 2). The purpose of the QRRP is to daylight approximately 280 feet of stream that runs through a subsurface culvert and ultimately discharges to Crissy Marsh, in order to restore and create native habitat. The project site in which the stream restoration would occur is referred to as Quartermaster Reach in recognition of past U.S. Army activities in the area.

Quartermaster Reach encompasses approximately 9.5 acres along the western edge of the Letterman district in the northeastern portion of the Presidio. The site is also within the Doyle Drive construction corridor and is at the northernmost (lowest) end of the 271-acre Tennessee Hollow watershed. The QRRP would provide a riparian corridor and pedestrian trail through Quartermaster Reach that would connect a recently restored 450-foot stretch of stream and native habitat to the south (known as Thompson's Reach) to Crissy Marsh, and reveal and/or interpret missing historic elements in the site. The QRRP is being considered at this time to take advantage of the opportunity to be completed consistent and concurrent with design and construction of the Doyle Drive project. Coordination between the two projects would ensure the feasibility of the Quartermaster Reach restoration to the maximum extent possible with the future roadway. The QRRP tiers from the PTMP (Presidio Trust 2002) and represents one of many watershed revitalization projects ongoing at the Presidio.

The QRRP will be completed with partial assistance by the SFCTA. This assistance is limited to earth excavation and grading to create the stream channel and wetland area. This work is being completed as partial mitigation for the Undertaking's effects to the PNHLD. As the QRRP proponent, the Trust is currently preparing an Environmental Assessment in compliance with NEPA for the restoration activities (excluding excavation and grading) associated with the QRRP.

The purpose of this supplemental ASR is to identify any cultural resources that may be exposed on the ground surface within the focused APE. To that end, ICF International conducted a field investigation for this study on June 26, 2009, and assisted Caltrans in conducting consultation with interested parties for the project. This report documents the results of the survey and consultation.

### **SECTION 3: PROJECT DESCRIPTION AND LOCATION**

The project site is bounded by Halleck Street to the west, Crissy Marsh to the north, Thompson's Reach to the south, and a series of buildings and parking lots to the east (Appendix A, Figure 2). Currently, the site is relatively open and flat, with an almost imperceptible decreasing slope to the north toward the bay. All but a small, approximately 0.25-acre section of the project area is paved with asphalt or concrete. Current surface elevations range from approximately 10.25 feet North American Vertical Datum (NAVD) at the north edge of the QRRP, located at Mason Street, to 30.25 feet NAVD at the south end of the QRRP located south of Doyle Drive and east of Halleck Street. Currently, Doyle Drive spans the project site as an elevated viaduct, and Gorgas Avenue and Mason Street cross the site at grade. Several buildings and former building foundations are situated within the site boundaries, including Building 230, which will be removed as part of the Doyle Drive project. A short line of eucalyptus trees is present in the unpaved area located over the piped stream channel. Native soils, below asphalt and fill, are primarily silty sands and clayey silts; these are characteristic deposits of the historic marsh and channels. Within the focused APE, depth to native soil varies from 2.0 feet bgs to more than 7.0 feet bgs. For the majority of the QRRP site, native soils are found between 4.0 and 7.0 feet bgs. Depth to groundwater averages 4.78 feet bgs, ranging from 2.3 to 7.48 feet bgs. Flow is approximately north toward the marsh and bay (Presidio Trust 2010).

The replacement of the existing Doyle Drive with the new Presidio Parkway will include significant ground disturbance, greatly altering historic circulation patterns and landforms in the project site. The redesigned roadway will feature a low and level causeway that emerges east from cut-and-cover tunnels at Halleck Street. The facility would extend over Quartermaster Reach to a new Presidio access at a depressed Girard Road along the QRRP's eastern boundary. Within the project area, the low causeway would rise to approximately 13 feet above the surrounding ground surface at its highest point to allow sufficient space to accommodate the proposed Quartermaster Reach connection. The horizontal alignment of the low causeway will also provide for the greatest separation possible between the northbound and southbound roadways over Quartermaster Reach to maximize natural light for underlying vegetation and to provide a wildlife corridor.

## SECTION 4: FOCUSED AREA OF POTENTIAL EFFECTS

Most of the QRRP area that will be excavated and graded by the SFCTA falls within the Undertaking's original archaeological focused APE. *Focused APE* refers to the fact that the area encompasses the portion of the PNHLD that has potential for actual effects from the Undertaking. The focused APE for archaeology includes the area of direct impact (ground disturbance) for all activities associated with the Undertaking—including detours, temporary easements, and construction access and staging areas—and a 5-meter buffer zone around its perimeter. Identification efforts for this area are addressed in the original ASR completed for the Undertaking (Jones & Stokes & Albion Environmental 2002a).

A small portion of the QRRP area that will be excavated and graded as part of the Undertaking lies outside of the original Undertaking focused APE for archaeology. Because identification efforts have not yet been addressed in this area, the Undertaking focused APE was expanded to include it. For the purposes of this supplemental ASR, this previously unstudied area is also defined as a focused APE. The focused APE was established for this area in consultation with Meg Scantlebury, Branch Chief, Caltrans District 4, Office of Cultural Resource Studies, and the cultural resources Treatment Oversight Panel (TOP) created for the Undertaking, in compliance with the PA.

The focused APE is bounded by Buildings 231, 229, and the parking lot east of building 227 to the west; building 230 to the north; buildings 1029, 1030, and the parking lot west of Girard Road on the east; and a footbridge across Thompson's Reach to the south (Figure 2).

The vertical focused APE will extend no deeper than 7.48 feet below existing grade. Excavation in the focused APE would be limited to the removal of the eucalyptus trees and fill to restore the stream channel. The stream channel would be excavated to the water table. Depth to groundwater in this portion of the focused APE is no more than 7.48 feet below existing grade (Presidio Trust 2010).

## **SECTION 5: REGULATORY FRAMEWORK AND SIGNIFICANCE CRITERIA**

A complete discussion of the regulatory framework and the significance criteria that apply to the Undertaking is presented in the ATP prepared for the Undertaking (ICF Jones & Stokes 2009a) and is introduced for the record by reference in this report. A brief synopsis of the regulatory framework that applies to the Undertaking is presented here.

The SFCTA is providing grading and excavation for the Trust's QRRP as partial mitigation of effects of the Undertaking to the PNHL. The Undertaking is considered a federal Undertaking for purposes of environmental compliance under NEPA and Section 106 of the NHPA. The Native American Graves Protection and Repatriation Act (NAGPRA) specifies the procedures federal agencies must follow when burials or items of cultural patrimony of Native American origin are found on federal land (43 CFR 10, Subpart B, Section 10.4). Additionally, because the Undertaking is partially funded by a state agency, the SFCTA is required under CEQA to assess the effects of the Undertaking on cultural resources.

Because the Presidio is a National Historic Landmark (NHL), cultural resources from the NHL's period of significance are evaluated as contributing or non-contributing elements to the NHL. Cultural resources that are not related to the historic military themes for which the Presidio has been determined significant are evaluated against the National Register of Historic Places Criteria and the California Register of Historical Resources.

## SECTION 6: SOURCES CONSULTED

Previous archival research for pertinent information on potential historic sites in the QRRP's focused APE is presented in the ASR and ATP prepared for the Undertaking (Jones & Stokes and Albion Environmental 2002a; ICF Jones & Stokes 2009a). Pertinent literature was also reviewed, including previous cultural resources reports prepared for the Undertaking and other projects within the PNHLD (Table 1). Of particular use was the Quartermaster Reach Cultural Landscape Analysis and Treatment Recommendations report (Barton 2007) and historic maps of the Quartermaster Reach area (Table 2) (U.S. Army District Engineer 1909; U.S. Army Office of the Quartermaster 1915, 1921, 1922; U.S. Army Corps of Engineers 1974), both of which present detailed information about historical features within the Quartermaster Reach area. Additionally, the Presidio Cut/Fill Model provided information on Army earthmoving activities in the focused APE. The model indicates that extensive cutting and filling occurred in the vicinity of the QRRP. Cutting episodes are located along the north edge of the focused APE and much of the rest of the focused APE contains fill material.

**TABLE 1. PREVIOUS CULTURAL RESOURCE STUDIES PERTINENT TO THE QUARTERMASTER REACH RESTORATION PROJECT**

Author/Reference	Location	Type of Study
Alley et al. 1993	Presidio wide	National Historic Landmark Update
Jones & Stokes and Albion Environmental 2002a	Doyle Drive Corridor	Archaeological/Historical Survey Report
Jones & Stokes and Albion Environmental 2002b	Doyle Drive Corridor	Phase I Extended Survey/Phase II Evaluation Report
Meyer 2002	Doyle Drive Corridor	Geoarchaeological survey
Barnaal 2007	Presidio wide	Cut/Fill Model
Barton 2007	Quartermaster Reach	Cultural Landscape Analysis, Treatment Approaches
ICF Jones & Stokes 2009b	Doyle Drive Corridor	Archaeological Treatment Plan

### 6.1 MAPPED HISTORIC ARCHAEOLOGICAL FEATURES IN THE FOCUSED APE

Access and availability of fresh water from Tennessee Hollow was key to the early occupation of the area by native people and early explorers, and for the establishment of the Presidio military post. Morphologically a break in the bluff, the stream segment of Quartermaster Reach was a pivotal point of access to the waterfront from the upper post, and formed the location for arrival and storage of goods passing through the Quartermaster dock and warehouses. Historically, much of the site was tidal marsh. The U.S. Army manipulated the landform through a series of fill events, providing increased access to the waterfront and buildable land in support of the expansion of Presidio activities. In the vicinity of Quartermaster Reach, filling began in 1900 and continued through 1907. Later, between the 1910s and 1960s, the U.S. Army built railroads in the area to facilitate transport up and through the drainage corridor (Barton 2007).

The Quartermaster Reach had been a source of fresh water, had provided open areas of movement and flow, and, for a time, was a military training ground. The stream was incrementally piped and engineered underground, and the reach became increasingly occupied by military warehousing, infrastructure, and roads. The alteration of the stream appears to coincide with filling activities on the Lower Post and was completely piped underground by 1909 (Barton 2007). The construction of Doyle Drive in the 1930s and the demilitarization of the area after World War II erased much of this history. Table 2 lists historic maps that document changes over time to the Quartermaster Reach area. Additionally, a composite map depicting the locations of historic-period features overlain on the QRRP area is depicted in Barton's cultural landscape assessment (Barton 2007) and is reproduced in Figure 4 (Appendix A) of this supplemental ASR.

**TABLE 2. HISTORIC MAPS PERTINENT TO THE QUARTERMASTER REACH RESTORATION PROJECT**

Author/Reference	Date	Map Title	Notes
U.S. Army District Engineer	1909	Presidio of San Francisco, California	Presidio nursery shown; topography shown.
U.S. Army Office of the Quartermaster	1915	Map of the Presidio of San Francisco, California	Depicts Tennessee Hollow—filled.
U.S. Army Office of the Quartermaster	1921	Presidio of San Francisco, California	Quartermaster warehouses and rail line depicted.
U.S. Army Office of the Quartermaster	1922	Presidio of San Francisco, California	Quartermaster warehouses and rail line depicted.

It is unknown if these features were abandoned in place or if they were removed. It is possible some or all of the features remain in place. Army infrastructure is well documented in many parts of the Presidio and typically, if encountered, these features are photographed and mapped with no additional treatment required.

## 6.2 NATIVE AMERICAN CONTACTS

On October 13, 2009, Caltrans mailed letters to the Native American signatories of the PA. The letters included a project map and a description of the QRRP. The letter requested direct communication about cultural resources information and project concerns. Follow-up telephone calls were placed on October 27, 2009. No responses to the letters or phone calls have been received to date. All items of correspondence with Native Americans are presented in Appendix B of this report.

## 6.3 HISTORICAL SOCIETY CONTACTS

On October 5, 2009, ICF International (known then as ICF Jones & Stokes) sent letters to the Presidio Historical Association and San Francisco Architectural Heritage (Appendix B), both participants in the Doyle Drive Cultural Resources PA. The letter included a project map and described the QRRP. A request was made to each organization to provide information on potential cultural resources in the project area. Follow-up phone calls were made on October 27, 2009. To date, neither organization has responded.

## **SECTION 7: INVESTIGATIVE RESUME**

ICF International archaeologist Karen Crawford prepared this ASR. Ms. Crawford and archaeologist Michelle Jerman conducted an archaeological reconnaissance of the focused APE on June 26, 2009. Ms. Crawford holds an M.A. in anthropology (archaeological emphasis) from the University of California, Davis, and has 14 years of professional experience in California archaeology and cultural resources management. She is a Registered Professional Archaeologist and meets the Secretary of the Interior's Qualification Standards for Professional Archaeologist. Ms. Jerman holds an M.A. in anthropology (archaeological emphasis) from The College of William and Mary in Virginia. Ms. Jerman has 8 years of professional experience in California archaeology and cultural resources management. She is a Registered Professional Archaeologist and meets the Secretary of the Interior's Qualification Standards for Professional Archaeologist.

## **SECTION 8: SETTING**

Detailed environmental, prehistoric, ethnographic, and historic contexts, as well as expected prehistoric and historic archaeological property types, have been described in technical reports and mitigation documents prepared for the Undertaking (ICF Jones & Stokes 2009a; California Department of Transportation 2009; Jones & Stokes and Albion Environmental 2002a, 2002b) and are introduced for the record by reference in this report.

## **SECTION 9: FIELD METHODS**

ICF International archaeologists Karen Crawford and Michelle Jerman conducted an intensive pedestrian survey of the focused APE on June 26, 2009. Research indicated that prehistoric archaeological materials would not be visible on the current ground surface due to extensive areas of fill placed by the U.S. Army in this location. All exposed portions of the project area were intensively inspected by walking transects approximately 1 meter apart.

Only a small portion of the Quartermaster Reach project area could be subjected to pedestrian survey. This area consists of an unpaved area approximately 0.25 acre in size located south of building 230, east of buildings 229 and 231, and west of building 1029 (Appendix A, Figure 3). The remaining focused APE is paved or landscaped.

Numerous eucalyptus trees and their associated leaf litter dominated the survey area. Although this vegetation prevented visual observation of approximately 50% of the study area, the leaf litter was brushed away at regular intervals, allowing an inspection of almost 100% of the survey area. The ground surface was examined for cultural resources artifacts, sites, or features. In particular, the ground surface was inspected for surface materials wherever documented infrastructure was noted on U.S. Army maps (U.S. Army District Engineer 1909; U.S. Army Office of the Quartermaster 1915, 1921, 1922; U.S. Army Corps of Engineers 1974). No cultural resources were identified in the project area as a result of the pedestrian survey.

## **SECTION 10: STUDY FINDINGS AND CONCLUSIONS**

No archaeological resources were observed in the focused APE as a result of the archaeological survey. Archival map research and previous documents prepared for the Undertaking indicate there is a possibility that infrastructure features, namely evidence of a road, building foundations, utilities or a portion of the Army's target range may be present in or adjacent to the focused APE (U.S. Army District Engineer 1909; U.S. Army Office of the Quartermaster 1915, 1921, 1922; U.S. Army Corps of Engineers 1974; ICF Jones & Stokes 2009a; California Department of Transportation 2009; Jones & Stokes and Albion Environmental 2002a, 2002b).

### **10.1 POTENTIAL FOR LATE DISCOVERIES**

The review of historic maps and information presented in previous documents prepared for the Undertaking (described earlier in this ASR) indicates the potential for archaeological deposits to be present in the focused APE, particularly those dating to the NHL period of significance. Although no precise locations in the focused APE can be identified as containing historic archaeological deposits, some potential exists for inadvertent historic-period archaeological discoveries to occur during project construction. The potential for inadvertent prehistoric archaeological discoveries cannot be discounted either; prehistoric archaeological deposits may exist beneath the extensive fill material laid down by the U.S. Army in the vicinity of the focused APE. Therefore, in the event of an archaeological discovery during project construction, the archaeological monitor will follow discovery procedures detailed in the ATP developed for the Undertaking (ICF Jones & Stokes 2009a).

It is Caltrans' policy to avoid cultural resources whenever possible. If cultural resources cannot be avoided, additional work may be necessary. If buried cultural materials are encountered during construction, it is Caltrans' policy that work in that area must halt until a qualified archaeologist can evaluate the nature and significance of the find (California Department of Transportation 2001). Additional archaeological survey will be needed if project limits are extended beyond the present survey limits.

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**Maps (Historical Research)**

United States Army District Engineer

1909 *Presidio of San Francisco, California*. Drawer 311, Folder 1, record no. 18847. Map on file at the Golden Gate National Recreation Area, Park Archives, San Francisco.

U.S. Army Office of the Quartermaster

1915 *Map of the Presidio of San Francisco in Two Sheets*. Sheet no. 1. Drawer 311, Folder 2, record no. 75658. Map on file at the Golden Gate National Recreation Area, Park Archives, San Francisco.

1921 *Map of the Presidio of San Francisco in Two Sheets*. Sheet no. 1. Drawer 311, Folder 2, record no. 75657. Map on file at the Golden Gate National Recreation Area, Park Archives, San Francisco.

1922 *Map of the Presidio of San Francisco in Two Sheets*. Sheet no. 1. Drawer 311, Folder 2, records no. 75663. Map on file at the Golden Gate National Recreation Area, Park Archives, San Francisco.

United States Army Corps of Engineers

1974 *Presidio of San Francisco, California, Historical Composite Map, 1851 (Rev: 1871) vs. 1974*. Drawer 312 Folder 3, record no. 30469. Map on file at the Golden Gate National Recreation Area, Park Archives, San Francisco.

## **APPENDIX A: FIGURES**

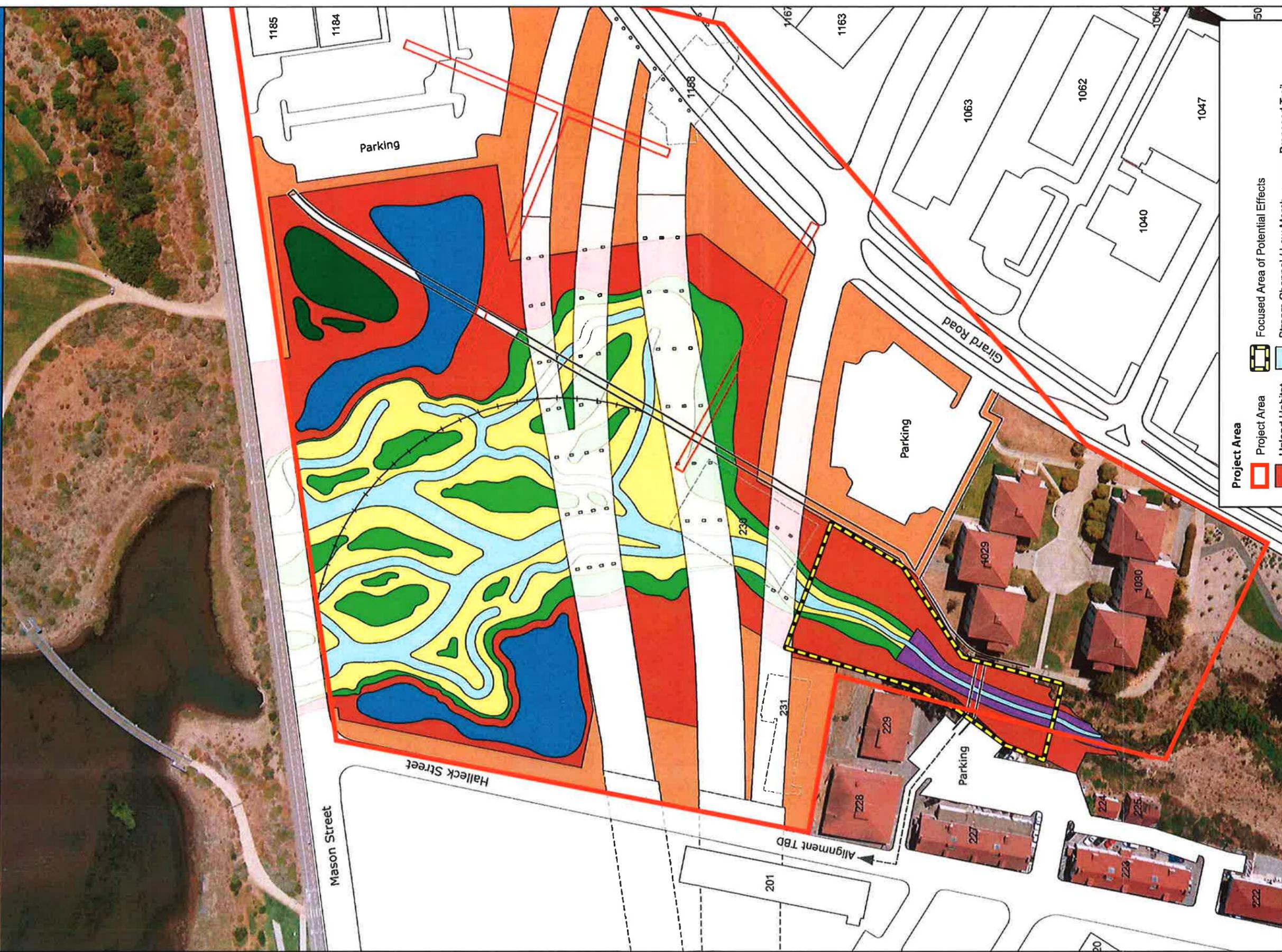




Figure 1  
Project Vicinity



Quartermaster's Reach Plan  
Presidio of San Francisco



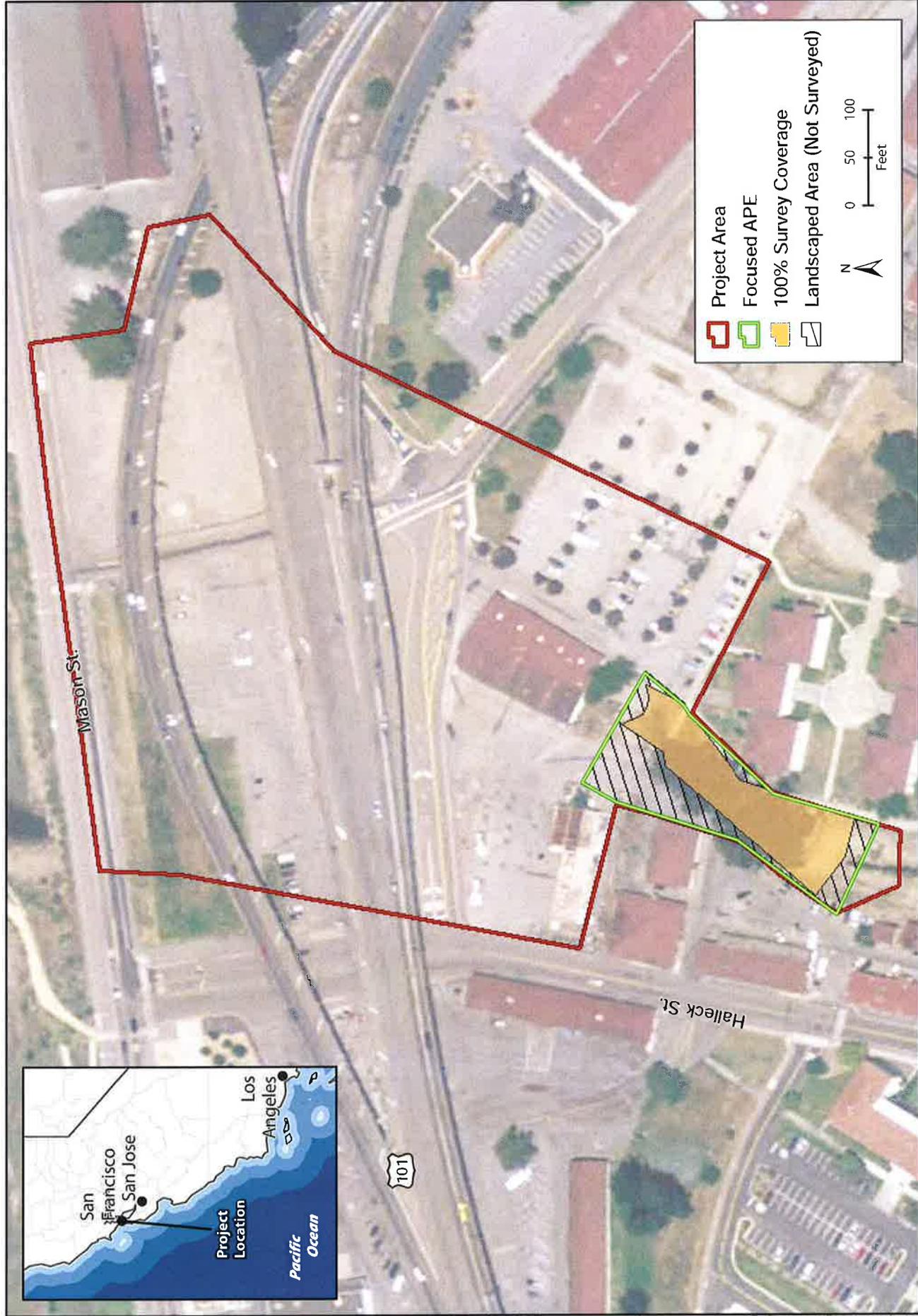
Note: The Presidio Trust completed Section 106 compliance for the area south of the focused APE as part of the Tennessee Hollow Restoration Project Environmental Assessment (Presidio Trust 2007).

Source: Presidio Trust, 2009, Quartermaster Reach Plan Map.

Project Area		Focused Area of Potential Effects	
	Project Area		Stream Channel / Low Marsh
	Upland Habitat		Fresh Water Dune Swale
	Brackish Marsh		Riparian Habitat
	High Marsh		Landscape TBD
	Mid Marsh		Historic Rail Road
	Proposed Trail		Buildings to be Removed



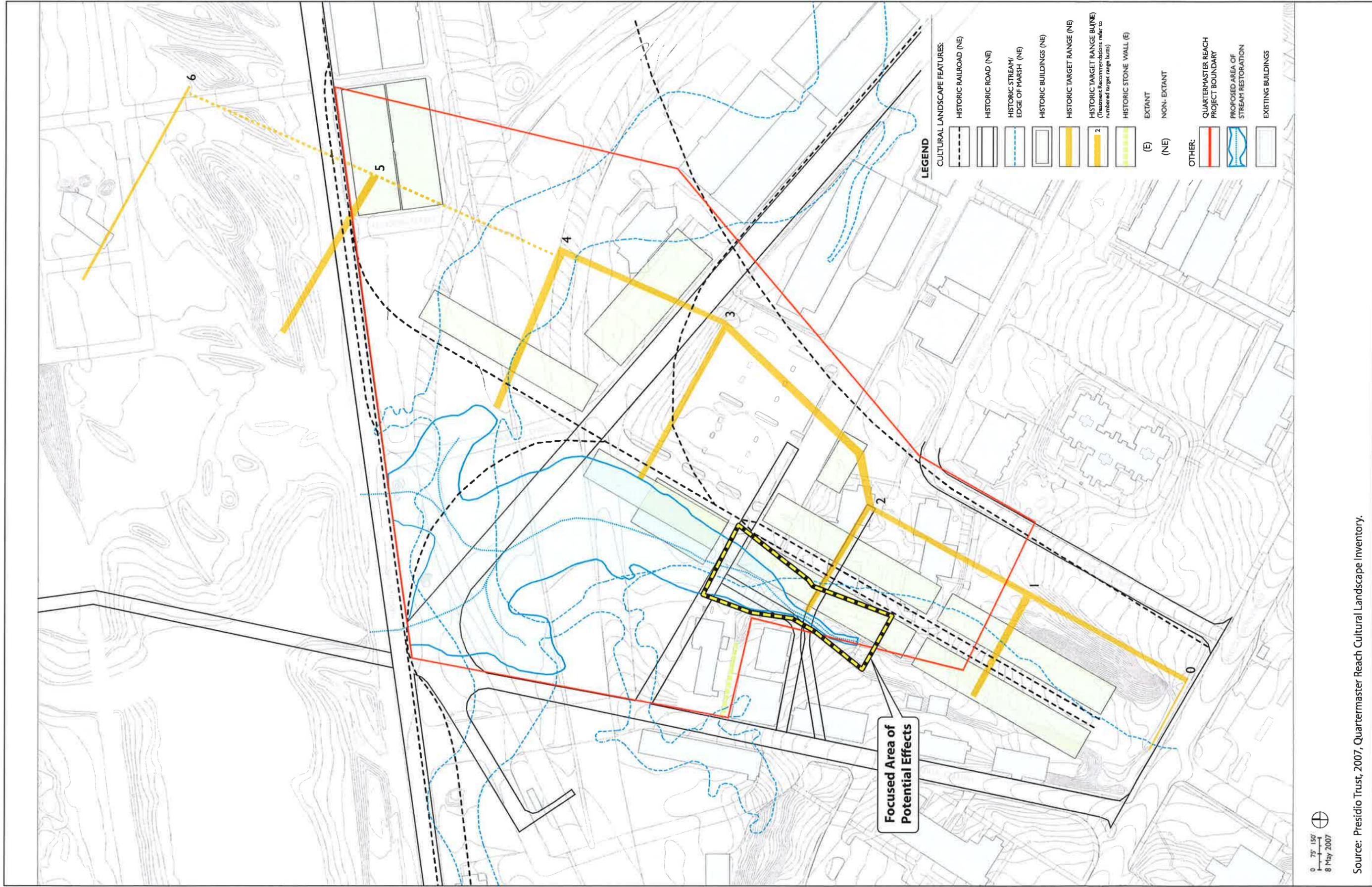
Figure 2  
Quartermaster Reach Project Components and Focused Area of Potential Effects



**Figure 3**  
**Survey Coverage in the Focused Area of Potential Effects**

0:\Projects\Presidio\_Trust\05913\_06\_Quartermaster\Research\mudoc\FullResources\Fig\_3\_SurveyCoverage.mxd (hw:011310)





**APPENDIX B: CONSULTATION WITH INTERESTED PARTIES**



**DEPARTMENT OF TRANSPORTATION**

111 GRAND AVENUE  
P. O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 286-7189  
FAX (510) 286-4897



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October 9, 2009

Rosemary Cambra, Chairperson  
Muwekma Ohlone Tribe  
PO Box 360791  
Milpitas CA 95036  
408 434-1668

Subject: Cultural Resources Inventory for the Quartermaster Reach Restoration Project,  
Doyle Drive Project, Presidio of San Francisco, California

Dear Chairperson Cambra:

ICF Jones & Stokes is assisting the Federal Highway Administration, Caltrans, and the San Francisco County Transportation Authority with consultation and technical tasks associated with Section 106 of the National Historic Preservation Act. The proposed project is the Quartermaster Reach Restoration Project (project), a portion of which is receiving federal and state funding as partial mitigation for the South Access to the Golden Gate Bridge Doyle Drive Project (undertaking).

The Presidio Trust seeks to “daylight” an approximately 280-foot length of stream, currently running through a subsurface culvert that ultimately discharges to Crissy Marsh, in order to restore (create) native habitat. The project site in which the stream restoration would occur is referred to as Quartermaster Reach in recognition of past U.S. Army activities in the area. Quartermaster Reach encompasses approximately 9.5 acres along the western edge of the Letterman planning district in the northeastern portion of the Presidio. The site is also within the Doyle Drive construction corridor and is at the northern-most (lowest) end of the 271-acre Tennessee Hollow watershed. The proposed action would provide a riparian corridor and pedestrian trail through Quartermaster Reach that would connect a recently restored 450-foot stretch of stream and native habitat to the south (known as Thompson Reach) to Crissy Marsh, and reveal and/or interpret missing historic elements in the site. The proposed action is being considered at this time to take advantage of the opportunity to be completed consistent/concurrent with design and construction of the Doyle Drive project. Coordination between the two projects would ensure the feasibility of Quartermaster Reach restoration to the maximum extent possible with the future roadway.

As part of our efforts to identify cultural resources in the area of potential effects, all interested parties who participated in the development of the cultural resources Programmatic Agreement for the Doyle Drive undertaking are being consulted regarding any historic resources that may be affected by the proposed project. Your effort in this

Rosemary Cambra  
The Muwekma Ohlone Tribe  
October 9, 2009  
Page 2

process provides valuable information for the proper identification and treatment of cultural resources. The location of the project is depicted on the enclosed map.

If you have any comment regarding this project, or if you have any concerns regarding Native American issues related to the undertaking, please contact me at (510) 286-5616 or send a letter expressing your concerns at your earliest convenience. You may also send email to me at [Meg\\_Scantlebury@dot.ca.gov](mailto:Meg_Scantlebury@dot.ca.gov). Please be aware that your project comments and concerns are very important and are part of the successful completion of this project. I look forward to hearing from you in the near future. Thank you for your assistance.

Sincerely,

A handwritten signature in cursive script that reads "Meg Scantlebury". The signature is written in black ink and has a fluid, connected style.

Meg Scantlebury  
Branch Chief, Office of Cultural Resource Studies  
Caltrans District 4

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October 9, 2009

Andrew Galvan, President  
The Ohlone Indian Tribe  
PO Box 3152  
Mission San Jose CA 94539  
510 656-0787

Subject: Cultural Resources Inventory for the Quartermaster Reach Restoration Project,  
Doyle Drive Project, Presidio of San Francisco, California

Dear President Galvan:

ICF Jones & Stokes is assisting the Federal Highway Administration, Caltrans, and the San Francisco County Transportation Authority with consultation and technical tasks associated with Section 106 of the National Historic Preservation Act. The proposed project is the Quartermaster Reach Restoration Project (project), a portion of which is receiving federal and state funding as partial mitigation for the South Access to the Golden Gate Bridge Doyle Drive Project (undertaking).

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Andrew Galvan  
The Ohlone Indian Tribe  
October 9, 2009  
Page 2

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Meg Scantlebury  
Branch Chief, Office of Cultural Resource Studies  
Caltrans District 4

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October 9, 2009

Ms. Jacqueline Kehl  
5461 Beaver Street  
Byron CA 94514  
510 701-3975

Subject: Cultural Resources Inventory for the Quartermaster Reach Restoration Project,  
Doyle Drive Project, Presidio of San Francisco, California

Dear Ms. Kehl:

ICF Jones & Stokes is assisting the Federal Highway Administration, Caltrans, and the San Francisco County Transportation Authority with consultation and technical tasks associated with Section 106 of the National Historic Preservation Act. The proposed project is the Quartermaster Reach Restoration Project (project), a portion of which is receiving federal and state funding as partial mitigation for the South Access to the Golden Gate Bridge Doyle Drive Project (undertaking).

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Jacqueline Kehl  
October 9, 2009  
Page 2

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Branch Chief, Office of Cultural Resource Studies  
Caltrans District 4

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October 9, 2009

Ms. Jacqueline Kehl  
720 North 2nd Street  
Patterson CA 95363  
209 892-2436

Subject: Cultural Resources Inventory for the Quartermaster Reach Restoration Project,  
Doyle Drive Project, Presidio of San Francisco, California

Dear Ms. Kehl:

ICF Jones & Stokes is assisting the Federal Highway Administration, Caltrans, and the San Francisco County Transportation Authority with consultation and technical tasks associated with Section 106 of the National Historic Preservation Act. The proposed project is the Quartermaster Reach Restoration Project (project), a portion of which is receiving federal and state funding as partial mitigation for the South Access to the Golden Gate Bridge Doyle Drive Project (undertaking).

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Branch Chief, Office of Cultural Resource Studies  
Caltrans District 4

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October 9, 2009

Irene Zwierlein, Chairperson  
Amah Mutsun Band of Ohlone/Costanoan Indians  
789 Canada Road  
Woodside CA 94062  
415 851-7747

Subject: Cultural Resources Inventory for the Quartermaster Reach Restoration Project,  
Doyle Drive Project, Presidio of San Francisco, California

Dear Chairperson Zwierlein:

ICF Jones & Stokes is assisting the Federal Highway Administration, Caltrans, and the San Francisco County Transportation Authority with consultation and technical tasks associated with Section 106 of the National Historic Preservation Act. The proposed project is the Quartermaster Reach Restoration Project (project), a portion of which is receiving federal and state funding as partial mitigation for the South Access to the Golden Gate Bridge Doyle Drive Project (undertaking).

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Irene Zwierlein  
Amah Mutsun Band of Ohlone/Costanoan Indians  
October 9, 2009  
Page 2

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Meg Scantlebury  
Branch Chief, Office of Cultural Resource Studies  
Caltrans District 4

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OAKLAND, CA 94623-0660  
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October 9, 2009

Presidio Historical Association  
PO Box 29163  
San Francisco CA 94129  
415 921-8193

Subject: Cultural Resources Inventory for the Quartermaster Reach Restoration Project,  
Doyle Drive Project, Presidio of San Francisco, California

Dear Presidio Historical Association:

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Presidio Historical Association

October 9, 2009

Page 2

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Sincerely,

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Meg Scantlebury  
Branch Chief, Office of Cultural Resource Studies  
Caltrans District 4

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October 9, 2009

San Francisco Architectural Heritage  
2007 Franklin Street  
San Francisco CA 94109  
415 441-3000

Subject: Cultural Resources Inventory for the Quartermaster Reach Restoration Project, Doyle Drive Project, Presidio of San Francisco, California

Dear San Francisco Architectural Heritage:

ICF Jones & Stokes is assisting the Federal Highway Administration, Caltrans, and the San Francisco County Transportation Authority with consultation and technical tasks associated with Section 106 of the National Historic Preservation Act. The proposed project is the Quartermaster Reach Restoration Project (project) which is receiving federal and state funding as partial mitigation for the South Access to the Golden Gate Bridge Doyle Drive Project (undertaking).

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Caltrans District 4



