

*South Access to the Golden Gate Bridge*

# *DOYLE DRIVE*

## **FINAL SECOND FINDING OF EFFECT ADDENDUM**

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

June 2010

*Prepared For:*

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Federal Highway Administration  
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**Final  
Second Finding of Effect Addendum**

South Access to the Golden Gate Bridge  
Doyle Drive Project  
San Francisco, San Francisco County

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June 2010

This document should be cited as:

ICF International. 2010. *Second Finding of Effect Addendum, South Access to the Golden Gate Bridge Doyle Drive Project, San Francisco, San Francisco County*. Final. June. (ICF 04548.04) Sacramento, CA. Prepared for Arup, San Francisco, CA; San Francisco County Transportation Authority, San Francisco, CA; and Federal Highway Administration, Sacramento, CA.; and Caltrans, District 4, Oakland, CA.

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## ACRONYMS AND ABBREVIATIONS

ACHP	Advisory Council on Historic Preservation
APE	area of potential effects
ATP	archaeological treatment plan
BETP	built environment treatment plan
BGS	below ground surface
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
EA	Environmental Assessment
FHWA	Federal Highway Administration
FOE	finding of effect
GGHTD	Golden Gate Bridge Highway and Transportation District
GGNRA	Golden Gate National Recreation Area
GPR	Ground Penetrating Radar
HAER	Historic Architecture Evaluation Report
MIP	mitigation implementation plan
MOA	Memorandum of Agreement
NHLD	National Historic Landmark District
NHPA	National Historic Preservation Act
NPS	National Park Service
NSF	National Science Foundation
PA	Programmatic Agreement
PG&E	Pacific Gas and Electric
PNHLD	Presidio National Historic Landmark District
Presidio	Presidio of San Francisco
Rail Lines	Mason Street Rail Lines
SFCTA	San Francisco County Transportation Authority
SHPO	State Historic Preservation Officer
TOP	treatment oversight panel
Trust	Presidio Trust
undertaking	South Access to the Golden Gate Bridge–Doyle Drive Project
VA	Department of Veterans' Affairs

## SECTION 1: INTRODUCTION

### 1.1 PROJECT OVERVIEW AND REGULATORY CONTEXT

The Federal Highway Administration (FHWA), California Department of Transportation (Caltrans), and the San Francisco County Transportation Authority (SFCTA) is replacing Doyle Drive (the South Access to the Golden Gate Bridge—Doyle Drive Project [undertaking]) in order to improve the seismic, structural, and traffic safety of the roadway within the setting and context of the Presidio of San Francisco (Presidio) and its purpose as a national park. The FHWA serves as the lead federal agency, and the SFCTA serves as the lead agency for the purposes of the California Environmental Quality Act (CEQA). Cooperating agencies for the proposed project are the National Park Service (NPS), the Presidio Trust (Trust), and the Department of Veterans' Affairs (VA). Caltrans and the Golden Gate Bridge Highway and Transportation District (GGHTD) are the responsible agencies under CEQA.

The purpose of this finding of effect (FOE) addendum is to document FHWA's continuing efforts to meet the requirements of Section 106 of the National Historic Preservation Act (NHPA) by applying the Criteria of Adverse Effect, set forth in the Code of Federal Regulations (CFR) Title 36, Section 800.5, to specific historic properties within the project's area of potential effects (APE) for which the project's effects may have changed because of project refinements. This document also serves to demonstrate FHWA's compliance with 36 CFR 800.10, Special Requirements for Protecting National Historic Landmarks.

This FOE addendum supplements the information provided in the first addendum FOE for the project that was completed in December 2005 (SFCTA 2005). Since that time, project changes have necessitated additional efforts to identify effects on historic properties. As stated in the first addendum FOE, the FHWA has applied the criteria of adverse effect and determined that the project will have an adverse effect on historic properties within the project APE pursuant to 36 CFR 800.5(a) and (d)(2) and, with the cooperation and assistance of Caltrans, is consulting with the State Historic Preservation Officer (SHPO) regarding the resolution of adverse effects pursuant to 36 CFR 800.6. The FHWA has notified the Advisory Council on Historic Preservation (ACHP) and the U.S. Secretary of the Interior of the finding of adverse effect upon the Presidio National Historic Landmark District (PNHLD) pursuant to 36 CFR 800.6(a)(1)(i)(B), thereby affording ACHP the opportunity to participate in consultation.

This second addendum FOE was necessitated by design details related to utilities relocation effort, activities necessitated by the project that will remove a portion of a historic property located within the APE (see Appendix A, Figure 1). The historic property affected is the remnant Mason Street rail line (rail line), which exists below the asphalt of Mason Street from Halleck Avenue east to Marina Boulevard and is a contributor to the Presidio National Historic Landmark District (NHLD) (see Appendix A, Figure 2).

This report is organized as follows: Section 2 presents the efforts taken to identify the rail line and describes the rail line, including a discussion of its historic context and significance; Section 3 applies the criteria of adverse effect to the rail line; and Section 4 presents conclusions of the findings. Figures depicting the APE, historic maps, and photographs are provided in Appendix A as Figures 1–39.

Refer to the final FOE (SFCTA 2005) and the First FOE Addendum (SFCTA 2007) appendices for additional information, including tables listing all other historic properties within the APE and effects on those historic properties. An archaeological survey report and a historic architectural survey report were produced to identify historic resources within the project area (Jones &

Stokes and Albion Environmental 2002), and a finding of effect (the final FOE plus the first FOE Addendum) (SFTCA 2005, 2007) was produced to determine the effects of the project on the identified historic resources. Following completion and approval of the final FOE, the FHWA continued Section 106 consultation with Caltrans, cooperating agencies, responsible agencies, and other interested parties working toward the Programmatic Agreement (PA) to resolve adverse effects that the project would have on historic properties in the APE.

On October 7, 2008, a PA was executed among the FHWA, the Trust, the NPS, the SHPO, and the ACHP with Caltrans, the VA, the SFCTA, and the San Francisco Recreation and Parks Department participating in the PA as invited signatories. Stipulation III(A) of the PA calls for a built environment treatment plan (BETP) and an archaeological treatment plan (ATP) to be developed for historic properties that will be affected by the Undertaking. Both treatment plans were finalized in February 2009 (California Department of Transportation 2009a; ICF Jones & Stokes 2009).

Stipulation III(B) of the PA identifies the mitigation implementation plan (MIP) as the communication tool that outlines how the treatment measures specified in the ATP and BETP will be implemented as the details of project design become available (Caltrans 2009b). The MIP was finalized in June 2009. The first bi-annual status report outlining the compliance process to date was completed in September of 2009 (ICF Jones & Stokes 2009). Both the bi-annual status report and the MIP were sent to the signatories of the PA in September 2009.

The PA also requires regular meetings among a Doyle Drive Treatment Oversight Panel (TOP). The TOP includes professionally qualified representatives from Caltrans, the SFCTA, the Trust, the NPS, and other signatories as appropriate. This group reviews and coordinates mitigation activities and communicates progress among responsible parties and has met monthly since January 2009.

## **1.2 SUMMARY OF RESOURCES AFFECTED**

Previous studies resulted in the determination that four historic properties would be adversely affected.

- The PNHLD—overall district, contributors, and cultural landscape.
- Doyle Drive—Presidio Viaduct (bridge 34 0019).
- Doyle Drive—Marina Viaduct (bridge 34 0014).
- The Golden Gate Bridge—Doyle Drive as contributor.

It was also determined that one significant resource within the APE, the Palace of Fine Arts, would not be adversely affected.

This second FOE Addendum supplements the Section 106 activities that have occurred to date by identifying an additional adverse effect on a previously unidentified historic resource that is treated as a contributor to the PNHLD, the Mason Street rail line, even though it has not been previously identified nor called out as a specific contributor to the PNHLD. This report also provides information on the revised APE (approved July 15, 2009) for the project.

## **1.3 AREAS OF POTENTIAL EFFECTS AND IDENTIFICATION OF HISTORIC PROPERTIES**

Early in the project two APEs were established: one for archaeological resources and one for architectural resources. The SHPO concurred with the FHWA regarding these “focused” APEs

for archaeology and architecture on October 31, 2001. *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 area. Identification efforts for this area are addressed in the original ASR completed for the Undertaking (Jones & Stokes & Albion Environmental 2002). The SHPO reconfirmed on December 17, 2007, that both focused APEs appeared adequate and met the definition of an APE as defined in 36 CFR 800.16(d). Since execution of the PA, the APEs for archaeology and architecture have been expanded to include additional project design outside the previously established APEs. Figure 1 shows the expanded APEs, for both archaeological and architectural resources. The cooperating agencies concurred with the archaeological and architectural APEs on June 8, 2009 and then again due to an additional revision on July 15, 2009.

Six historic properties exist in the architectural and archaeological APEs: the PNHLD, the Presidio Viaduct on Doyle Drive (Bridge 34 0019), the Marina Viaduct on Doyle Drive (Bridge 34 0014), the Doyle Drive portion of the Golden Gate Bridge, archaeological site CA-SFR-6/26, and the Palace of Fine Arts. There are approximately 280 contributing elements of the PNHLD within the APEs. Approximately 70 contributing elements of the PNHLD are in close proximity to the project area and were addressed in the final FOE because of the potential for them to experience an adverse effect under one or more of the alternatives discussed in that document.

#### **1.4 AGENCY AND INTERESTED-PARTY CONSULTATIONS**

Agency and interested-party consultations have been conducted in compliance with the stipulations of the PA. Specifically, monthly meetings of the TOP keep the cooperating agencies informed regarding the project. In September 2009, all signatories of the PA received the bi-annual report of cultural resources compliance efforts associated with the undertaking. The biannual report included the MIP. Updated letters requesting continued consultation were sent on October 29, 2009 to the four Native American representatives who are invited signatories of the PA. No responses have been received.

#### **1.5 PROJECT DESCRIPTION**

The project description in the final FOE and this FOE Addendum remain the same. The following provides additional detail not known previously regarding how the project will affect the rail line.

The project requires utilities connections within the Presidio that will be affected by the Doyle Drive replacement to be rerouted and/or reconnected prior to the demolition of the existing Doyle Drive structure. Part of this utility relocation effort is routing utilities connections along Mason Street. The connection rerouting will begin at the intersection of Marina Boulevard and Baker Street (see Figures 3–7) continuing west along Mason to where they will diverge to Crissy Field Avenue. Existing utilities along Mason Street include water, telecom, gas, electrical and storm drains, However, this line is located to the north and south of the existing travel lanes of Mason Street (see Figures 8–17) and presumably avoided the rail line or removed portions of the rail line, but were undocumented.

It should be noted here that during the initial identification efforts, project-related utilities relocation had not been planned or designed to a level sufficient enough to consider possible effects along Mason Street and/or effects to the Mason Street rail line. It should also be noted that the Doyle Drive corridor has long served as a utility corridor for the Doyle Drive facility as

well as the military, Trust, and NPS, with some utilities attached to the Doyle Drive facility. Other utilities have utilized the corridor and still others cross the corridor, connecting the upper and lower portions of the former military post. The deconstruction of the existing Doyle Drive facility will disrupt all of these different connections and therefore utilities must be re-routed prior to deconstruction in order to assure that no services (e.g., electric, gas, water, etc) are cut off.

The project proposes two trenches along Mason Street. The first trench, a joint trench for gas and electric utilities provided by Pacific Gas and Electric (PG&E) to the Golden Gate Bridge will be placed anywhere within a 10-foot easement granted to PG&E from the Trust, beginning at the edge of the bike lane along Mason Street and heading 10 feet to the south. Six-inch electrical conduit and 4-inch gas conduit will be placed within the PG&E joint trench with a 12-inch separation between the two utilities (Figure 18). The gas conduit will be placed approximately 30 inches below grade and the electrical conduit will be placed approximately 36 inches below grade.

The second trench, a joint trench for the Trust's electric and telecom utilities, will be placed along the southern edge of the eastbound travel lane along Mason Street (Figures 8–17). Four-inch electrical conduit and 4-inch telecom conduit will be placed within the Trust joint trench with a 12-inch separation between the two utilities (Figure 17). The telecommunications conduit will be placed approximately 24 inches below grade and the electrical conduit will be placed approximately 36 inches below grade. Both trenches will be placed below the existing grade of the asphalt along Mason Street and within the existing travel lanes.

## SECTION 2: IDENTIFICATION OF THE MASON STREET RAIL LINES

During research and identification efforts for the Doyle Drive Project, one rail line associated with the larger rail system that previously existed along Mason Street was discovered (see Figure 2). The single track, constituting one rail line, is present on Mason Street from the intersection of Halleck Street east to the Marina Gate of the Presidio. The line is present immediately under the road asphalt and existing bike lane at approximately 6" to 12" below ground surface (bgs). The two tracks of the line are approximately 56-inches apart. The rail line and ties are intact at a width of approximately 8.5-feet. The rail line runs parallel with Mason Street, mostly under the existing bike lane (NPS property/Area A) for the length of Mason except for near the intersection of Marshall Street, where the line trends south into the vehicle travel lanes of Mason Street, before it moves north again and veers off into the Crissy Field Marsh at approximately 200 feet east of the intersection with Halleck Street (see Figure 2). The rail line can also be observed above the existing road asphalt at the intersection of Lyon Street and Mason Street, outside the Presidio Trust/NPS boundary. The location of the rail line was verified through a combined effort of Ground Penetrating Radar (GPR) survey, utility line locator efforts using an electrical current on the visible portion of the rail line, and pothole testing using a backhoe to verify the location of the line. Figure 2 shows the pothole locations where positive hits for the rail line were made.

On December 21, 2009 GPR survey was employed to in an effort to identify the rail line along Mason Street. Interference with existing utilities caused the results of the GPR survey to be inconclusive in regard to the identification of the rail line. A charge was also placed on the visible portion of the rail line, near the Marina Gate entrance, at the intersection of Lyon and Mason Streets. This charge was followed westward down Mason Street until it was lost at approximately the intersection of Halleck Street. Both sides of the rail line were marked on the pavement using spray paint. On March 1 and March 2, 2010 an effort to verify the locations of the rail line using a backhoe to pothole in the street at selected locations. This effort verified the location of the rail line at six locations (RT1-RT6) as depicted on Figure 2. At each of these locations the rail lines was encountered approximately 12 inches below the existing asphalt. Potholing was stopped once the rail line was hit to minimize ground disturbance (see Figures 18-20). No ties were observed, however the 2005 excavation does indicate ties are in existence (see Figures 21-24). No further excavation took place. The alignment was recorded using hand-drawn maps, photographs and GPS. The pavement was patched with a temporary asphalt cover after recordation was completed.

Another portion of the same rail line was encountered closer to the intersection of Lyon Street (on Mason Street) adjacent to the bike lane as well as under the bike lane (at approximately 3-foot bgs.) on November 16, 2009 during the Crissy Field Center Relocation Project. This location (RT9) is also identified on Figure 2. See Figures 25 and 26 for photographs of the encountered line. It appears that the grade of the rail line changes at this end of Mason Street.

Documents found at the Golden Gate National Recreation Area (GGNRA) Park Archives indicate that a single railroad track was retained by the Army and NPS in 1978 through a Memorandum of Agreement (MOA) for that Undertaking (e.g., removal of the existing railroad tracks at the Presidio of San Francisco) (See Appendix B for a copy of the MOA and associated correspondence). It was agreed through the execution of that MOA, that a single track would be maintained to convey the historical significance of the railroad to the Presidio, however all other lines, timbers, switches, etc. were removed and sent to the National Science Foundation (NSF) in Socorro, New Mexico for re-use there (see Figure 27 for lines removed). There were as many as four lines present along Mason Street at the height of the railroad operation at the Presidio

during the early 1900s that extended west beyond Halleck Street down Mason, as well as a major switching station and airplane and cargo loading and off loading area along Crissy Field (See Appendix C for Photographs of the Mason Street rail lines).

## 2.1 SEQUENCE OF MASON STREET RAIL LINES CONSTRUCTION: HISTORY AND DEVELOPMENT

The Secretary of the Army gave permission on December 12, 1913 to the Panama-Pacific International Exposition Company to construct and operate railroad access across Fort Mason. Available historical records of further development of the railroad are skimpy; however, reportedly the railroad was extended to include the Presidio of San Francisco during the time of the Panama Pacific Exposition (International Fair held in San Francisco in 1915). The railroad then became part of the State Belt Line under the Board of State Harbor Commissioners for San Francisco Harbor in 1950. Though the Army was permitted to move freight over this line it was charged a tariff per each car until the cost of the rail tunnel at Fort Mason was amortized. Ownership of the railroad on Fort Mason and the Presidio passed to the Federal government in 1969. Records indicate that in 1927 the City of San Francisco granted the Federal government an easement 12' 6" wide running between Fort Mason and the Presidio for the purpose of operating, constructing, and maintaining a railroad. This was conditioned on a land exchange to the City from the Army. The City acquired title to 9.93 acres of the Presidio where the Palace of Fine Arts now stands. Spur trackage was added both at Fort Mason and the Presidio to accommodate movement of military supplies and troops to and from dock side at Fort Mason, including receiving the wounded who were transported to Letterman General Hospital on the Presidio. The railroad was a major means of transport for troops and supplies from the two forts during World Wars I and II. Additional information in Thompson (1997) indicates that in the early 1940s, doctors and administrators at the Letterman General Hospital became concerned about procedures for evacuating war-related patients to inland hospitals. The principal means of evacuation, however, remained the hospital trains from the Crissy Yard in the vicinity of Area A, lower Presidio, which used the rail lines. In April 1944, Letterman General Hospital's publication, the *Fog Horn*, described a hospital train at the Presidio.

The Army had decided on a ten to twelve car train in accordance with the Medical Department's requirements. Manufactured by the Pullman-Standard Car Manufacturing Company in Massachusetts, a typical train consisted of the ward cars, utility car, officer personnel car, orderly car, and a kitchen-dining-pharmacy car, each forty-four feet long and mounted on two 4-wheel trucks. A ward car had eight two-tier bunks. The officer car had facilities for four officers at one end, and six nurses at the other (Thompson 1997:296).

In 1963, the Department of the Army announced plans to relocate the functions of Fort Mason (primarily transport of wounded soldiers and medical goods) to other installations in the geographic area and to inactivate the base by 1966. Correspondence between Army Post Engineer and the Commanding Officer for Lettermen General Hospital, dated 1967, discuss the "matter" of continued railroad service to the Presidio of San Francisco. The installation master plan for Fort Mason recommended discontinuance of the railroad because of "low utilization by the army and lack of medical mobilization requirements" (GGNRA Archives: GOGA 35338 BF4, F10, PSF 1505-03). The correspondence did indicate that there was an obligation to provide railroad service to the Presidio through September 1968 incident to the completion of the new Letterman General Hospital.

The tracks remained and were operational until the 1970s as other modes of transport were introduced, until shipments of goods began to tally not more than three or four rail cars per month. The use of the railroad on the Presidio was discontinued in favor of motor freight during

this time. Removal of the rail lines at the Presidio was prompted in 1978 during the City of San Francisco's planned removal of the railroad tracks along Marina Boulevard (outside the Presidio) that connected to the Presidio. The track right of way was used by the Wastewater Program to construct a consolidation sewer to reduce the sewage overflows, which polluted the northern waterfront of San Francisco during rainy weather (San Francisco Waterwater Managment: 1978) (see Appendix D for article and related correspondence). The original plan was that upon completion of the sewer line, the tracks on Marina Boulevard would be re-laid; however, they would not be exposed. An agreement between the San Francisco Recreation and Park Department and the NPS called for restoring the railroad track area with colored asphalt paving so it could be used by pedestrians, bicyclists, and potentially a train or transit line (San Francisco Waterwater Management: 1978). Instead of replacing the existing sidewalk, along the tracks, an 8 foot wide jogging path was installed. It is unknown if the track was re-laid after the project.

Around the time that the sewer project mentioned above was being planned (e.g., 1977), the Army Command at the Presidio indicated the existing Presido rails (known as PSF in the documents) should be abandoned. In March of 1978, an Environmental Assessment (EA) of the proposed removal of the tracks was approved by the Army as not having an adverse effect on the environment; however, on June 8, 1978 that SHPO advised the Army that he considered the removal of the PSF railroad to be an adverse undertaking. On September 19, 1978, on the advice of the SHPO, the Army held a meeting with the Western Region Historian for the NPS, the General Superintendent of the GGNRA, the Presidio Post Curater, and representatives of the Army to arrive at a compromise on the removal of the rail lines along Mason Street. It was agreed a single track, representative of the original railroad, would remain in place. A professional historian would be contracted to document the historical significance of the railroad with narrative and graphic exhibits.

On December 14, 1978, the Army requested funds to hire a historian for documenting historical properties on the Presidio, including the railroad tracks along Mason Street. Funds in the amount of \$90,000 were identified for this purpose and later frozen until the status of the Presidio was satisfied. It is unknown if the funds were ever released and the study completed. Research for this project was unable to locate a specific study that included history and research on the PSF railroad tracks.

On January 25, 1979, the SHPO advised the Army to request a MOA with the ACHP. The ACHP approved the removal of the railroad through the execution of an MOA on July 23, 1979. On June 28, 1979, the National Science Foundation contracted with Hefner Brothers Trucking Company of Socorro, New Mexico, to remove the railroad tracks and associated equipment from the Presidio (except for one representative line) for transport and use at the National Radio Astronomy Observatory in Socorro, New Mexico. In total, some 21,000 linear feet of rail line were removed, weighing about 265 tons (GGNRA Archives: GOGA 35338, PSF-Historical 1505-03, PSF 63, Box 54). Angle bars, tie plates, bolts, nuts, and cross ties were also removed.

Over the years following the 1979 MOA, portions of the remaining rail line that was preserved as a representative line of the railroad was removed. Information on the removal of the line west of Halleck Street is spotty. During Section 106 compliance for the Crissy Field Expansion (1996–1998) attempts were made to locate existing information on the rail line(s). Although not much information was available, the researchers concluded that remaining line, west of Halleck Street along Mason Street, was removed when the Army began construction of the Post Office and Commissary in 1989 (Borges pers. comm.). In 2005, sewer relocation efforts for the Crissy Field Center encountered one railroad line under Mason Street between Halleck Street and Marshall Street (see Figures 21–24). The rail line was left in place at this location. The only documentation of the rail line during the 2005 project are photographs (Figures 21–24).

### 2.1.1 Sequence of Construction

A 1907 map prepared by the U.S. Army Corps of Engineers (Figure 28) shows no rail lines along the current alignment of Mason Street, although four Quartermaster Storehouses are shown in two rows of two, parallel to Mason Street just east of the current intersection with Halleck Street. These storehouses are also visible in a 1912 map (Figure 29) and appear to be connected by an east-west road between the two rows of warehouses to a perpendicular rail line leading to the U.S. General Hospital to the south. Their relationship to the current alignment of Mason Street is unclear. The buildings appear to have been removed by 1919 (Figure 30).

A 1919 map (Figure 30) is the earliest to display an east-west rail line, with a short section of parallel track east of Halleck Street, near the southern edge of the current Mason Street. This track diverges into two lines west of Halleck Street, with one line continuing to follow Mason Street. A spur connecting the east-west line south to warehouses and the Letterman Hospital also diverges from the Mason Street line east of Halleck, accommodating trains coming from the east and turning south. The extant warehouse buildings 1183–1188 which, according to Thompson (1997), were constructed between 1915 and 1918, are not shown on this map.

A 1934 map (Figure 31) shows that the Mason Street line and its parallel section are extant, although the line to the Letterman Hospital and southern warehouses originates just east of Halleck Street, accommodating trains coming from the west and turning south.

By 1943 (Figure 32), three parallel rail lines are evident along Mason Street to the north of the 1919 warehouses. Track 1 (as labeled on Figure 32) appears to be the original Mason Street line. Track 2 (as labeled on Figure 32) appears to be in the same location as the previous section of parallel track north of Track 1 at its western convergence/divergence from Track 1. Rather than reconnecting to Track 1 as shown in the 1919 and 1934 maps, Track 2 continues parallel to Track 1 an undetermined distance to the east. Track 3 (as labeled on Figure 32) is parallel to and north of Tracks 1 and 2, diverging from Track 2 to the northwest of the northwestern warehouse, Building 1185.

Tracks 2 and 3 (as labeled on Figure 32 and 33) were extended westward between 1943 and 1961. Track 3 extended from the previous western extent of Track 2, paralleled Track 1 past the intersection of Mason and Marshall streets, and diverged to the northwest on the west side of Marshall Street, leaving the corridor of the existing Mason Street just east of its intersection with Halleck Street. A 1966 map (Figure 34) shows the same alignments.

Maps from 1974 (Figure 35) and 1977 (Figure 36) show Track 1 (as labeled on Figure 35) no longer extending west of Halleck Street but terminating just south of the intersection of Mason and Mitchell Streets, which, at that time, extended north of Mason just east of Halleck (Mitchell no longer exists). Aerials from 1980 (Figure 37) and 1993 (Figure 38) indicate the rail lines had been removed and/or covered up by paving.

## 2.2 INTEGRITY OF THE MASON STREET RAIL LINES

The Mason Street rail line is not specifically called out in the 1993 NHL form as a contributing feature for the PNHL, and therefore was not analyzed for the final FOE or first FOE Addendum. The rail line(s) are mentioned in the 1993 NHL as “present” along Mason Street and part of a discussion of the warehouses of the North Cantonment:

The demolished exposition buildings located in the area of the North Cantonment were followed in 1917 by new Army warehouses (Nos. 1183-1189), constructed in response to United States’ involvement in the World War. These warehouses stand as a largely intact group along Mason Street, just inside the Marina Avenue entrance; **the old railroad**

**tracks**, located along the course of Mason Street, remain as well. Through both World Wars this area of the North Cantonment served as the Post's major supply depot (Alley et al.1993).

Although the rail line(s) were not specifically called out in the 1993 documentation, the Trust has treated them as "contributing" to the PNHL D because they are a well-documented feature from the period of significance. The Mason Street rail line is assumed to have significance under criterion A of the National Register, for its association with the operation of the Presidio, transport of injured soldiers between Fort Mason and Letterman General Hospital, and movement of goods into and out of the Presidio. It should also be noted that the 2008 draft update to the NHL did not address the rail line(s) as a contributing feature to the NHL because the update focused only on post-1945 resources, rather than reassessing or identifying undocumented resources from the current period of significance (1776–1945).

As discussed, most of the rail lines were removed in 1978/1979 and aerial photographs indicate that the remaining rail line was likely paved over in 1980 and then dismantled and removed west of Halleck Street and within the Crissy Field Marsh restoration area. The existing rail line, east of Halleck Street is currently paved over with little indication of its alignment except related cracking and depressions in the existing asphalt of the road (e.g., for the portion within the travel lanes of Mason Street between Marshall Street and Halleck Street, but not under the bike lane ). Attempts to locate the rail lines using metal detectors were inconclusive; however GPR, utility location efforts using electrical current, and potholing using a backhoe did verify the existence of the rail line in its historic alignment. In addition, photos from the 2005 Crissy Field Center sanitary sewer relocation depict the same rail line along Mason Street. Although the design of the rail lines is not unique and portions of the rail line are not visible or have been wholly removed, the remaining rail line maintains its integrity though its overall dimensions (e.g., width, alignment, length, and location) and association within, and as a part of, the larger PNHL D. The significance of the rail line is thus, its ability to convey the function and activity of railroad operation at the Presidio from the early 1900s through the mid-1970s. Although the rail line has been removed or covered, it still maintains its integrity through location and association.



### SECTION 3: APPLICATION OF CRITERIA OF ADVERSE EFFECT

Under Section 106 of the NHPA, an agency will assess the effects on historic properties in accordance with 36 CFR 800.5 *Assessment of Adverse Effects*.<sup>1</sup> The NHPA defines an effect as an alteration to the characteristics of a historic property that qualify it for inclusion in or eligibility for the NRHP:

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.<sup>2</sup>

The criteria of adverse effect are applied to all historic properties within the APE, with consideration given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. The criteria of adverse effect are used as a threshold for determining whether a project will have an adverse effect (i.e. does a project diminish a property's integrity or not) on a historic property. In this instance, the entire PNHLD is the historic property consisting of numerous contributing resources (buildings, structures, archaeological sites, etc.).

According to 36 CFR 800.5, an adverse effect on a historic property includes, but is not limited to:

- i. Physical destruction of [*sic*] damage to all or part of the property
- ii. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines
- iii. Removal of the property from its historic location
- iv. Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance
- v. Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features
- vi. Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization
- vii. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance<sup>3</sup>

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<sup>1</sup> 36 CFR 800.4[d][2]

<sup>2</sup> 36 CFR 800.5[a][1]

<sup>3</sup> 35 CFR 800.5(a)(2), "Assessment of Adverse Effects" incorporating amendments effective August 5, 2004.

### 3.1 ADVERSE AND CUMULATIVE ADVERSE EFFECTS

According to 36 CFR 800.5(a)(1) “adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.”<sup>4</sup> Assessing effects for a particular project depends on evaluating the property’s integrity as “the ability of a property to convey its significance.” Past projects are considered because a series of actions could gradually erode a property’s integrity. An effects assessment, therefore, examines the effects of a project within a broader cumulative context.

### 3.2 EFFECTS ON THE PRESIDIO NATIONAL HISTORIC LANDMARK DISTRICT

There is a direct adverse effect to the PNHL through the destruction and alteration of the Mason Street rail line (assumed contributing element of the PNHL). A portion of the rail line will be removed along Mason Street (east of Halleck Street and west of Marshall Street) for the installation of two joint utility trenches. The removal of this contributing element would constitute physical destruction of part of the PNHL (36 CFR 800.5[a][2][i]).

#### 3.2.1 Proposed Mitigation Measures

##### Documentation of the Mason Street Rail Lines

Prior to excavating Mason Street in order to relocate utilities, the rail lines and street alignment would be documented. The rail lines, ties, ballast, and other associated equipment will be removed from several locations where the proposed utilities trenches cross the rail alignment (see Figure 39). Implementation of Historic American Engineering Record (HAER) will be conducted in conjunction with utility relocation efforts and as the rail line is exposed in the field to allow for photographic documentation as well as accurate mapping of the rail line location.

##### Public Interpretation

Upon repaving of Mason Street after the completion of the Presidio Parkway, the rail line alignment will be represented on the asphalt as permanent marking on the surface (e.g., such as brick alignment) denoting the railroad track. A permanent, public display or plaque will also be developed documenting the historic use of the railroad at the Presidio.

### 3.3 CUMULATIVE EFFECTS ON THE PRESIDIO NATIONAL HISTORIC LANDMARK DISTRICT

Cumulative effects on the PNHL were addressed in the final FOE. The analysis in the final FOE considered the potential for the Presidio Parkway Alternative, in combination with known past, present, and future projects in the area, to adversely affect the PNHL. The final FOE concluded that the Presidio Parkway Alternative (now known as the preferred alternative or project) would result in an adverse cumulative effect on the PNHL. In summary, this conclusion found that the alternative would introduce new structural and visual elements into a part of the PNHL that has already lost historic integrity through the demolition of contributing buildings and structures. The viaducts, tunnels, and at-grade portions of the preferred alternative that would be constructed in the northeast corner of the PNHL would not resemble the existing Doyle Drive facility in overall location, massing, and scale. Furthermore, the

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<sup>4</sup> 36 CFR 800.5[a][1]

preferred alternative would require the destruction of additional contributing elements. The additional project refinements along Mason Street would result in similar effects.

The demolition and/or removal of the Mason Street rail line, therefore, would result in destruction of a contributing element and, when considered in conjunction with past, present, and future projects, would contribute to an adverse cumulative effect to the PNHL (36 CFR 800.5[a][1]). The refinements to the preferred alternative do not alter the conclusions presented in the final FOE.



## **SECTION 4: CONCLUSION**

The Doyle Drive Project would cause adverse effects on the PNHL, the cultural landscape, and individual contributors to the PNHL. The refined preferred alternative would require the demolition and/or partial removal of the Mason Street rail line. The rail line is present along Mason Street, east of Halleck Street to the Marina Boulevard gate and once serviced the warehouses present along Mason Street. The refined preferred alternative would require the removal of the rail line for the installation of several culverts across Mason Street, which would have an adverse effect on the rail line as well as the PNHL.



## SECTION 5: REFERENCES

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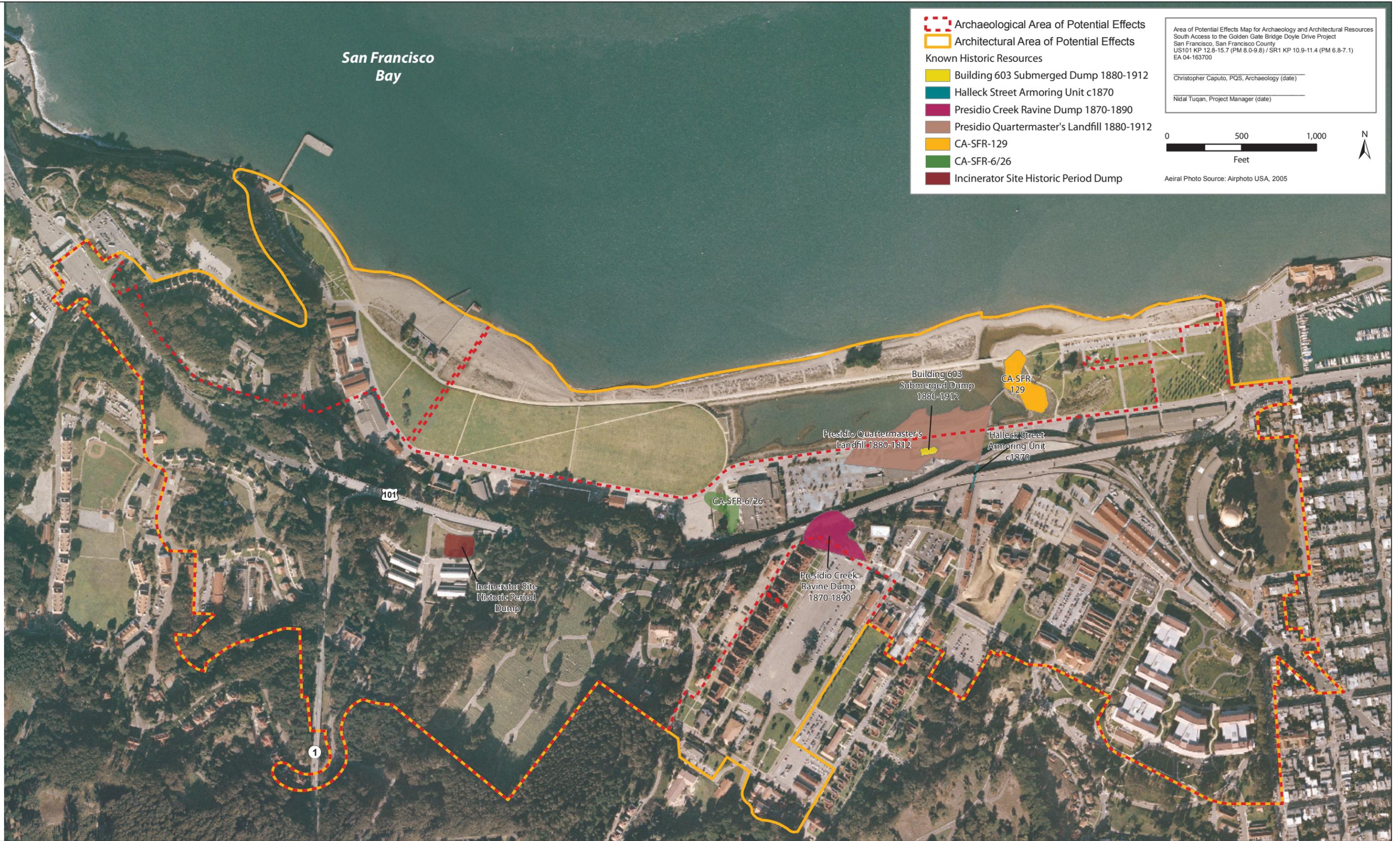
## 5.2 PERSONAL COMMUNICATIONS

Borges, Ric

2009 Via e-mail to Dana McGowan of ICF Jones & Stokes. E-mail dated June 9, 2009.

**APPENDIX A: FIGURES 1–39**





**Figure 1**  
**Area of Potential Effects**



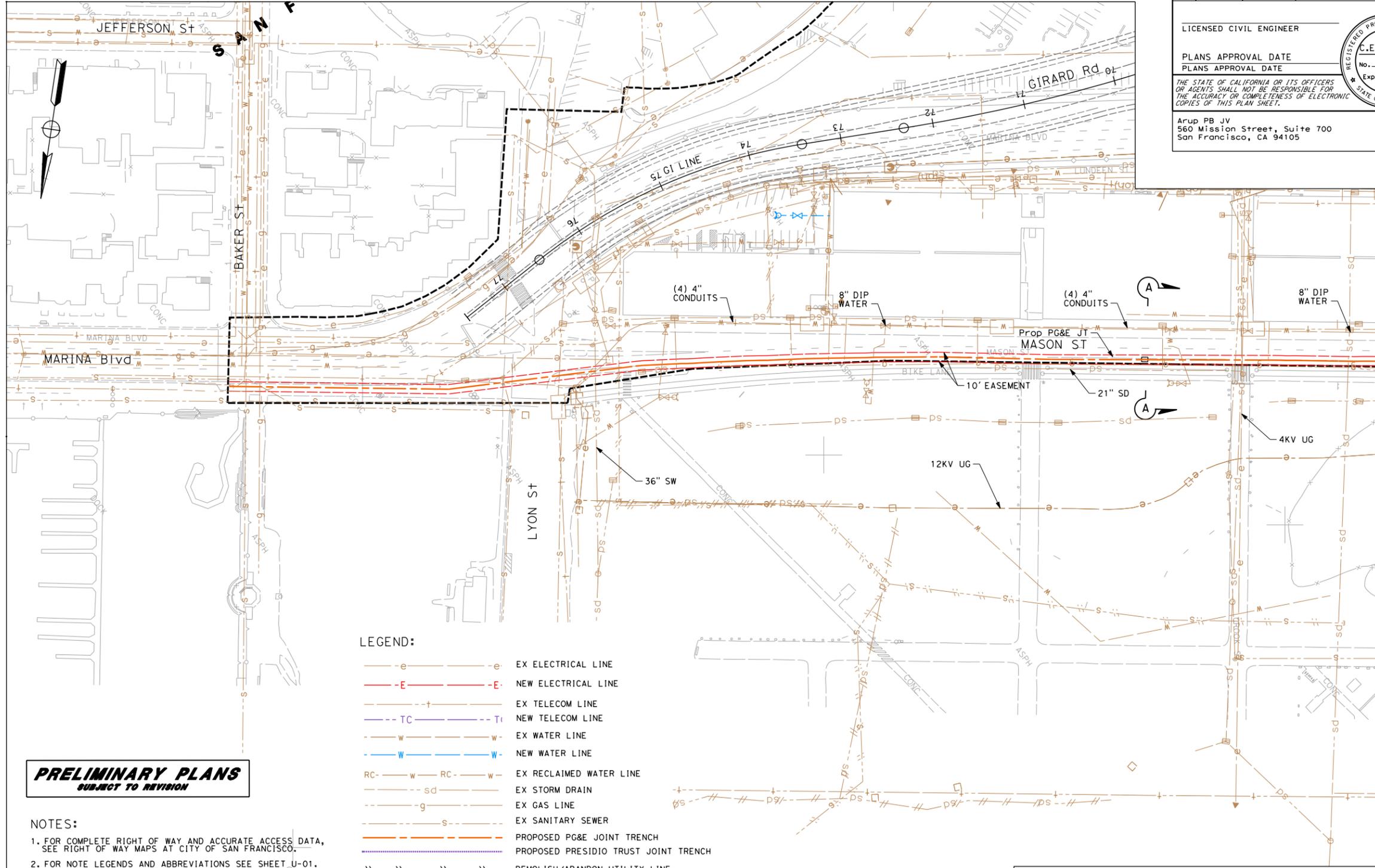


**Figure 2**  
**Historic Rail Lines and PG&E Set-back Easement**



Source: Arup

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**LEGEND:**

-e-	EX ELECTRICAL LINE
-E-	NEW ELECTRICAL LINE
-t-	EX TELECOM LINE
-TC-	NEW TELECOM LINE
-w-	EX WATER LINE
-W-	NEW WATER LINE
RC-w-RC-w	EX RECLAIMED WATER LINE
-sd-	EX STORM DRAIN
-g-	EX GAS LINE
-s-	EX SANITARY SEWER
--- (orange dashed)	PROPOSED PG&E JOINT TRENCH
--- (purple dashed)	PROPOSED PRESIDIO TRUST JOINT TRENCH
(double line)	DEMOLISH/ABANDON UTILITY LINE
--- (dashed)	CONSTRUCTION BOUNDARY

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DIST	COUNTY	ROUTE	POST MILES	?	11

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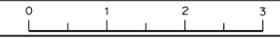
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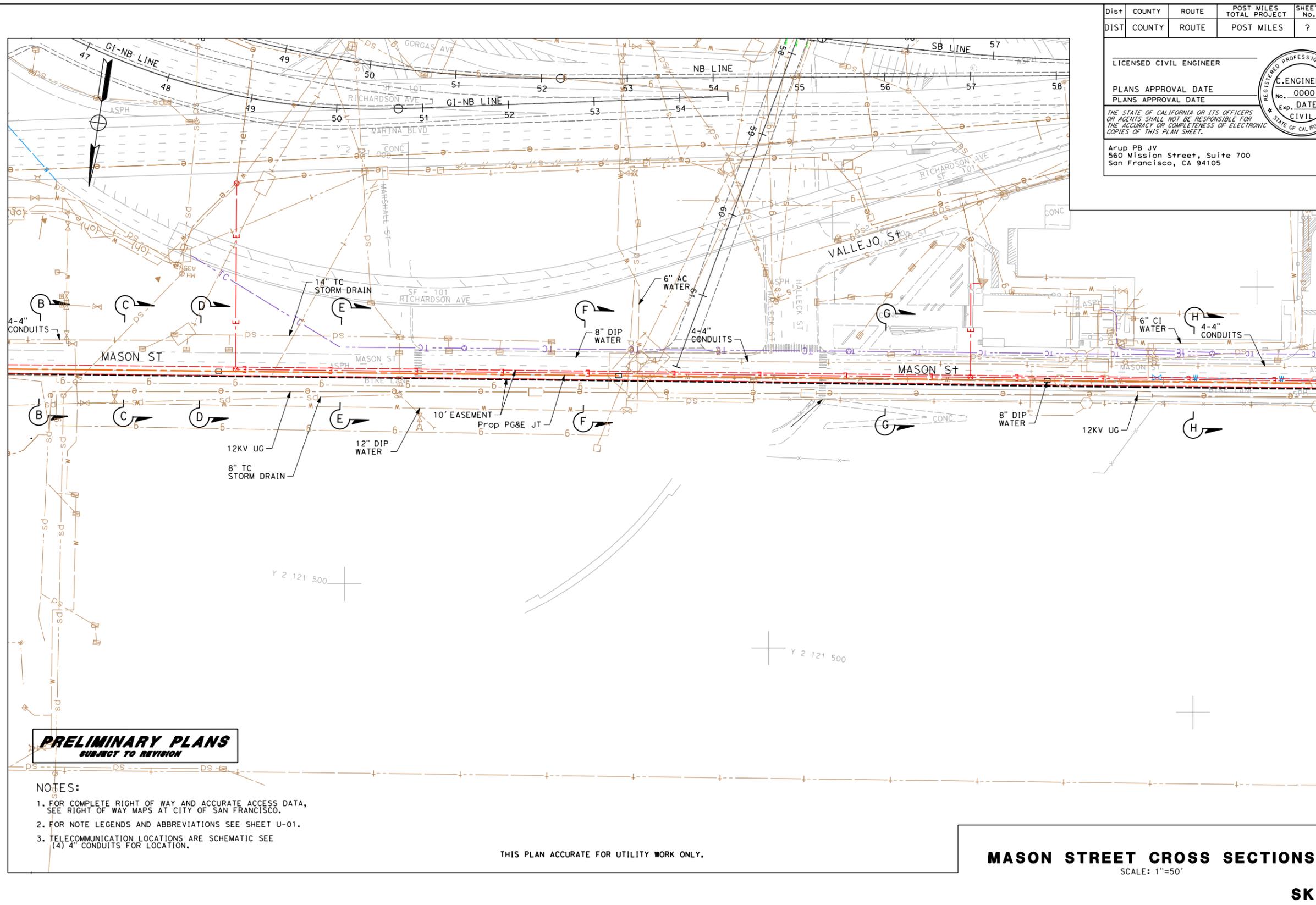
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**Figure 3**



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DIST	COUNTY	ROUTE	POST MILES	?	11

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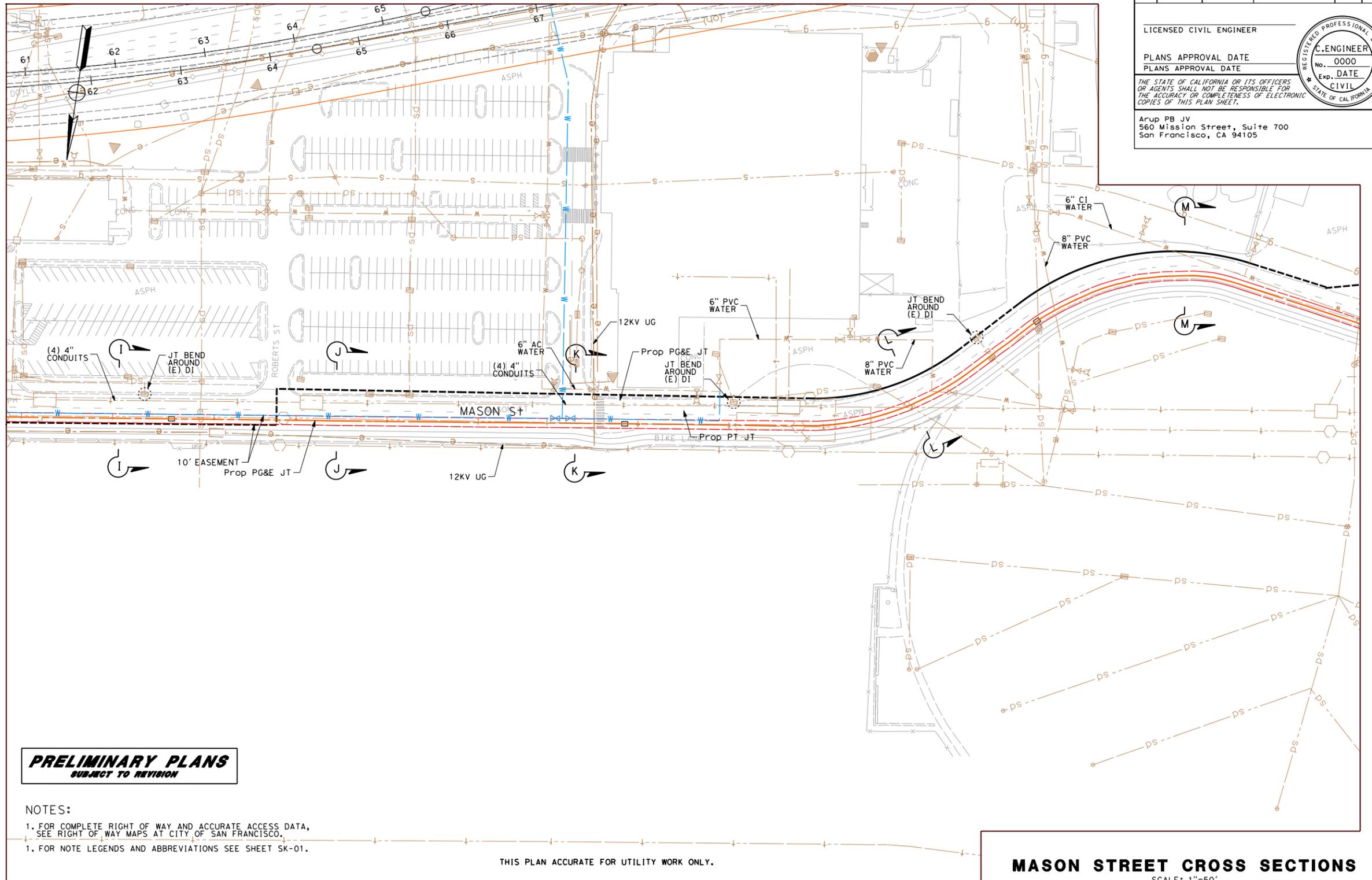
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Figure 4



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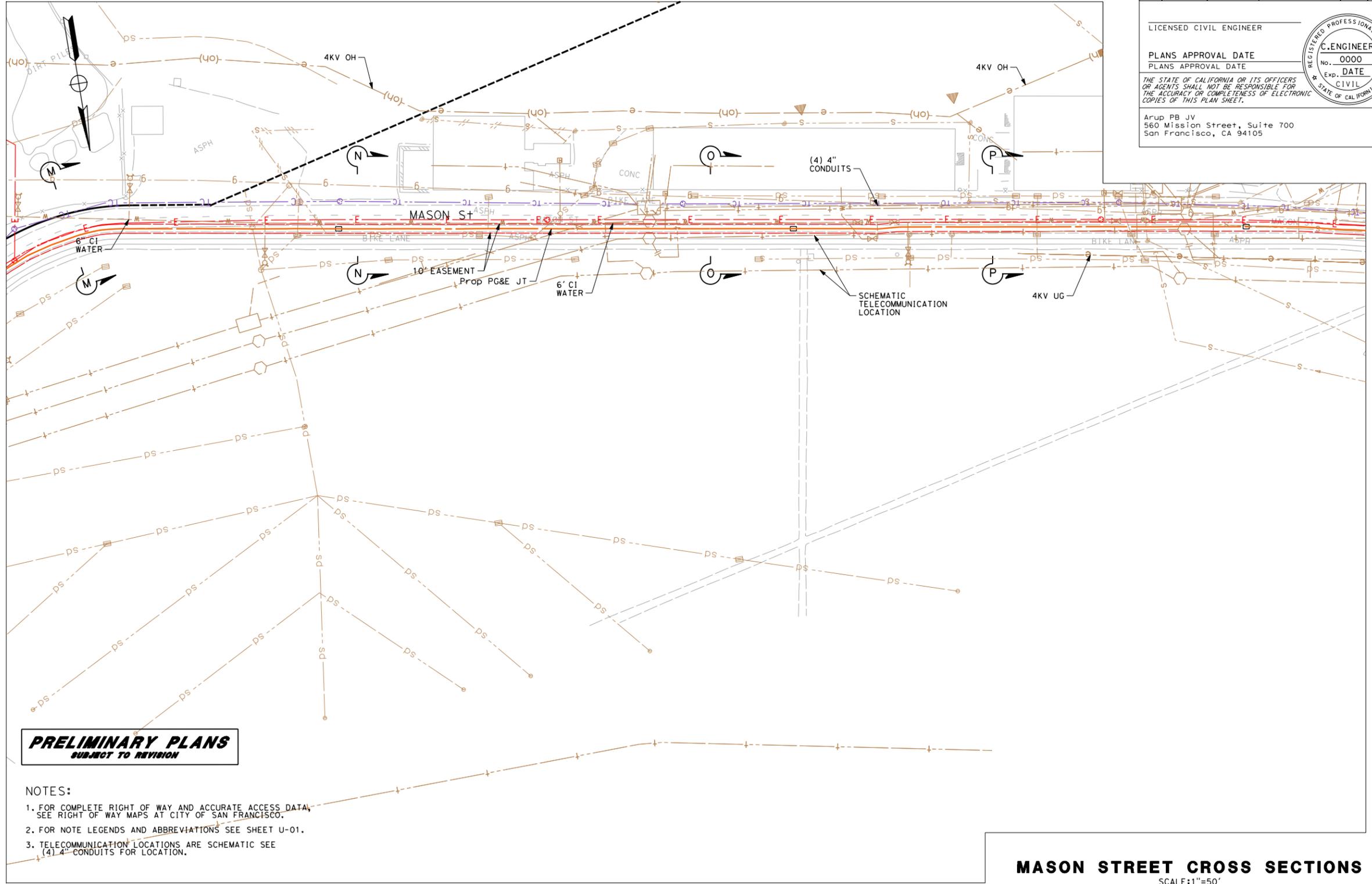
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Figure 5



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DIST	COUNTY	ROUTE	POST MILES	?	11

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Figure 6



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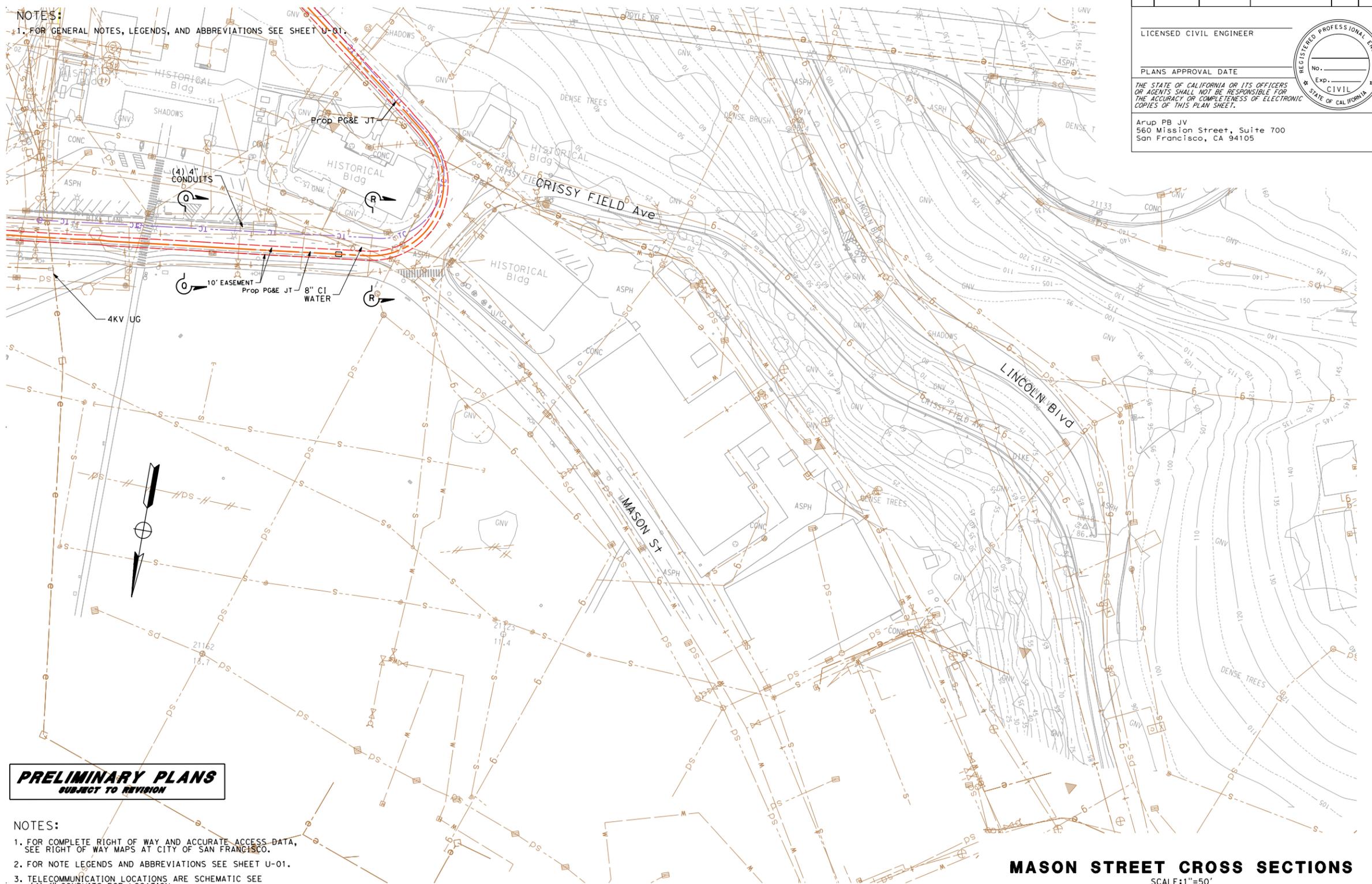
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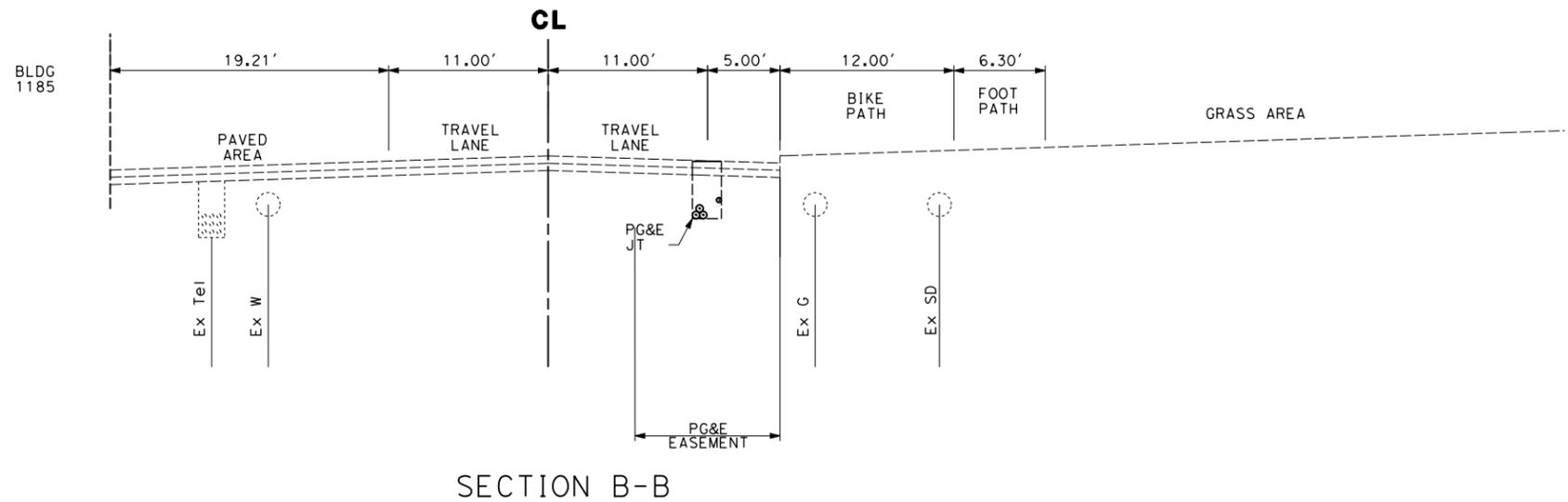
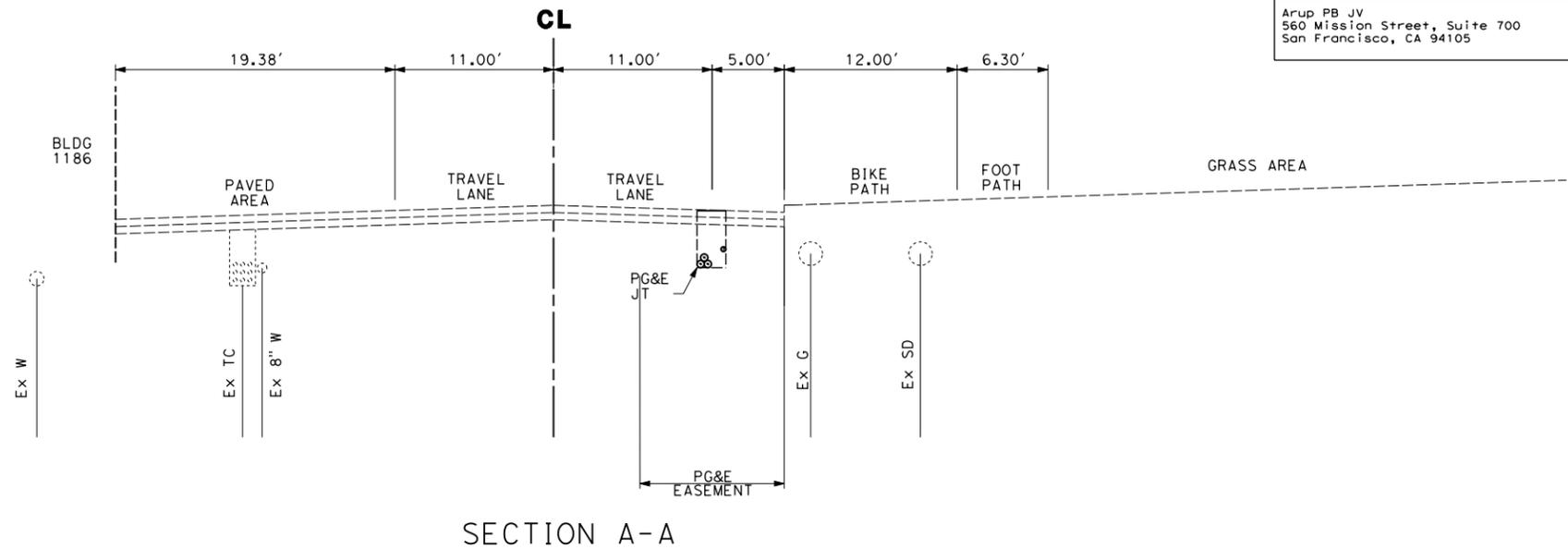
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Figure 8

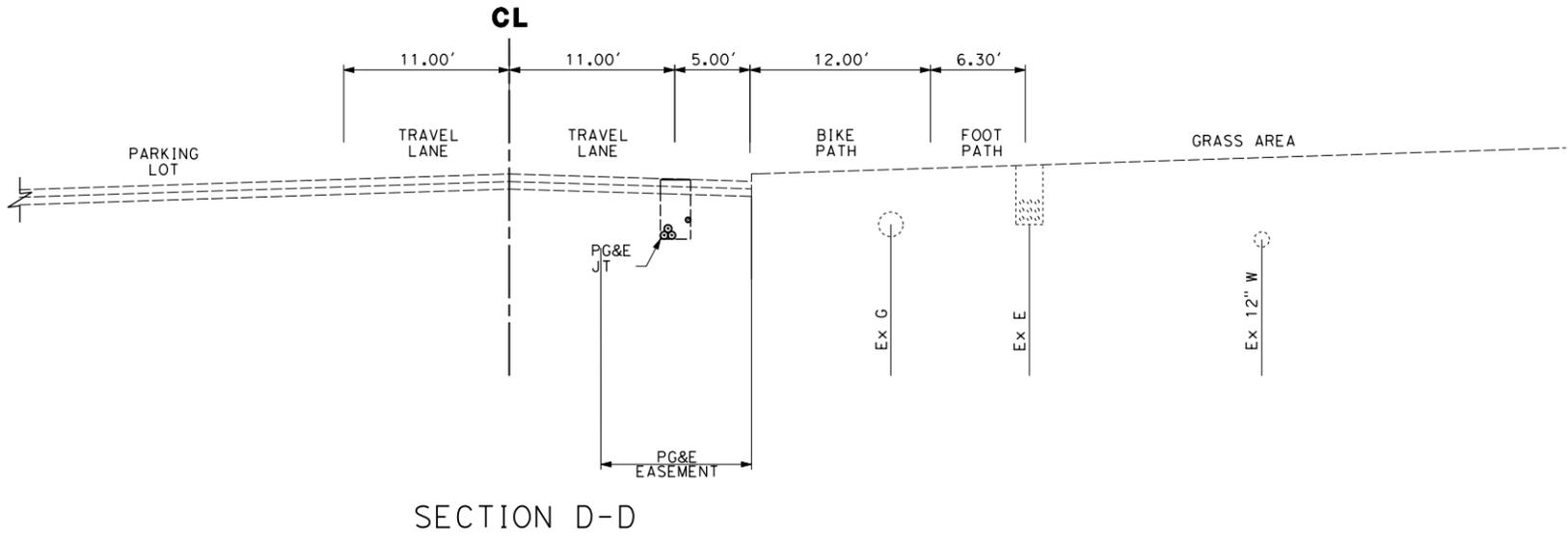
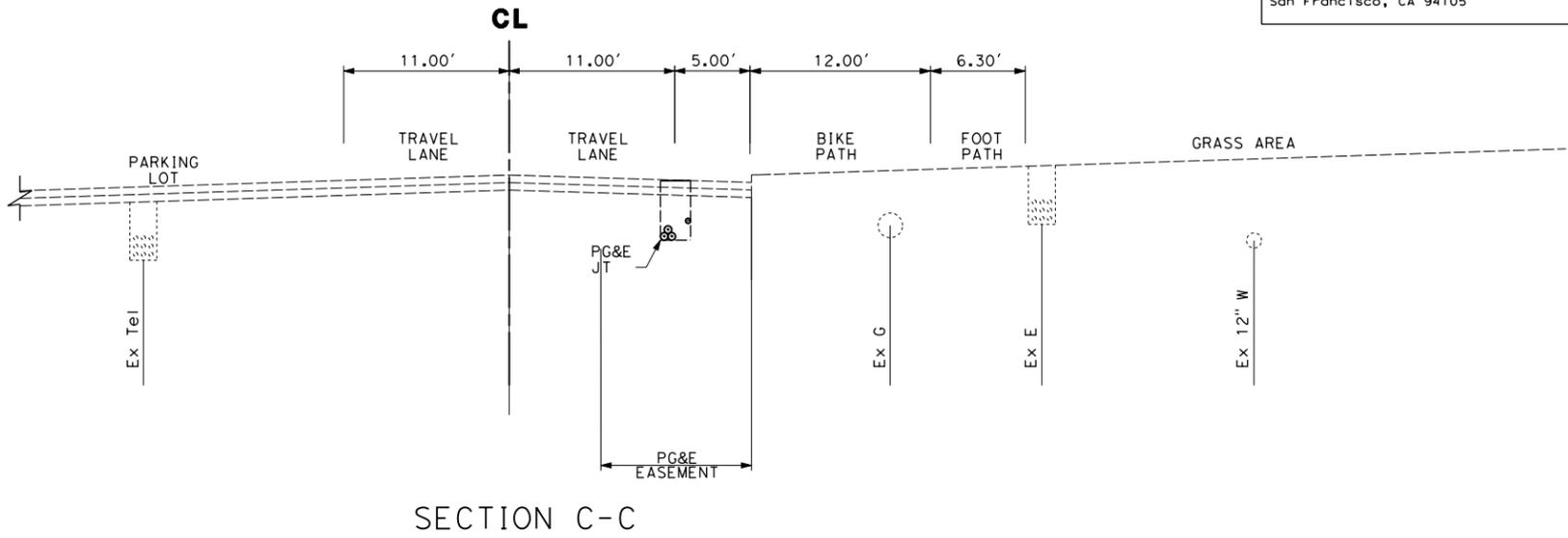


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Figure 9



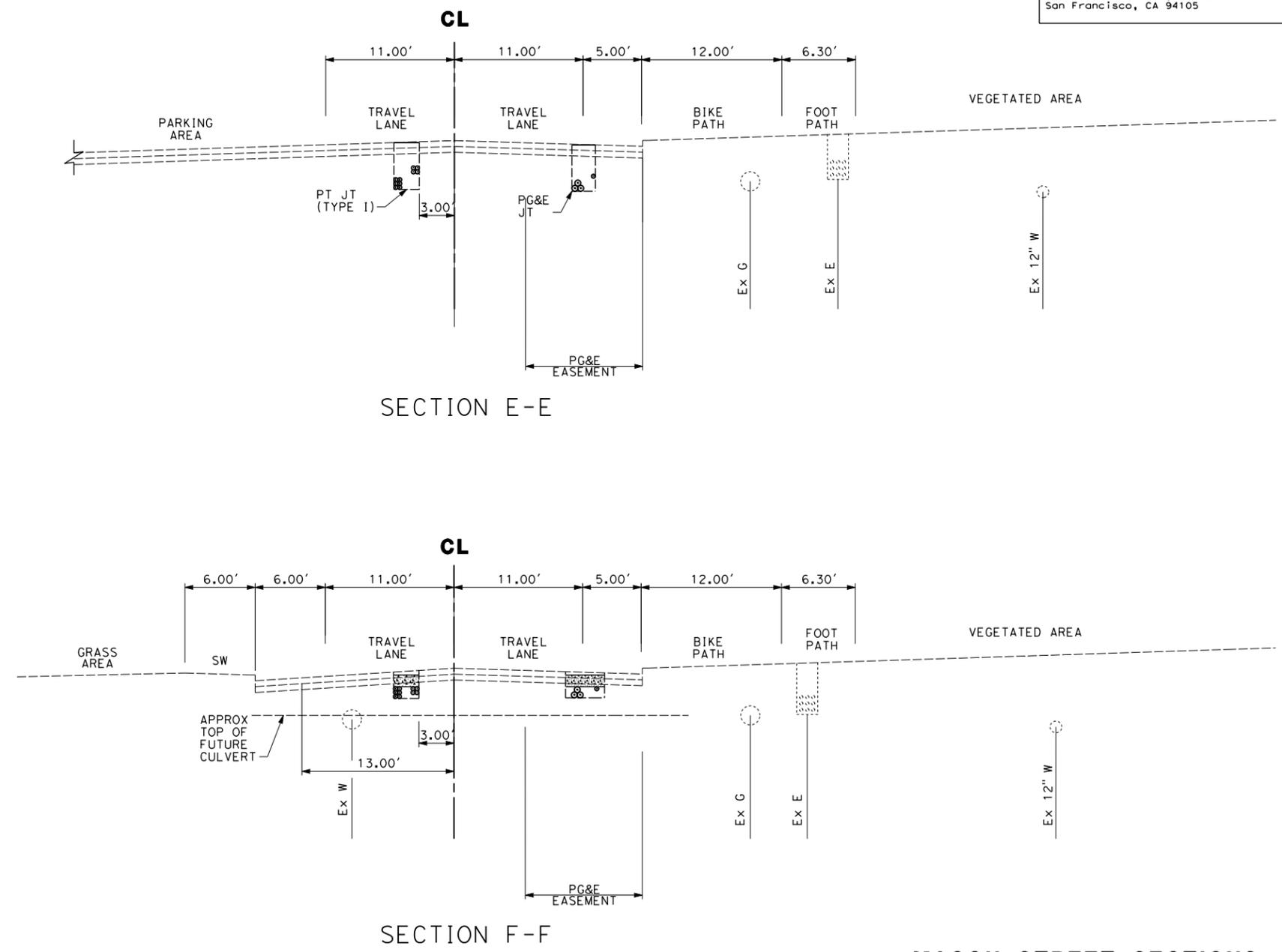
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Figure 10



Graphics/Projects/01108.07 Doyle Drive/Mason (09-09) SS

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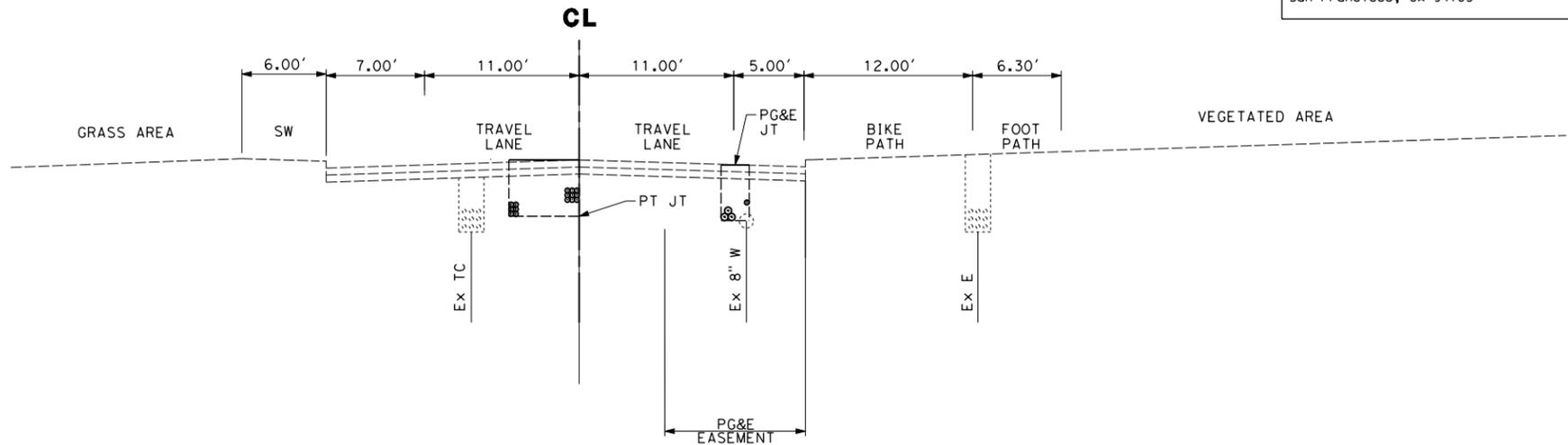
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04	SF	101	8.0/9.8	4	12

LICENSED CIVIL ENGINEER

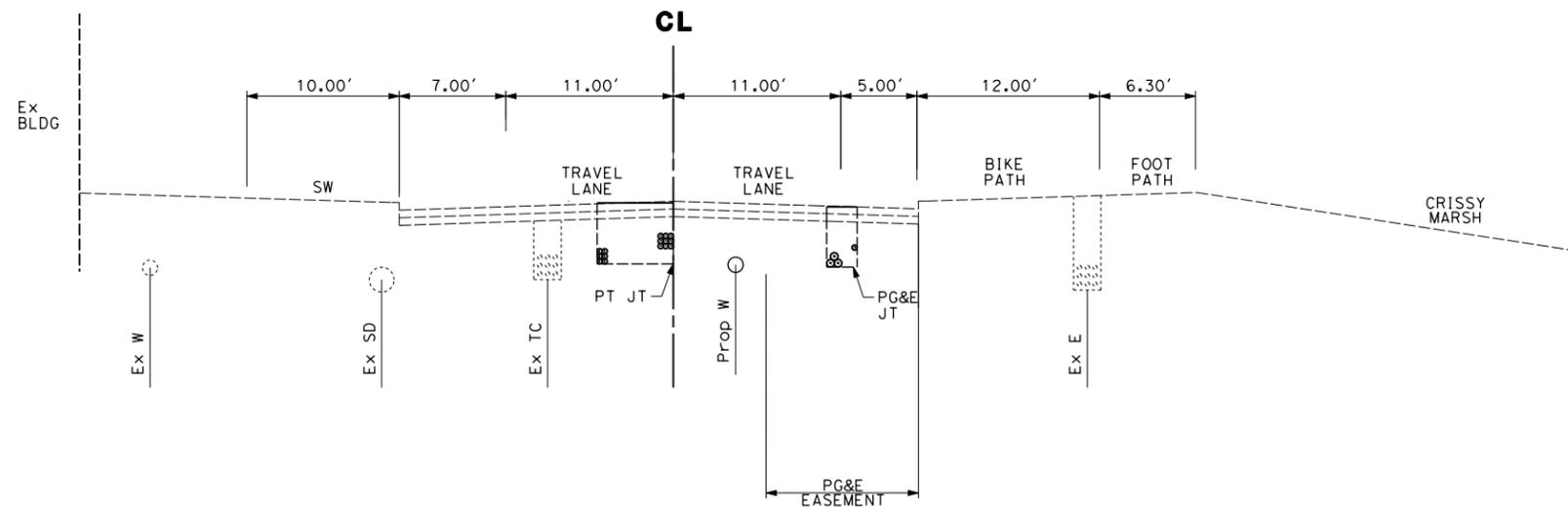
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SECTION G-G



SECTION H-H

**PRELIMINARY PLANS**  
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**MASON STREET SECTIONS**  
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DGN FILE => \$FILE\$

CU 00000

EA 04-16372X

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Figure 11



Source: Arup

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION <b>Caltrans</b>	FUNCTIONAL SUPERVISOR		CALCULATED-DESIGNED BY	REVISOR
			CHECKED BY	DATE REVISOR

BORDER LAST REVISED 3/1/2007

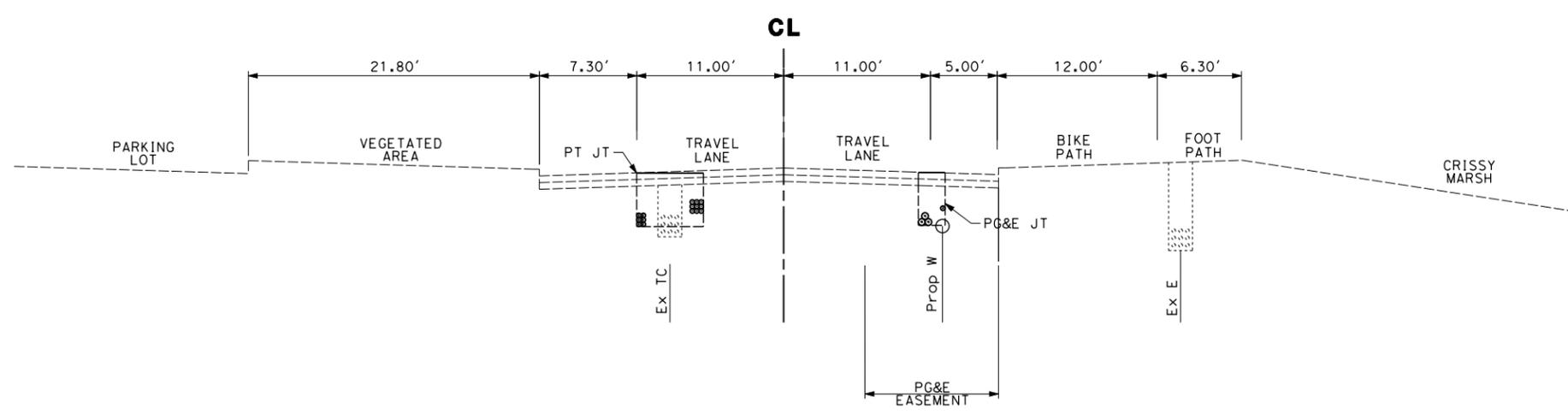
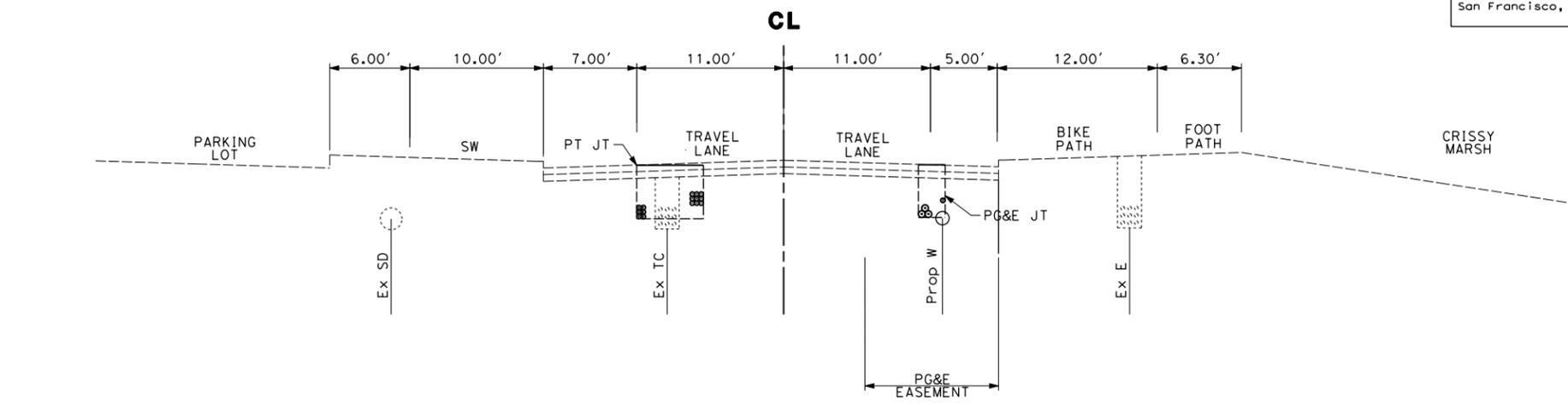
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SF	101	8.0/9.8	4	12

LICENSED CIVIL ENGINEER

PLANS APPROVAL DATE

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San Francisco, CA 94105

**PRELIMINARY PLANS**  
SUBJECT TO REVISION

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**MASON STREET SECTIONS**  
SCALE 1" = 5'

**SK-09**



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Figure 12



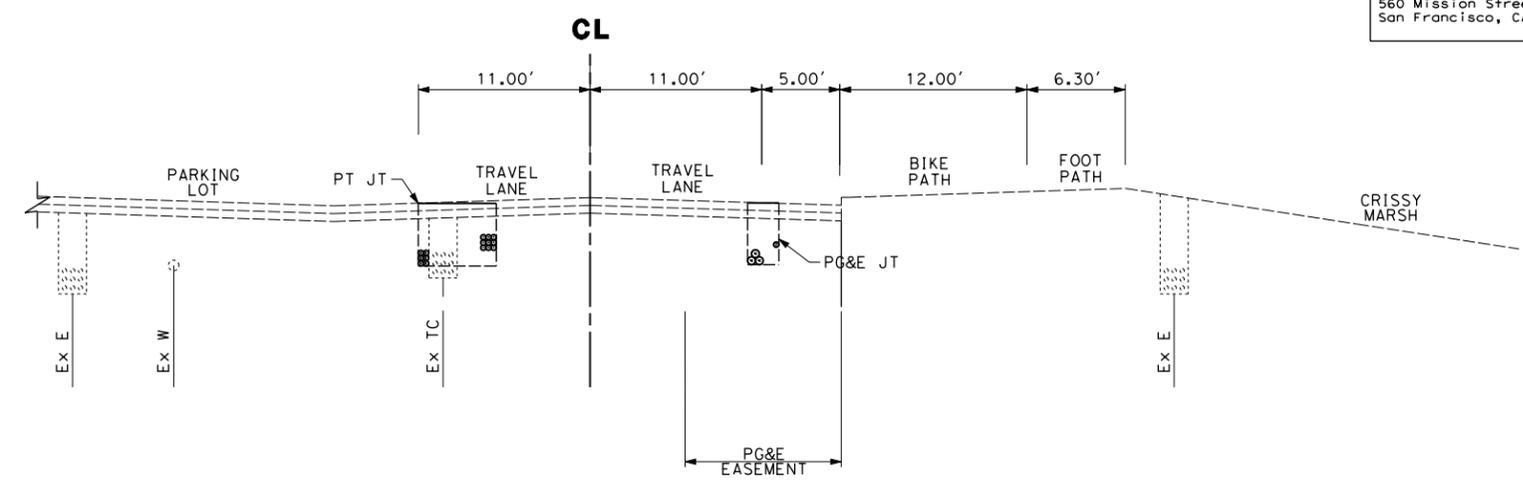
Source: Arup

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR BY
<b>Caltrans</b>		CHECKED BY	DATE REVISOR

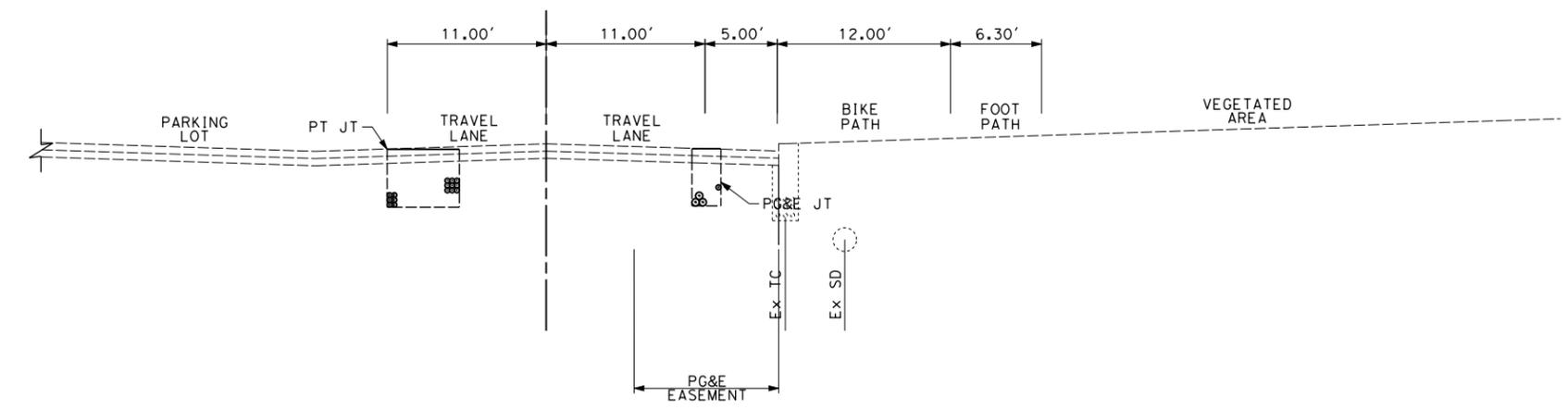
x  
x  
x  
x

**PRELIMINARY PLANS**  
SUBJECT TO REVISION

BORDER LAST REVISED 3/1/2007



SECTION K-K



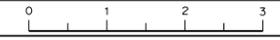
SECTION L-L

**MASON STREET SECTIONS**  
SCALE 1" = 5'

**SK-10**

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RELATIVE BORDER SCALE  
IS IN INCHES



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DGN FILE => \$FILE\$

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EA 04-16372X

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SF	101	8.0/9.8	4	12

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Figure 13



Source: Arup

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR
<b>Caltrans</b>		CHECKED BY	DATE

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15 IN INCHES



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DGN FILE => \$FILE\$

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EA 04-16372X

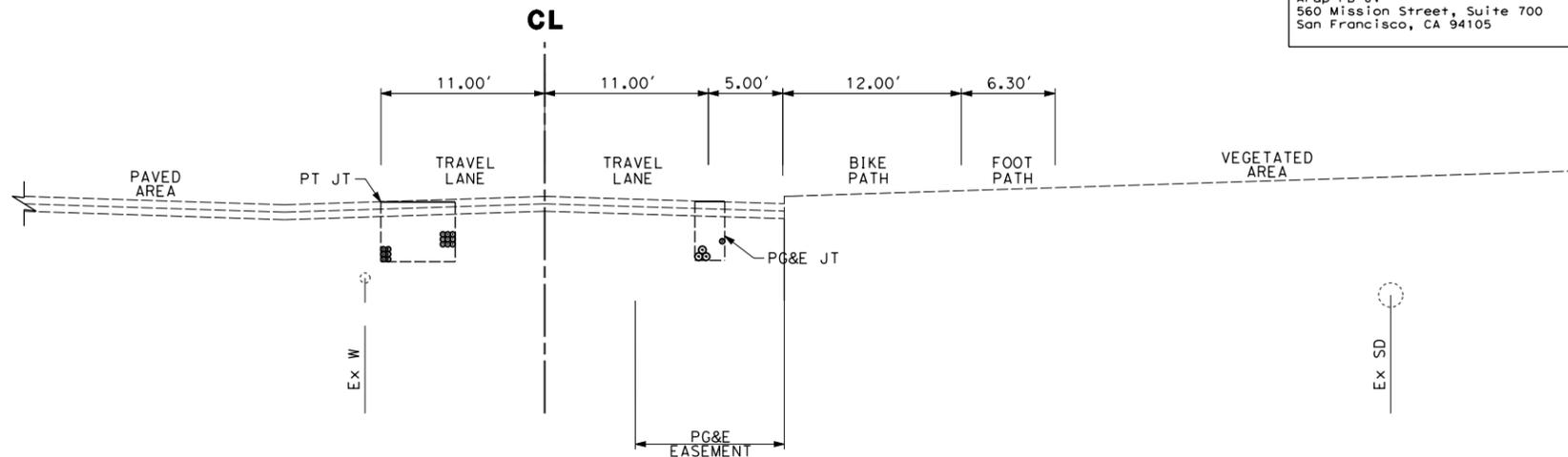
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SF	101	8.0/9.8	4	12

LICENSED CIVIL ENGINEER

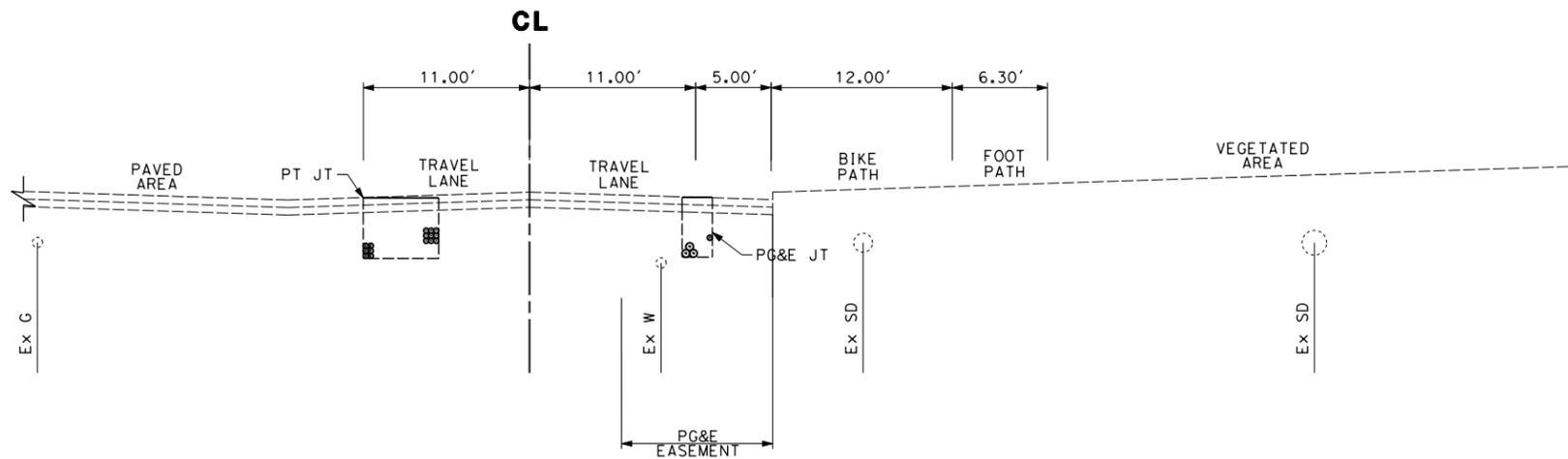
PLANS APPROVAL DATE

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560 Mission Street, Suite 700  
San Francisco, CA 94105



SECTION M-M



SECTION N-N

**MASON STREET SECTIONS**  
SCALE 1" = 5'

**SK-11**

Figure 14

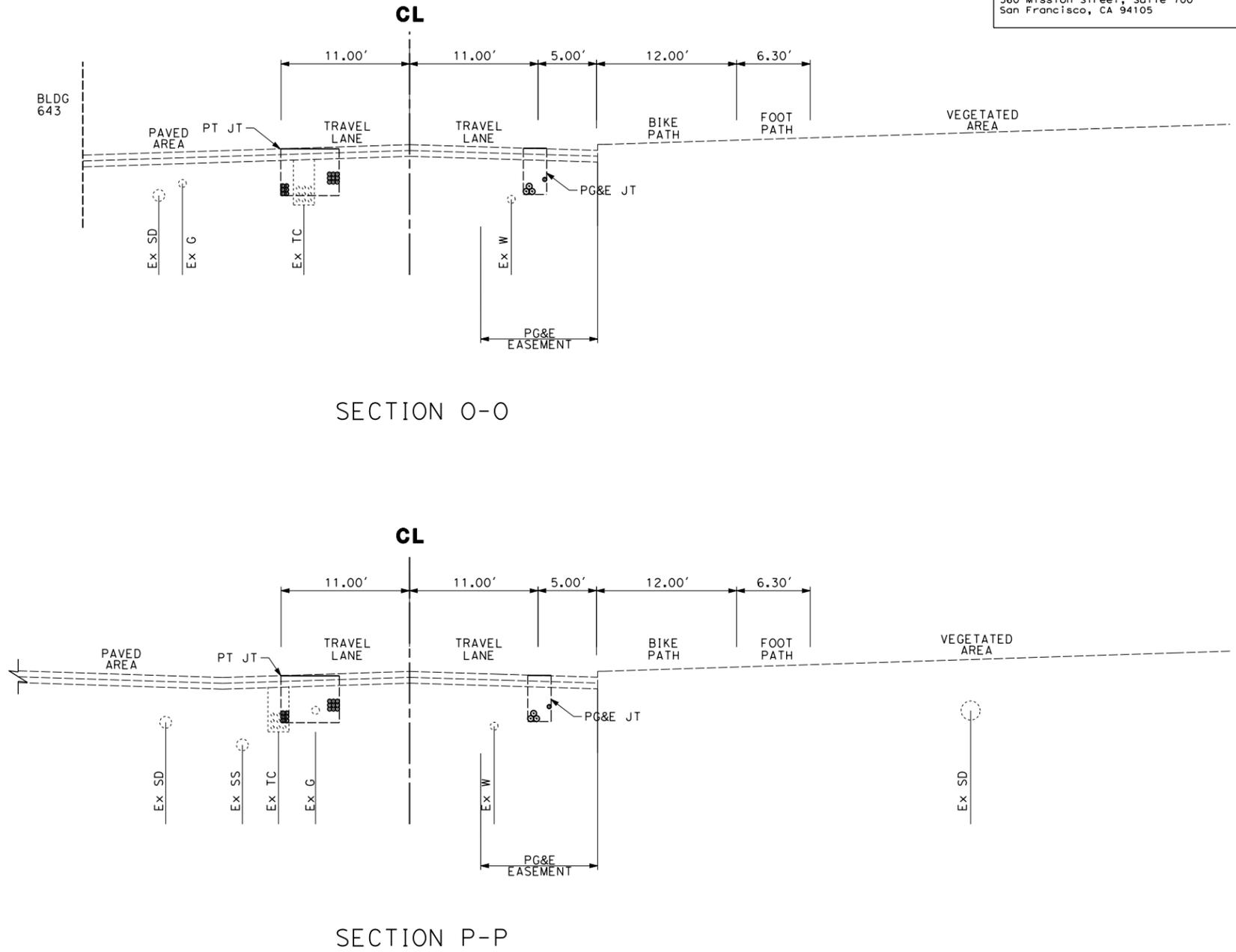


Source: Arup

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION <b>Caltrans</b>	FUNCTIONAL SUPERVISOR		CALCULATED-DESIGNED BY	REVISOR
			CHECKED BY	DATE

**PRELIMINARY PLANS**  
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DGN FILE => \$FILE\$

**MASON STREET SECTIONS**  
SCALE 1" = 5'

**SK-12**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

LICENSED CIVIL ENGINEER

PLANS APPROVAL DATE

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San Francisco, CA 94105

Figure 15



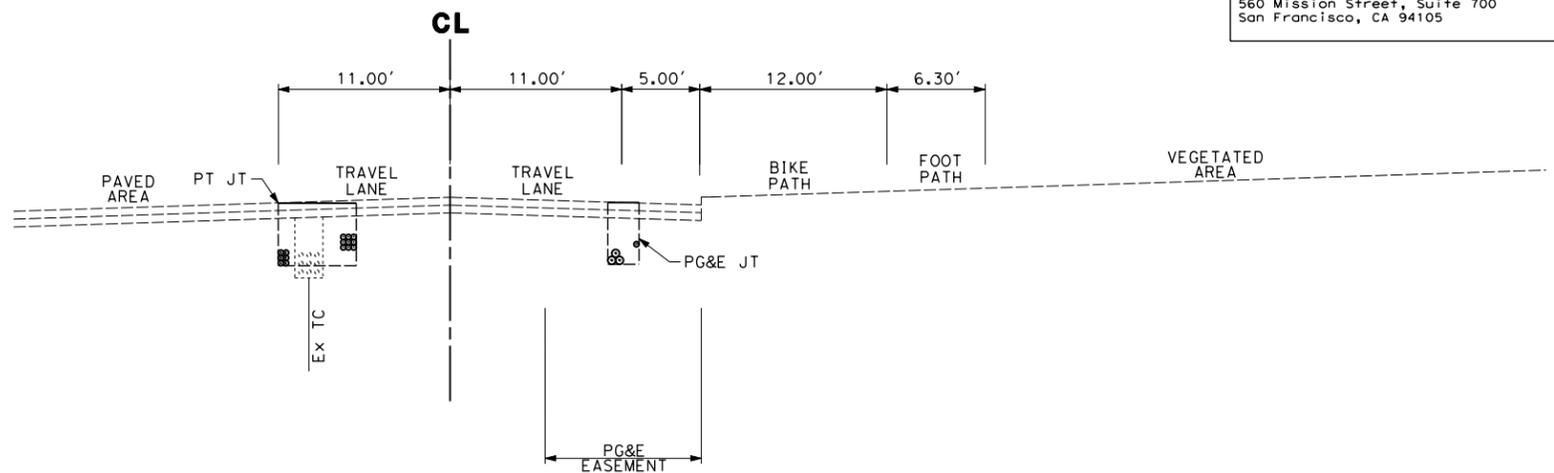
Graphics/Projects/01108.07 Doyle Drive/Mason (09-09) SS

Source: Arup

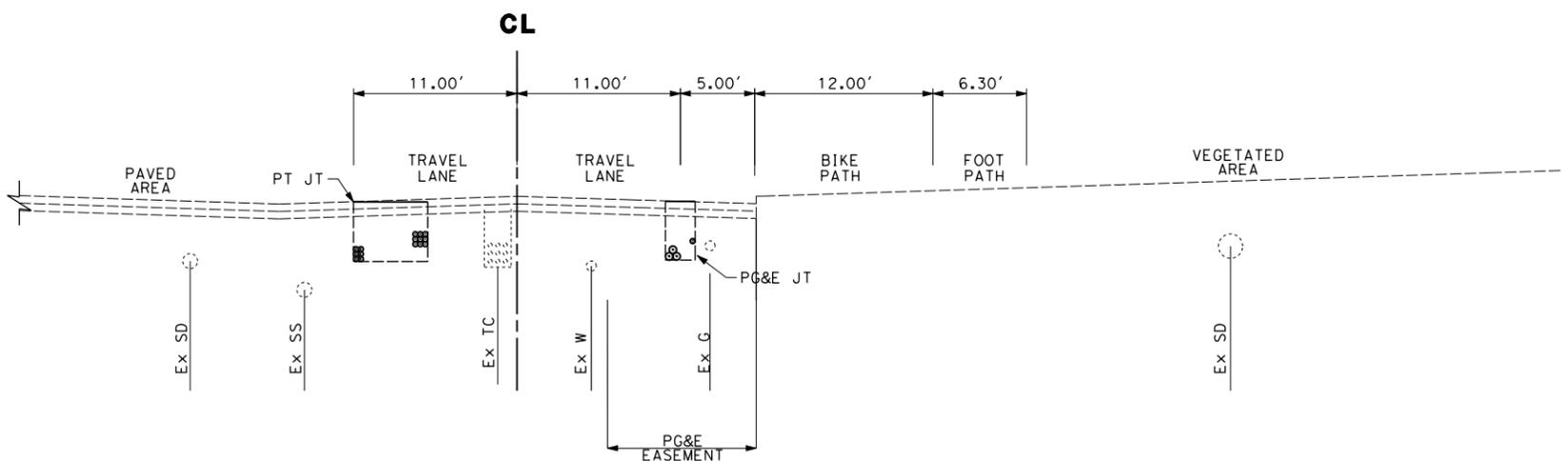
x	REVISOR	DATE
	REVISOR	DATE
x	CALCULATED-DESIGNED BY	CHECKED BY
	CALCULATED-DESIGNED BY	CHECKED BY
x	FUNCTIONAL SUPERVISOR	
	FUNCTIONAL SUPERVISOR	
x	STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	
		

**PRELIMINARY PLANS**  
SUBJECT TO REVISION

BORDER LAST REVISED 3/1/2007



SECTION Q-Q



SECTION R-R

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**MASON STREET SECTIONS**  
SCALE 1" = 5'

**SK-13**

RELATIVE BORDER SCALE  
IS IN INCHES



USERNAME => duanne.gilmore  
DGN FILE => \$FILE\$

CU 00000

EA 04-16372X

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
LICENSED CIVIL ENGINEER					
PLANS APPROVAL DATE					
					
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Arup PB JV 560 Mission Street, Suite 700 San Francisco, CA 94105					

LAST REVISION DATE PLOTTED => 8/20/2009  
00-00-00 TIME PLOTTED => 6:44:06 PM

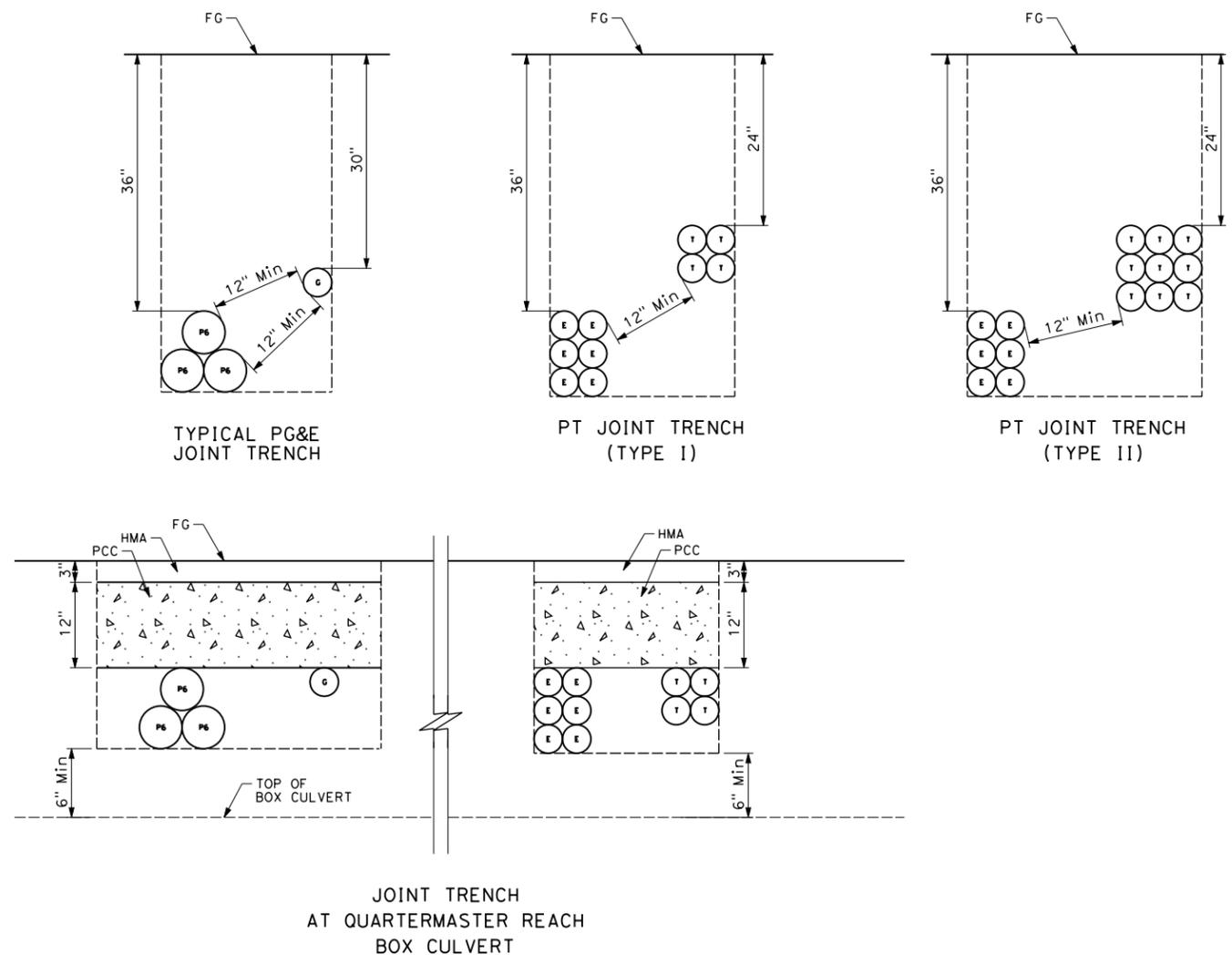
Figure 16



Source: Arup

x	REVISOR	DATE
	REVISION	DATE
x	CALCULATED-D DESIGNED BY	CHECKED BY
	FUNCTIONAL SUPERVISOR	
x	STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	
	<b>Caltrans</b>	

- LEGEND**
- (P6) PG&E 6" ELECTRICAL CONDUIT
  - (G) PG&E 4" GAS CONDUIT
  - (T) PRESIDIO TRUST 4" ELECTRICAL CONDUIT
  - (E) PRESIDIO TRUST 4" TELECOM CONDUIT



PRELIMINARY PLANS  
SUBJECT TO REVISION

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
LICENSED CIVIL ENGINEER					
PLANS APPROVAL DATE					
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LAST REVISION DATE PLOTTED => 8/20/2009  
 00-00-00 TIME PLOTTED => 6:44:07 PM

Figure 17





Graphics/Projects/01108.07 Doyle Drive/Mason Sections (05-10).SS

**Figure 18**  
**March 1-2, 2010 Pothole Effort for Mason Street Rail Line**  
**View 1**





Graphics/Projects/01108.07 Doyle Drive/Mason Sections (05-10).SS

**Figure 19**  
**March 1-2, 2010 Pothole Effort for Mason Street Rail Line**  
**View 2**





Graphics/Projects/011086.07 Doyle Drive/Mason Sections (05-10).SS

**Figure 20**  
**March 1-2, 2010 Pothole Effort for Mason Street Rail Line**  
**View 3**

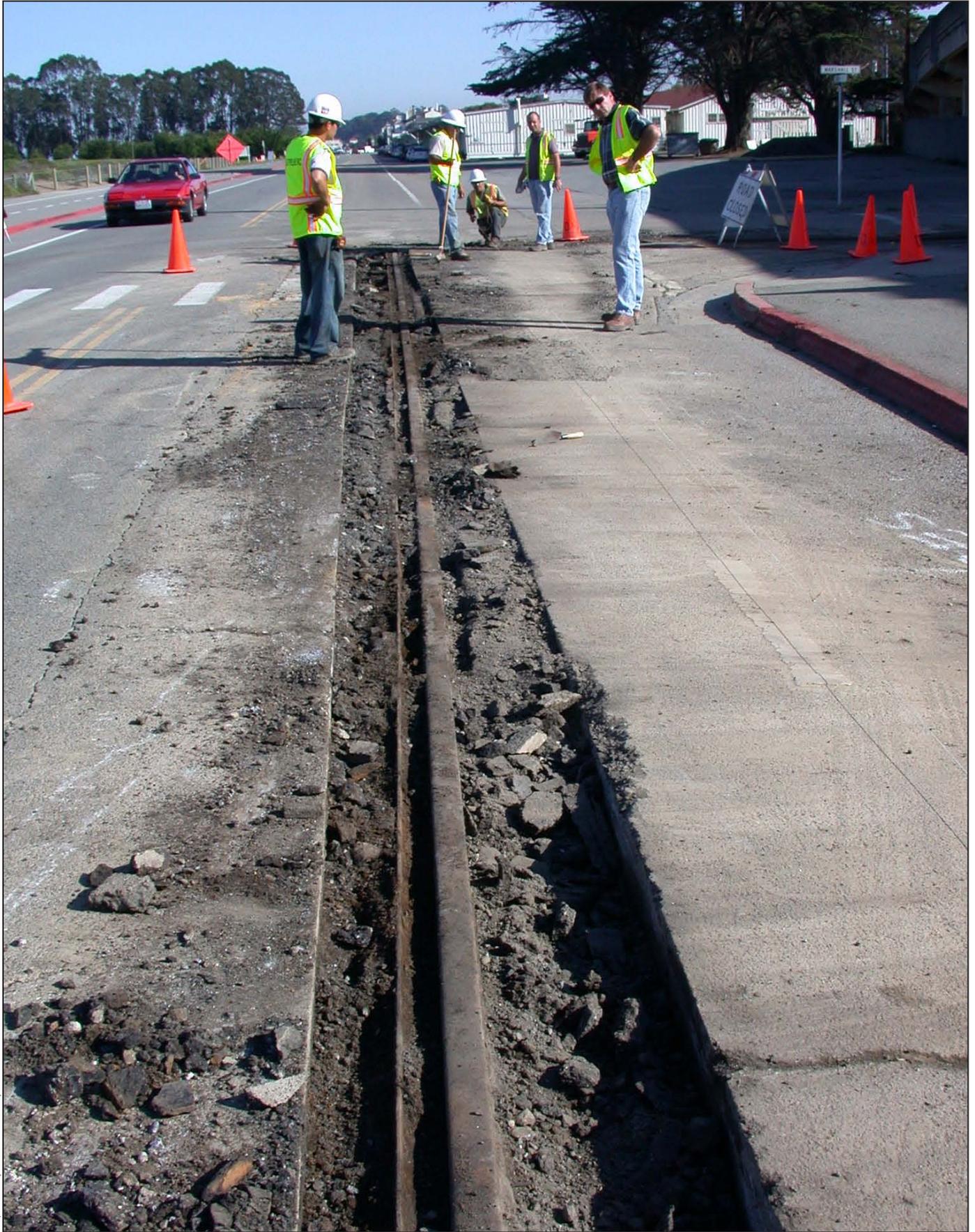




Graphics/Projects/01108.07 Doyle Drive/Mason (06-10).SS

**Figure 21**  
**Mason Street 2005 Reclaimed Water Pipe Installation – View 1**





Graphics/Projects/01108.07 Doyle Drive/Mason (06-10).SS

**Figure 22**  
**Mason Street 2005 Reclaimed Water Pipe Installation – View 2**





Graphics/Projects/01108.07 Doyle Drive/Mason (06-10).SS

**Figure 23**  
**Mason Street 2005 Reclaimed Water Pipe Installation – View 2**





Graphics/Projects/01108.07 Doyle Drive/Mason (06-10).SS

**Figure 24**  
**Mason Street 2005 Reclaimed Water Pipe Installation – View 3**





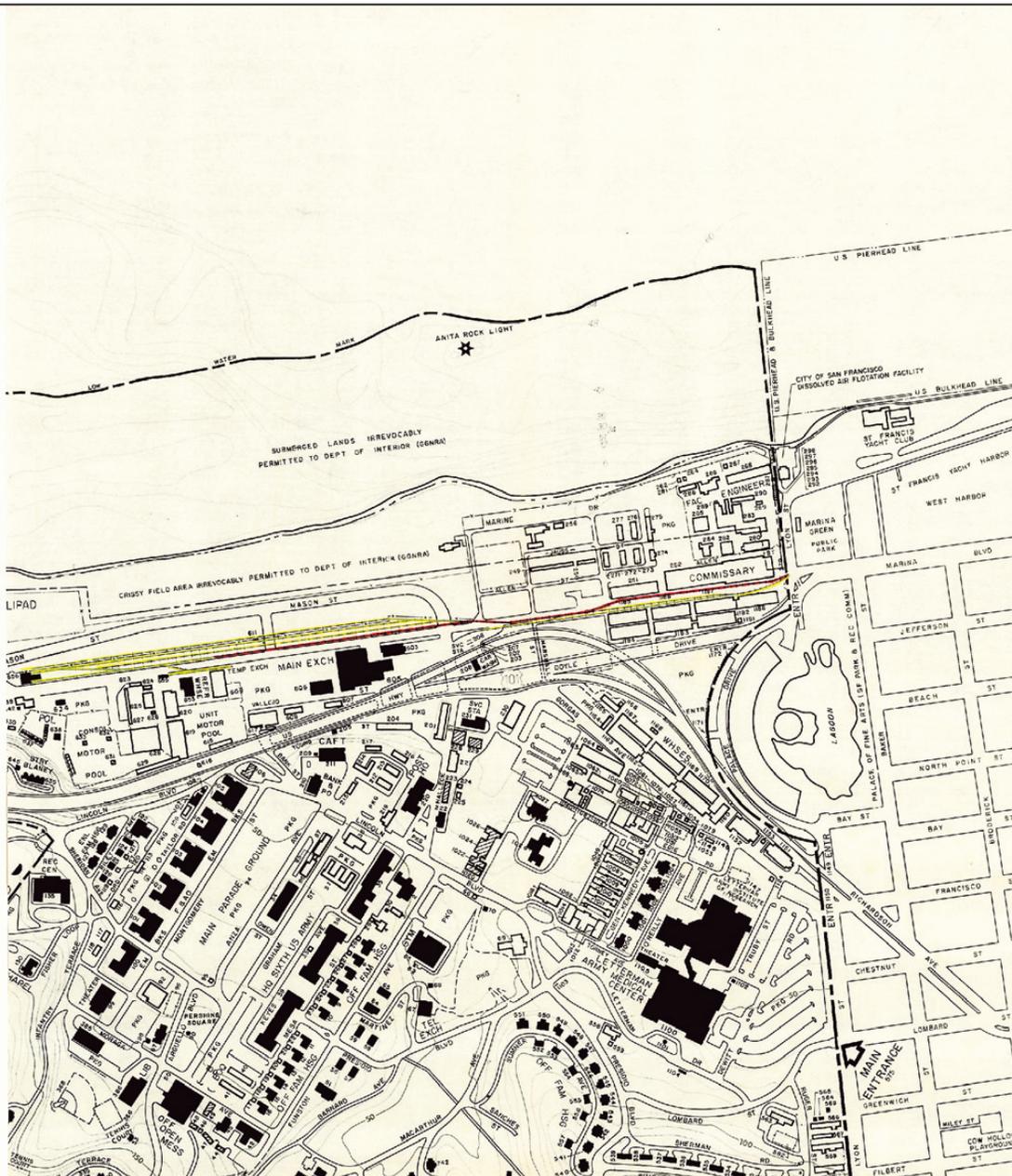
**Figure 25**  
**November 16, 2009 Crissy Field Center Relocation Project**  
**View 1**





**Figure 26**  
**November 16, 2009 Crissy Field Center Relocation Project**  
**View 2**





**LEGEND**

ITEM	EXISTING
BUILDING, PERMANENT	
BUILDING, SEMI-PERMANENT	
BUILDING, TEMPORARY	
ROADS AND PARKING	
ROAD, UNIMPROVED	
FENCE	
RAILROAD	
DRAINAGE CHANNEL	
RESERVATION BOUNDARY	
RIGHT-OF-WAY, EASEMENT	
INDEX CONTOUR	
INTERMEDIATE CONTOUR	
DEPRESSION CONTOUR	
DEPTH BELOW MEAN TIDE	

TO REMAIN IN PLACE AS HISTORIC RAIL ROAD TRACK.

EXISTING RAIL ROAD TRACK TO BE REMOVED.

400 200 0 400 800 1200  
SCALE IN FEET  
CONTOUR INTERVAL 10 FEET, DEPTH CURVE INTERVAL 1 FATHOM

**PRESIDIO OF SAN FRANCISCO**  
CALIFORNIA

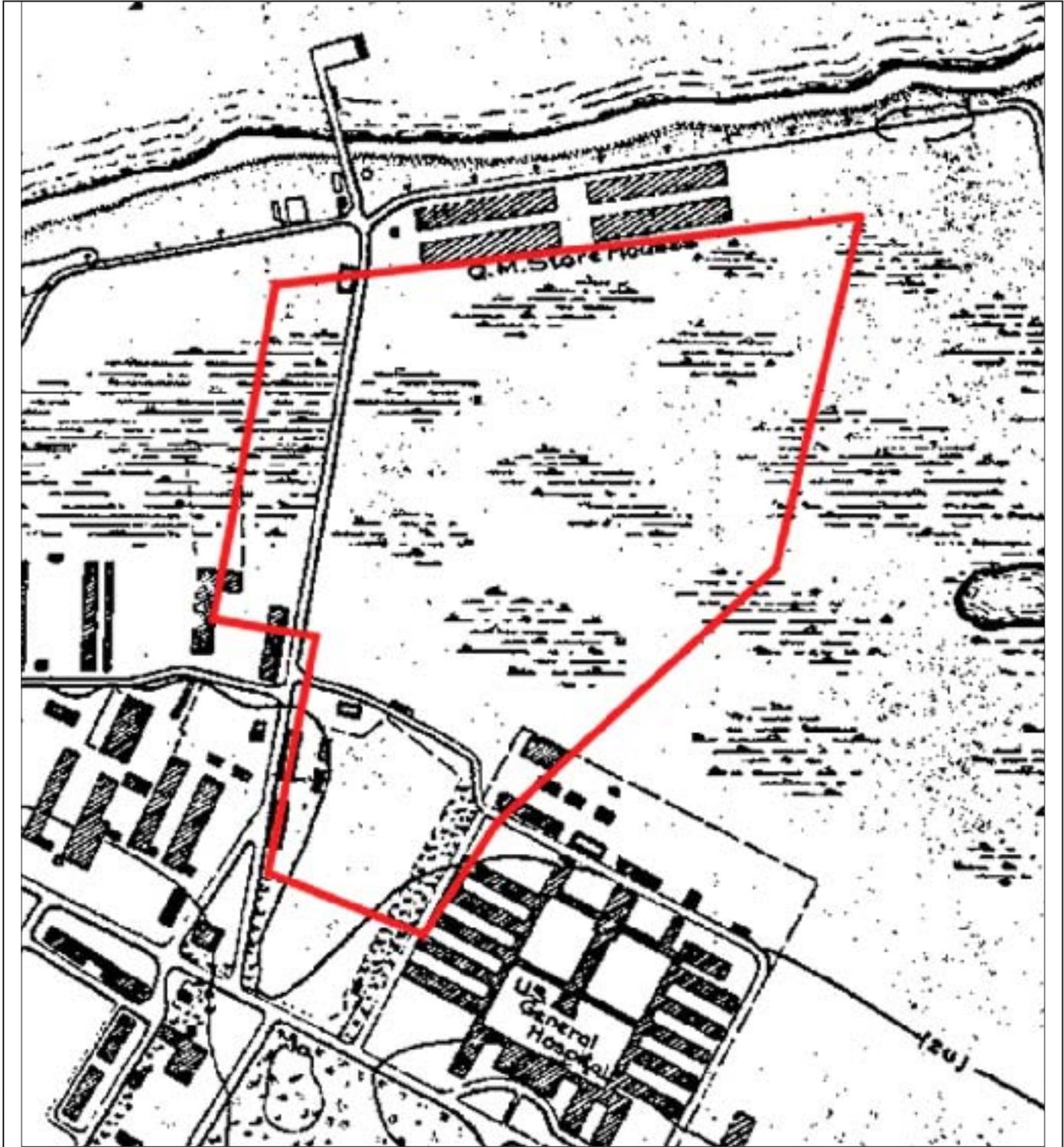
MASTER PLANNING BRANCH DIRECTORATE OF FACILITIES ENGINEERING HQ PRESIDIO OF SAN FRANCISCO, CALIFORNIA	U.S. ARMY ENGINEER DISTRICT, SACRAMENTO CORPS OF ENGINEERS SACRAMENTO, CALIFORNIA	
MASTER PLAN BASIC INFORMATION MAPS <b>GENERAL SITE MAP</b>		
RECOMMENDED BY THE INSTALLATION PLANNING BOARD FOR APPROVAL		
JOHN D. HAMILTON, SR. COLONEL, ARMOR, COMMANDING CHAIRMAN		
DATE: REVIEWED & COMMENTED ON BY MAJ OR COMMANDER & FORWARDED TO THE CHIEF OF THE GEP/PLANS	DATE: 30 JUNE 1978	DRAWING NO.: E-106
DATE:	SHEET NO.: 5 of 21	FILE NO.:

*June 1*

Golden Gate NRA, Park Archives, Army Real Estate Records, GOGA 35338 D8 F2

**Figure 27**  
**Army Map Indicating which Rail Lines to be Removed and which line to Stay**





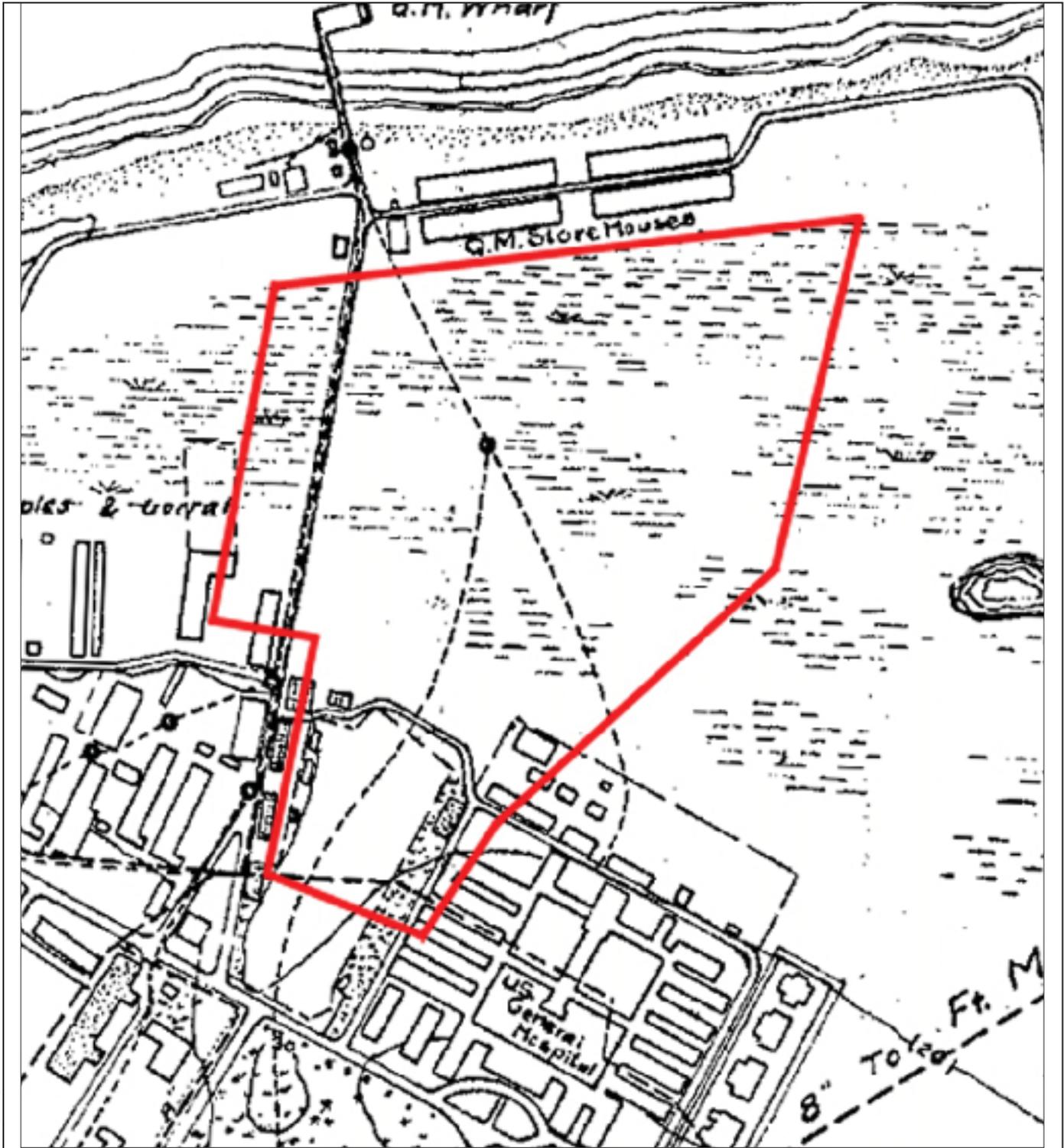
Source: Barton 2009

**1907**

Map of the Presidio of San Francisco California, Showing its Present Condition, Surveyed under the direction of Major Wm. W. Harts, Corps of Engineers, U.S.A., by a detachment of Engineer Troops Commanded by Liet. A.B. Barber Corps of Engineers, October 1906 - February 1907. (Datum of land contours is the plane of mean high water. Mean low water is 5.1 below.)  
Scale: Approximately 1" = 300'

**Figure 28**





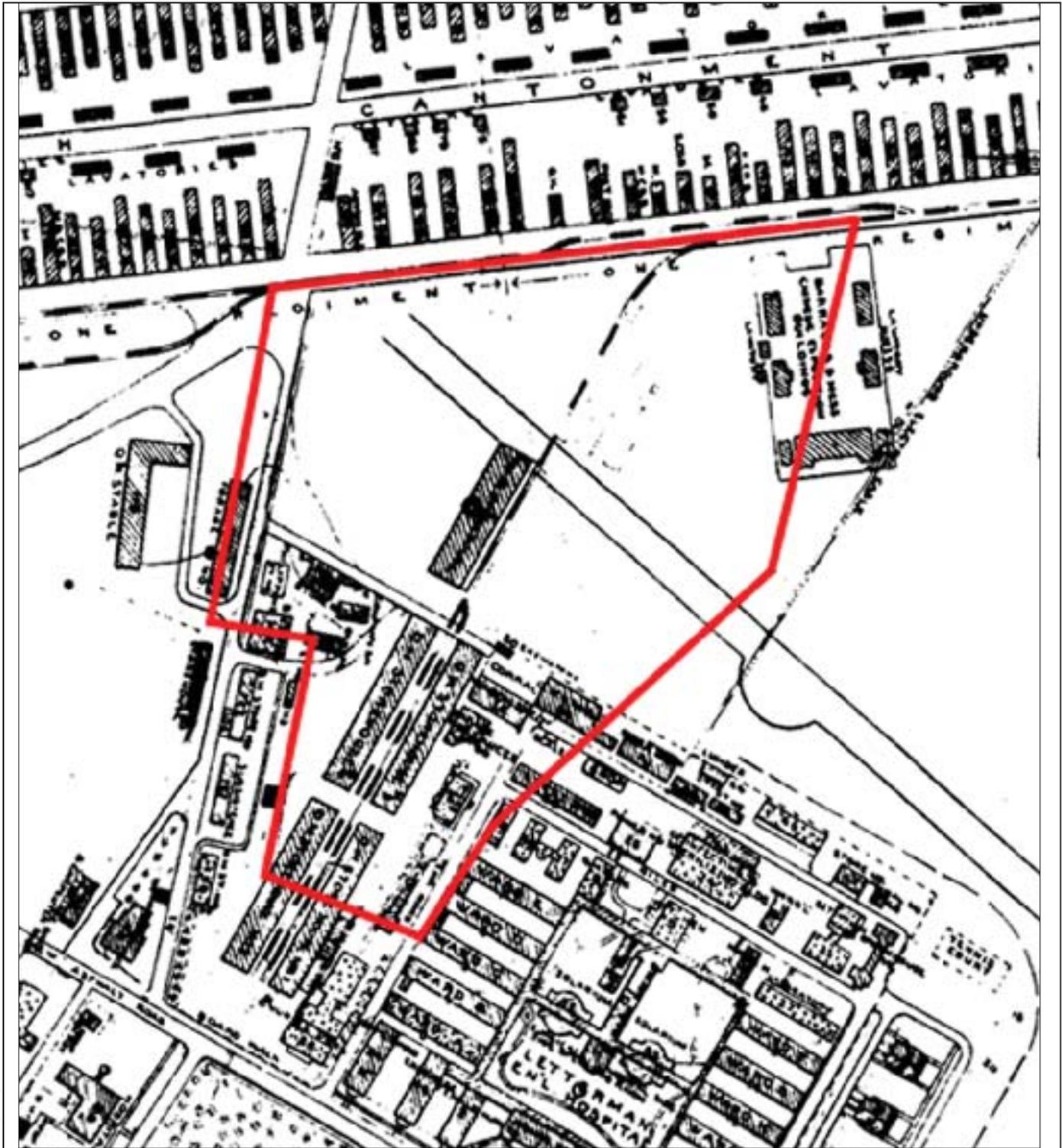
Source: Barton 2009

1912

Presidio of San Francisco California, Prepared and Brought up to Date in the Office of the Post Quartermaster, Presidio, San Francisco, Cal., J. Hanson, Supt. of Const'n, January 1912.  
Scale: Approximately 1" = 300'

Figure 29





Source: Barton 2009

1919

Presidio of San Francisco Cal., Drawn by C.H. Stone., December 15, 1919.  
Scale: Approximately 1" = 300'

Figure 30





Source: Barton 2009

**1934**

*Presidio of San Francisco and Fort Winfield Scott, California, Prepared from a Survey Map made in 1907 by a Detachment of Engineer Troops, from Surveys made by the Engr. Dept. in 1914 and Later. and from Other Available Data. HQ, 9th Corps Area, Presidio of San Francisco, California, July, 1934.*

Credit: Nat'l Park Service GGNRA Archives

**Figure 31**







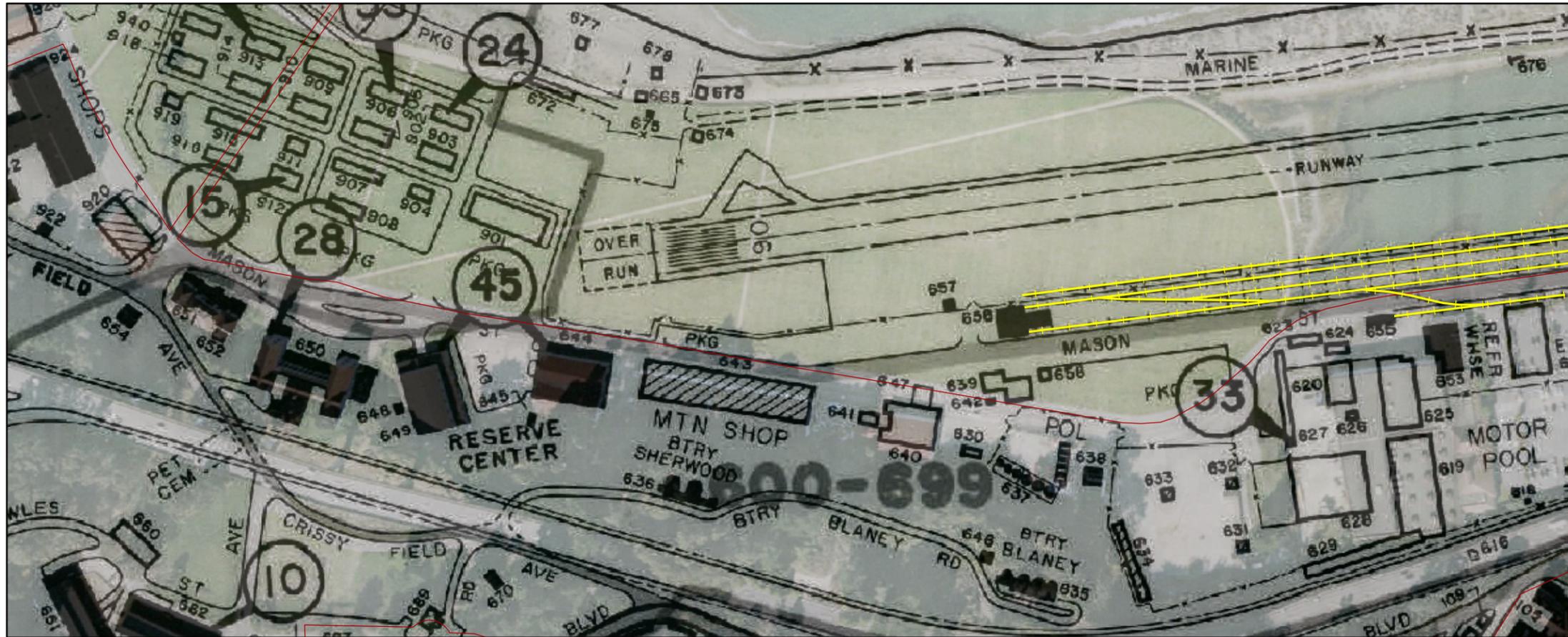




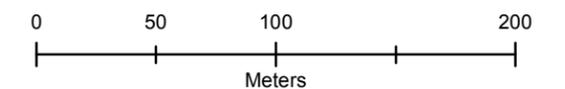
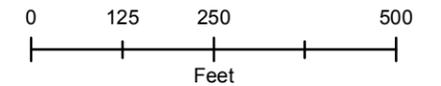
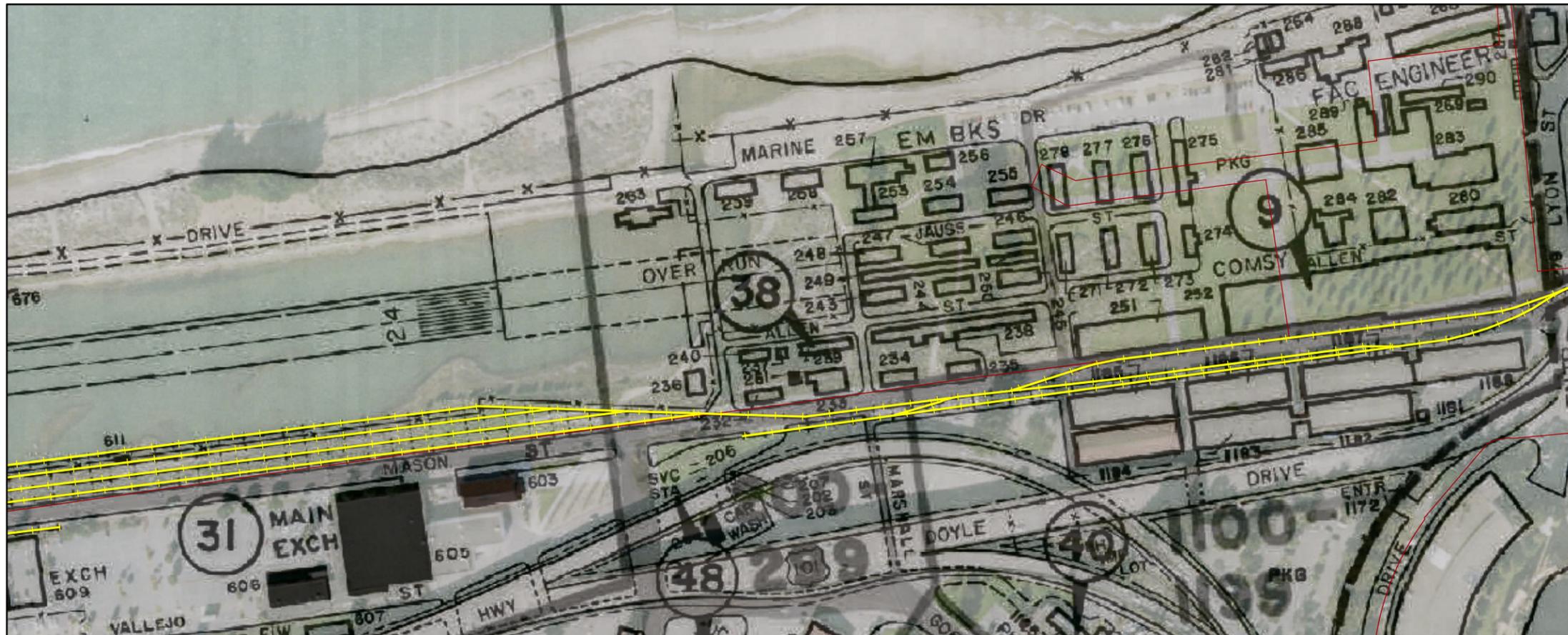
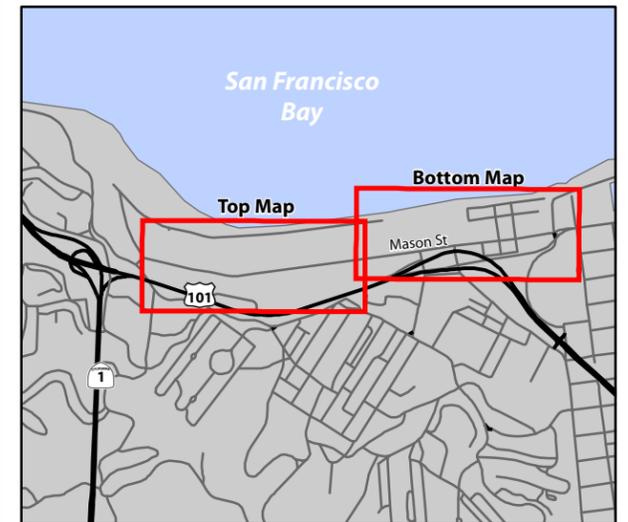




**Figure 35**  
**Presidio of San Francisco, California,**  
**Master Planning Office, Directorate of**  
**Facilities Engineer, Headquarters,**  
**Presidio of San Francisco, 1974 over**  
**Contemporary Aerial**

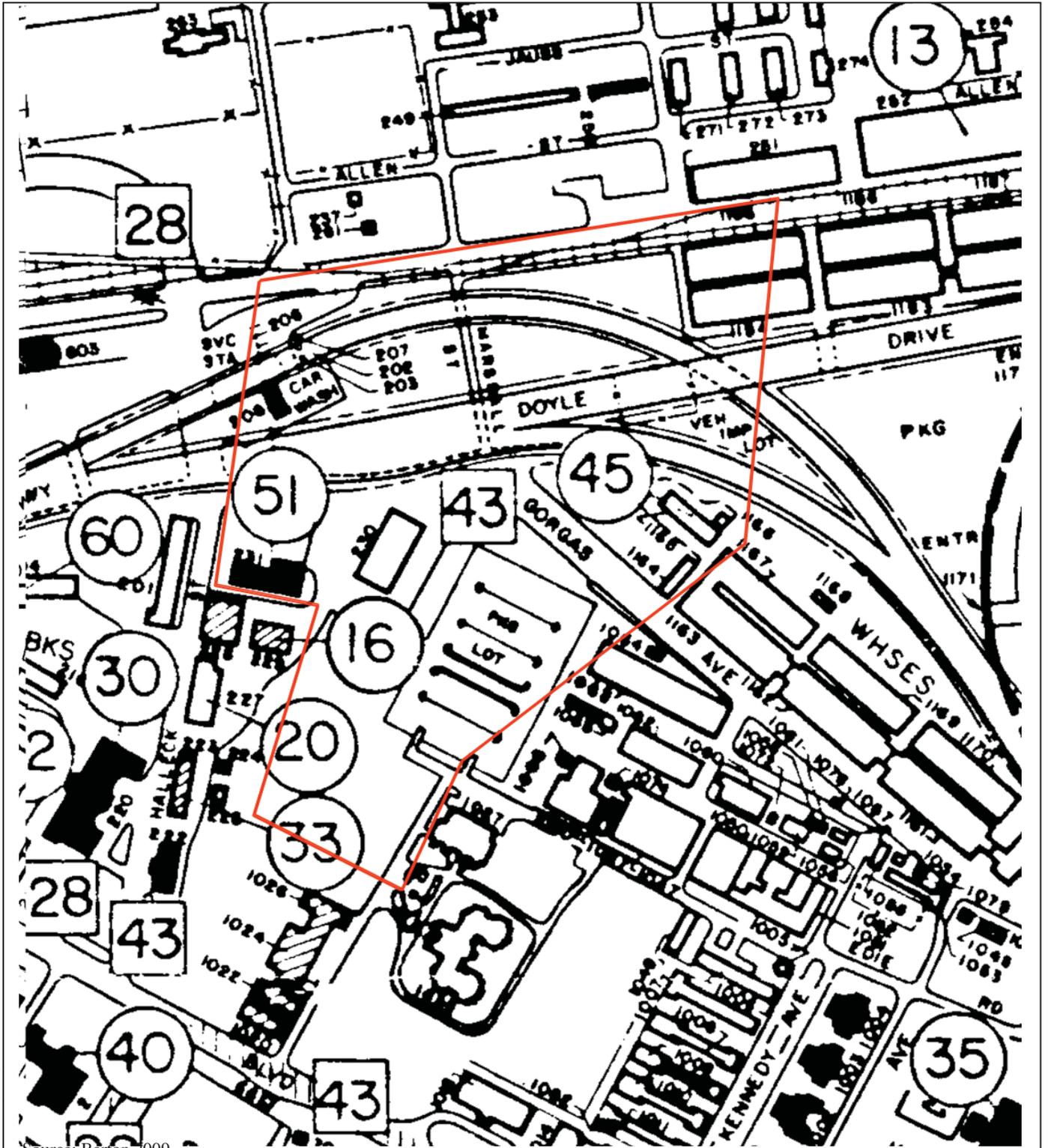


Archaeological Area of Potential Effects  
 Historic Mason Street Rail Line



Source: Source: Golden Gate National Recreation Area  
 Park Archives and Records Center.  
 Aerial base: AirPhoto USA, 2005.





Source: Barton 2009

1977

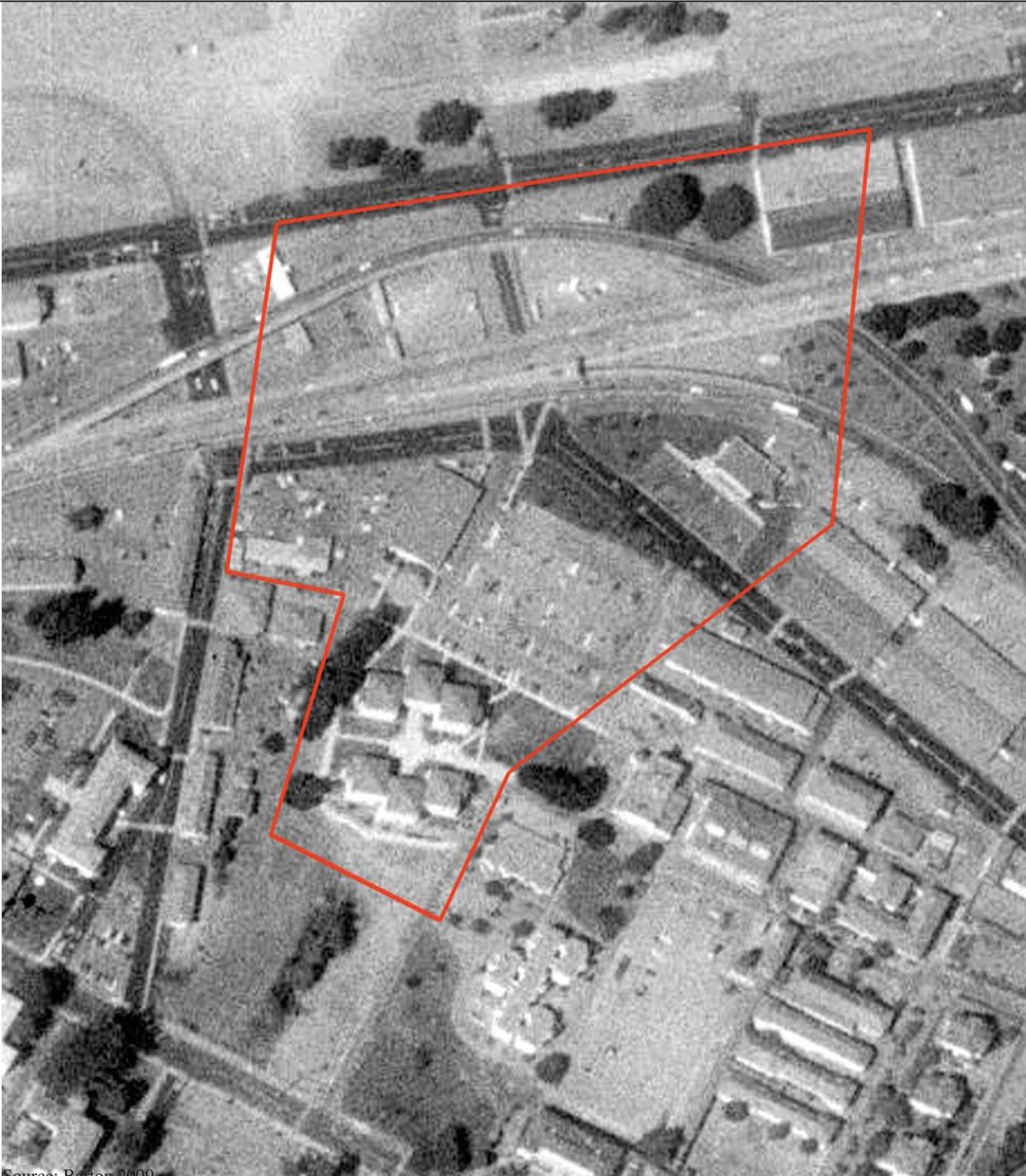
U.S. Army, Presidio of San Francisco, California  
 Scale: Approximately 1" = 300'

Figure 36









Source: Barton 2009

1993  
Aerial photograph.  
Scale: Approximately 1" = 300'

Figure 38





Graphics/Projects/01108.07 Doyle Drive/Mason Sections (05-10) SS

**Figure 39**  
**Rail Line to be Removed Along Mason Street**



## **APPENDIX B: MOA AND ASSOCIATED DOCUMENTS**



OFFICE OF THE SECRETARY  
RESOURCES BUILDING  
1416 NINTH STREET  
95814

EDMUND G. BROWN JR.  
GOVERNOR OF  
CALIFORNIA



Air Resources Board  
California Coastal Commission  
California Conservation Corps  
Colorado River Board  
Energy Resources Conservation and  
Development Commission  
Regional Water Quality Control Board  
San Francisco Bay Conservation and  
Development Commission  
Solid Waste Management Board  
State Coastal Conservancy  
State Lands Commission  
State Reclamation Board  
State Water Resources Control Board

(916) 445-5656

Department of Conservation  
Department of Fish and Game  
Department of Forestry  
Department of Navigation and  
Ocean Development  
Department of Parks and Recreation  
Department of Water Resources

THE RESOURCES AGENCY OF CALIFORNIA  
SACRAMENTO, CALIFORNIA

Lieutenant Colonel Svendsen  
U.S. Department of the Army  
HQ Presidio of San Francisco  
San Francisco, CA 94129

SEP 27 1979

Dear Colonel Svendsen:

The State of California has reviewed the report concerning the removal of excess railroad tracks in the Presidio of San Francisco, submitted through the Office of Planning and Research in the Governor's Office.

The State's review, in accordance with Part II of Office of Management and Budget Circular A-95, was coordinated with the Departments of Fish and Game, Parks and Recreation, Water Resources, Health Services, and Transportation; the Solid Waste Management and State Water Resources Control Boards; and the Coastal, San Francisco Bay, and State Lands Commissions.

Although we have no comment regarding this project, the State nevertheless appreciates having been given an opportunity to review the report.

Sincerely,

*James W. Burns*  
JAMES W. BURNS

Assistant Secretary for Resources

cc: Director of Management Systems  
Office of Planning and Research  
1400 Tenth Street  
San Francisco, CA 95814  
(SCH 79082807)





# Association of Bay Area Governments

Hotel Claremont • Berkeley, California 94705 • (415) 841-9730

August 21, 1979

LTC Svendsen  
Department of the Army  
Presidio of San Francisco  
San Francisco, CA 94129

Re: Removal of Excess Railroad on Presidio of San Francisco

The Association has received your notice concerning a federal development proposal in accordance with Part II of the OMB Circular A-95.

ABAG is designated as the Areawide Clearinghouse in accordance with Circular A-95 of the Office of Management and Budget. As a part of our responsibilities, we are asked to notify agencies which may be affected by or have an interest in your proposal. The purpose of this notification process is to promote coordination and avoid duplication of effort. By means of our bimonthly A-95 Newsletter we are notifying Bay Area local governments and certain public interest groups of your proposal. We will notify you immediately of any comments received as a result of the notification.

ABAG staff feels that your proposal is not in conflict with regional policies and will recommend that the Executive Board vote to clear your project without comment at the earliest possible meeting. Board meetings are normally on the third Thursday of each month. Following the meeting, staff will notify you on the status of your project. This will satisfy all areawide A-95 requirements.

If you have any questions concerning our A-95 procedures, please call our Clearinghouse staff at (415) 841-9730.

Sincerely,

Charles Q. Forester  
Director of Planning





DEPARTMENT OF THE ARMY  
HEADQUARTERS, PRESIDIO OF SAN FRANCISCO  
PRESIDIO OF SAN FRANCISCO, CALIFORNIA 94129

AFZM-FE-RE

10 August 1979

MEMORANDUM FOR ACTING CHIEF OF STAFF FOR SIXTH US ARMY

SUBJECT: Removal of Presidio Railroad Track

At DA and FORSCOM direction in 1977, PSF was to abandon the Army railroad on the Presidio. Through negotiations with the California State Historic Preservation Office, the City of San Francisco, the Golden Gate National Recreation Area, the National Park Service Western Region Historian, the Advisory Council of Historic Preservation, the Association of Bay Area Governments, the General Services Administration, the Sacramento District Engineer, the National Science Foundation and the PSF Historic Preservation Council, it was agreed that the National Radio Astronomy Observatory at Socorro, New Mexico, an element of the National Science Foundation, could remove and take all PSF rail except one single representative track. In mitigating the effect of removing an historical property, the selection of the track to be left in place was designated by the Regional and Post Historians. This was at the request of those agencies whose approval is required prior to undertaking a disposal which has been considered adverse, such as removal of the PSF tracks. The final execution of this agreement is about complete. The attached Memorandum For Record outlines the chronology of the removal actions.

DESMOND D. DEWEY  
Colonel, Infantry  
Acting Commander

Directorate of Facilities Engineering  
Presidio of San Francisco, California 94129

MEMORANDUM FOR THE RECORD

10 August 1979

SUBJ: Removal of Railroad Tracks from Presidio of San Francisco

1. The existing railroad on the Presidio of San Francisco is scheduled for removal by the end of August 1979, with the exception of one historical track, shown on map, Inclosure 1. The tracks, having been abandoned in favor of motor transport as the most economical for current and future freight transport requirements, are being removed as a result of the following actions:

Date	Action
23 Feb 1977	FORSCOM indicated existing PSF rail should be abandoned.
27 Mar 1978	Environmental Assessment of proposed removal of tracks was approved by this HDQ as not having an adverse effect on the environment.
17 May 1978	FORSCOM approved DA Form 337, which approved the disposal of the PSF railroad as excess property.
8 June 1978	State Historic Preservation Officer (SHPO) advised this HDQ, he considered the proposed removal of PSF railroad to be an adverse undertaking in accordance with "Procedures for Protection of Historic and Cultural Properties".
23 June 1978	Determination of Effect forwarded SHPO <del>and</del> described proposed undertaking, though adverse, to be substantial requirement by the Army, requesting consideration for compromise.
8 August 1978	<i>not used</i> <del>Obtained name of</del> contact at National Science Foundation (NSF) as representative of federal agency requiring excess rail trackage. (Kept this contact informed of progress in gaining approvals to hold his interest. Negotiated agreement that NSF would remove trackage at their cost and Army would repair road surface areas.)
19 Sept 1978	On advice of SHPO, held meeting with Western Region Historian for Nat Park Svc, General Suptd of GGNRA, Post Curator and representatives of this HDQ to mitigate a compromise. It was agreed a single track, representative of original railroad, would remain in place. Professional historian would be contracted to document historical significance of railroad with narrative and graphic exhibits.

Date	Action
14 Dec 1978	Requested funds from FORSCOM to hire historian for documenting historical properties on PSF. (Funds in the amount of \$90,000 were identified for this purpose and later frozen until status of PSF was satisfied. Latest word is this money is again available.)
25 Jan 1979	SHPO, as result of meeting held 19 Sept 1978, advised this HDQ should request Memo of Agreement with Advisory Council of Historic Preservation to proceed. SHPO in support of urgent requirement of NSF for obtaining the trackage <del>also</del> advised removal of the tracks could proceed as long as Army kept agreement to engage professional historians for documenting track and to retain one track in place.
2 Feb 1979	This HDQ requested District Engineer to effect transfer of PSF railroad to National Science Foundation, subject to retention of single track.
16 April 1979	Excess PSF railroad transferred by GSA to NSF to be used at National Radio Astronomy Observatory at Socorro, NM.
22 May 1979	This HDQ requested Memorandum of Agreement and approval of Advisory Council on Historic Preservation to proceed with removal of PSF trackage.
28 June 1979	Contract was let by NSF with Hefner Bros Trucking Co. to accomplish removal of PSF railroad with exception of one track. Removal of tracks to be accomplished by 31 August 1979.
23 July 1979	Advisory Council fwd Memo of Agreement, approving removal of railroad on PSF subject to conditions of the agreement, Inclosure 2.

2. The abandoned railroad trackage to have remained in place would conflict with the Presidio Master Plan as well as present hazardous conditions to the numerous cyclists riding through the Presidio.

  
 Fran Roberts  
 Realty Specialist



Advisory  
Council (C)  
Historic  
Preservation

FILE COPY  
FRAN

---

1522 K Street NW.  
Washington D.C.  
20005

---

July 23, 1979

Lt. Colonel Don F. Svendsen  
Facilities Engineer  
Headquarters, Presidio of San Francisco  
Department of the Army  
Presidio of San Francisco, California 94129

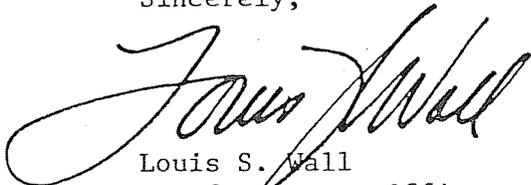
Dear Colonel Svendsen:

The Memorandum of Agreement for the removal of existing railroad tracks at the Presidio of San Francisco has been ratified by the Chairman of the Council. This document constitutes the comments of the Council required by Section 106 of the National Historic Preservation Act and completes compliance with the Council's regulations, "Protection of Historic and Cultural Properties" (36 CFR Part 800). A copy of the Agreement is enclosed.

In accordance with Section 800.6(c)(2) and 800.9(e) of the regulations, a copy of this Memorandum of Agreement should be included in any environmental assessment or statement prepared for this undertaking to meet requirements of the National Environmental Policy Act and should be retained in your records as evidence of compliance with Section 106 of the National Historic Preservation Act.

The Council appreciates your cooperation in reaching a satisfactory resolution of this matter.

Sincerely,



Louis S. Wall  
Chief, Western Office  
of Review and Compliance

Enclosures

- copies to:  
ERMID

July 2 NPS: ATTN: Tom Mulhern  
D. Knox Mellon

Lynn Thompson  
John Langelier  
MP  
FPS



Advisory  
Council on  
Historic  
Preservation

1522 K Street NW.  
Washington D.C.  
20005

MEMORANDUM OF AGREEMENT

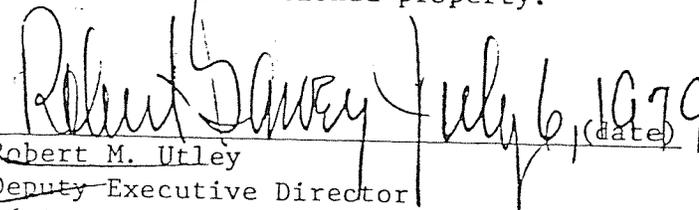
WHEREAS, the Department of the Army (Army) proposes to remove part of the railroad system that connects the Presidio to Fort Mason in San Francisco, California; and,

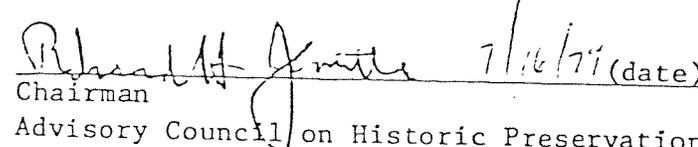
WHEREAS, the Army, in consultation with the California State Historic Preservation Officer (SHPO), has determined that this undertaking as proposed would have an adverse effect upon the Presidio of San Francisco, a property included in the National Register of Historic Places; and,

WHEREAS, pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. Sec. 470f, as amended, 90 Stat. 1320), Section 2(b) of Executive Order 11593, "Protection and Enhancement of the Cultural Environment," and Section 800.4(d) of the regulations of the Advisory Council on Historic Preservation (Council), "Protection of Historic and Cultural Properties" (36 CFR Part 800), the Army has requested the comments of the Council; and,

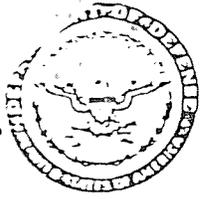
WHEREAS, pursuant to Section 800.6 of the Council's regulations, representatives of the Council, the Army and the California SHPO have consulted and reviewed the undertaking to consider feasible and prudent alternatives to avoid or satisfactorily mitigate the adverse effect;

NOW, THEREFORE, it is mutually agreed that the undertaking will be implemented in accordance with the attached proposal of May 22, 1979, from Lieutenant Colonel Don F. Svendsen, Corps of Engineers, Department of the Army, to satisfactorily mitigate and minimize adverse effects on the above-mentioned property.

  
Robert M. Utley  
Deputy Executive Director  
Advisory Council on Historic Preservation

  
Robert H. Smith  
Chairman  
Advisory Council on Historic Preservation





DEPARTMENT OF THE ARMY  
HEADQUARTERS, PRESIDIO OF SAN FRANCISCO  
PRESIDIO OF SAN FRANCISCO, CALIFORNIA 94129

MAY 22 1979

AFZM-FE-RE

Mr. Louis Wall  
Advisory Council on Historic Preservation  
P. O. Box 25085  
Denver, Colorado 80225

Dear Mr. Wall:

Reference is made to a copy of a proposed undertaking concerning removal of the existing railroad tracks on the Presidio of San Francisco, submitted for your information on 23 June 1978. Removal of the Presidio railway system, excess to Army's requirements, has been determined by the State Historic Preservation Officer (SHPO) to have an adverse effect on a property considered to have historical significance. A review of the proposed project was held with Mr. John Langellier, Post Curator, Mr. Gordon Chappell, Regional Historian for the Western Region National Park Service and Mr. Lynn Thompson, Superintendent of the Golden Gate National Recreation Area. These gentlemen and the SHPO agreed to approve the proposed disposal provided the following actions were taken and to this the Army has agreed:

a. The Army will engage a historian to identify and document the origin and history of the railroad on the Presidio, supplementing the written documentation with photographs and graphic evidence. The historical interpretation will include the association of the railroad with Fort Mason, the railroad tunnel and the 1915 Panama Exposition.

b. One pair of tracks will remain in place. The Post Curator in coordination with the Western Region National Park Service will indicate the selection of trackage to be retained.

c. The surplus trackage, such as rails, timbers, switches, etc. will be transferred for reuse by another federal agency.

This installation has been undergoing a base realignment study and funds for any major projects were frozen until the study had been completed, but we again have been assured by our headquarters that funds will be available for indentifying and preparing the required documentation of

AFZM-FE-RE  
Mr. Louis Wall

MAY 22 1979

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In view of the above, request a Memorandum of Agreement be prepared in accordance with Section 800.6 of the Advisory Council's Procedures for Protection of Historic and Cultural Properties, which will provide for the removal of all but the single, representative track. Respectfully request your approval for the project to proceed without delay as records and photographs will be retained for use by the historian. The National Science Foundation proposes to remove and collect the excess trackage at the same time they pick up other excess trackage in the bay area. The pickup is scheduled for June of this year.

The proposed disposal action has been assessed by the Army as having no adverse effect under the National Environmental Policy Act.

Sincerely,



DON F. SVENDSEN  
LTC, CE  
Facilities Engineer

Copies Furnished:

Dr. Knox Mellon  
SHPO  
Dept of Parks & Rec  
P.O. Box 2390  
Sacramento, CA 95811

Mr. Tom Mulhern  
National Parks Service  
Western Region, Box 36063  
San Francisco, CA 94102

Mr. Lynn Thompson  
Supertendent GGNRA  
Fort Mason, CA 94123

Council C  
Historic  
Preservation

1522 K Street NW.  
Washington D.C.  
20005

July 23, 1979

Lt. Colonel Don F. Svendsen  
Facilities Engineer  
Headquarters, Presidio of San Francisco  
Department of the Army  
Presidio of San Francisco, California 94129

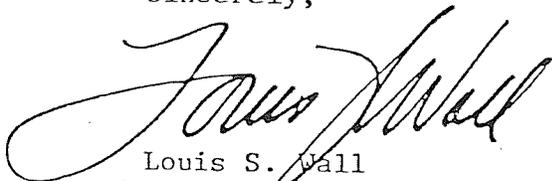
Dear Colonel Svendsen:

The Memorandum of Agreement for the removal of existing railroad tracks at the Presidio of San Francisco has been ratified by the Chairman of the Council. This document constitutes the comments of the Council required by Section 106 of the National Historic Preservation Act and completes compliance with the Council's regulations, "Protection of Historic and Cultural Properties" (36 CFR Part 800). A copy of the Agreement is enclosed.

In accordance with Section 800.6(c)(2) and 800.9(e) of the regulations, a copy of this Memorandum of Agreement should be included in any environmental assessment or statement prepared for this undertaking to meet requirements of the National Environmental Policy Act and should be retained in your records as evidence of compliance with Section 106 of the National Historic Preservation Act.

The Council appreciates your cooperation in reaching a satisfactory resolution of this matter.

Sincerely,



Louis S. Wall  
Chief, Western Office  
of Review and Compliance

Enclosures

CF:  
ERMD  
NPS, ATTN: Tom Mulhern  
Dr. Knox Mellon  
RE  
DA Ch, Engr  
Mr. William Kirkham

Dept of City Planning  
Lynn Thompson  
John Langellier  
MP  
EPS  
Cdr, FORSCOM  
Plan/Project Review Div

Cdr, 6th US Army



Advisory  
Council ( )  
Historic  
Preservation

FILE COPY  
FRAN

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1522 K Street NW.  
Washington D.C.  
20005

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July 23, 1979

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Facilities Engineer  
Headquarters, Presidio of San Francisco  
Department of the Army  
Presidio of San Francisco, California 94129

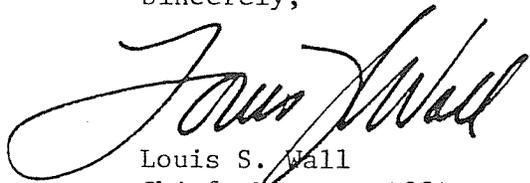
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Copies to:  
ERMD  
NPS: ATTN: Tom Mulhern  
Dr. Knox Mellon

Lynn Thompson  
John Langellier  
MP  
EPS  
RE



Historic  
Council  
Historic  
Preservation

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1522 K Street NW.  
Washington D.C.  
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July 23, 1979

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Facilities Engineer  
Headquarters, Presidio of San Francisco  
Department of the Army  
Presidio of San Francisco, California 94129

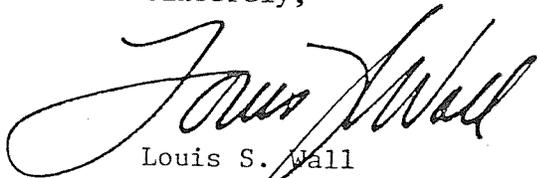
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Chief, Western Office  
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Enclosures



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Historic  
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MEMORANDUM OF AGREEMENT

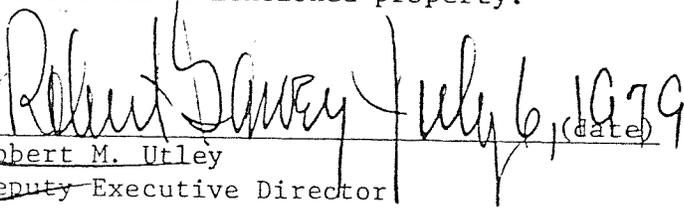
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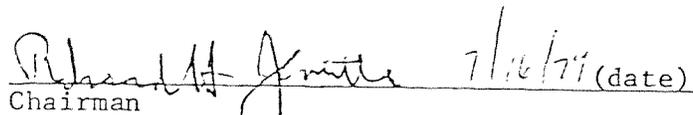
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Advisory Council on Historic Preservation

  
Robert H. J. Smith  
Chairman  
Advisory Council on Historic Preservation



DEPARTMENT OF THE ARMY  
HEADQUARTERS, PRESIDIO OF SAN FRANCISCO  
PRESIDIO OF SAN FRANCISCO, CALIFORNIA 94129



MAY 22 1979

AFZM-FE-RE

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Advisory Council on Historic Preservation  
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Denver, Colorado 80225

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AFZM-FE-RE  
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MAY 22 1979

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Sincerely,



DON F. SVENDSEN  
LTC, CE  
Facilities Engineer

Copies Furnished:  
Dr. Knox Mellon  
SHPO  
Dept of Parks & Rec  
P.O. Box 2390  
Sacramento, CA 95811

Mr. Tom Mulhern  
National Parks Service  
Western Region, Box 36063  
San Francisco, CA 94102

Mr. Lynn Thompson  
Supertendent GGNRA  
Fort Mason, CA 94123

## DEPARTMENT OF PARKS AND RECREATION

BOX 2390  
SACRAMENTO 95811

December 8, 1978

Mr. Gale B. Gregg  
Acting Facilities Engineer  
Headquarters, Presidio of San Francisco  
Presidio of San Francisco, CA 94129

Attention: Fran Roberts

Dear Mr. Gregg:

Thank you for the opportunity to provide comments for the proposed removal of railroad tracks at the Presidio of San Francisco, California.

Portions of the tracks are located on the Presidio and Fort Mason. The Presidio is a property listed as a National Historic Landmark; and Fort Mason is on the National Register of Historic Places. The tracks represent an integral element associated with the history of the military's transportation system in the San Francisco Bay area. Removal of the railroad tracks constitutes an adverse effect, 35 CFR 800.9 (a).

A Memorandum of Agreement is requested in accordance with the Advisory Council Procedures. Specifications for the MOA should include the following stipulations:

1. One line of tracks be retained in situ. The Western Region National Park Service and the Presidio Museum must be consulted to negotiate the selection of a singular track line for retention.
2. Surplus railroad trackage, such as rails, timbers, etc., could be presented to public agencies desiring to reuse the excess materials.
3. A comprehensive study of the Presidio railway system is requested to provide an archival documentation of the Army's contribution in accommodating the movement of military troops and supplies during World Wars I & II. The historical interpretation of the development of a railway system at the Presidio must include its association with Fort Mason, the railroad tunnel, and the 1915 Panama Exposition.

Mr. Gale E. Gregg  
Page Two  
December 8, 1978

4. The written narrative should be supplemented by graphic evidence. Graphic documentation should include historic photographs and maps as well as recent illustrations.
5. Removal of the tracks would not proceed until funding and approval for new development has been authorized for implementation.

As the State Historic Preservation Officer for California, I am concerned that the environmental approval for the disposition of the Presidio railroad tracks culminated in a lengthy delay. Compliance with the Advisory Council Procedures and Executive Order 11593 requires the cooperation of many individuals and agencies. Early consultation with professionals with expertise in cultural resources management must be included in the planning process. I request that the Presidio re-examine its internal environmental review procedures by adopting a standard policy of closer coordination with cultural resources specialists.

Please feel free to contact Eugene Itogawa of my staff, if you need any further assistance by calling (916) 322-8701.

Sincerely yours,

Original signed by  
Dr. Knox Mellon

Dr. Knox Mellon  
State Historic Preservation Officer  
Office of Historic Preservation

GI:pbp

cc: Louis S. Wall  
Advisory Council on Historic Preservation  
Box 25085  
Denver, CO 80225

Tom Mulhern  
National Park Service  
Western Region  
Box 36063  
San Francisco, CA 94102

MAY 22 1979

AFZM-FE-RE

REAL PROPERTY FILE COPY

Mr. Louis Wall  
Advisory Council on Historic Preservation  
P. O. Box 25085  
Denver, Colorado 80225

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JMK  
CH/RE  
CH/MP  
CH/EPS  
POST  
CURATOR  
DFAE  
EZMAY

AFZM-FE-RE  
Mr. Louis Wall

MAY 22 1979

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DON F. SVENDSEN  
LTC, CF  
Facilities Engineer

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Dr. Knox Mellon  
SHPO  
Dept of Parks & Rec  
P.O. Box 2390  
Sacramento, CA 95811

Mr. Tom Mulhern  
National Parks Service  
Western Region, Box 36063  
San Francisco, CA 94102

Mr. Lynn Thompson  
Supertendent CGNRA  
Fort Mason, CA 94123

10 MAY 1979

## MEMORANDUM FOR RECORD

SUBJECT: Disposal of the Presidio Railroad

1. Proposed removal of excess railroad tracks on the Presidio was determined an adverse action by regional and state historians. As a mitigating action, this headquarters agreed a single track as designated by the Post Curator would remain in place; a historian would be engaged to provide an archival documentation of the rail systems contribution in movement of troops, its association with Fort Mason and the 1915 Panama Exposition; and the surplus trackage, when removed, would be transferred to a federal or public agency. The State Historic Preservation Officer (SHPO) agreed to support the Army in proceeding with removal of the tracks prior to documentation, provided the Army signed an agreement assuring the above requirements would be accomplished.

2. The transfer of the surplus trackage to the National Science Foundation has been accomplished, Inclosure 1, and the tracks are scheduled to be removed sometime in June of this year. This installation has the responsibility of repairing paved areas when the track is removed.



FRAN ROBERTS  
Realty Specialist

1 Inc  
as

CF:  
DFAE  
DIO, ATTN: Ch, Transportation Div  
DCO  
CDR  
PM



ROUTING AND TRANSMITTAL SLIP		ACTION	
1 TO <u>Dep DEAE</u>	MAY 01 1979	INITIALS G	CIRCULATE
		DATE	COORDINATION
2 <u>DEAE</u>		INITIALS DP	FILE
		DATE May	INFORMATION
3 EPS - RE		INITIALS	NOTE AND RETURN
		DATE	PER CON - VERSATION
4		INITIALS	SEE ME
		DATE	SIGNATURE

**REMARKS**

Our railroad has been transferred to National Science Foundation (except for that single track that is to represent the historical memorial) National Science Foundation will take up the track and transport it to their installation in New Mexico.

HOWZAT??

*From*  
ZATS FINE! CONGRATS!

*HOWSABOUT a memo to DEO/CO for info. We need*

*Do NOT use this form as a RECORD of approvals, concurrences, disapprovals, clearances, and similar actions*

FROM

*to land your success to the Also, notify B&G Div*

DATE  
MAY 01 1979

PHONE

OPTIONAL FORM 41  
AUGUST 1967  
GSA FPMR (41CFR) 100-11.206

W.G.P.O. : 1969 OF-352-829 5041-101

*that repair/paving will be required when tracks are removed. They must budget for work.*



**TRANSFER ORDER  
 EXCESS PERSONAL PROPERTY**

1 ORDER NO  
**7902719**  
 2 DATE

3 TO: GENERAL SERVICES ADMINISTRATION\*  
 Personal Property Division  
 9FWU, M/S 26  
 San Francisco, CA 94105

4 ORDERING AGENCY (Full name and address)\*  
 National Science Foundation  
 1800 G Street, N.W.  
 Washington, DC 20550

5 HOLDING AGENCY (Name and address)\*  
 U.S. Army Engineer District, SPKRE-M  
 650 Capitol Mall *Allen Mary Coppedge*  
 Sacramento, CA 95814

6 SHIP TO (Consignee and destination)\*  
 National Radio Astronomy Observatory  
 Socorro, NM 87801

7 LOCATION OF PROPERTY  
 Presidio of San Francisco  
 San Francisco, CA

8 SHIPPING INSTRUCTIONS  
 Consignee will arrange for shipment  
 Call Robert Dorr, (VLA) Commercial  
 505-835-2922

9 ORDERING AGENCY APPROVAL  
 A SIGNATURE *Charles W. Frost, Jr.*  
 CHARLES W. FROST, JR.  
 C. TITLE PROPERTY OFFICER

10 APPROPRIATION SYMBOL AND TITLE  
 B. DATE 10/16/79  
 11 ALLOTMENT  
 12 GOVERNMENT B/L NO.

13 PROPERTY ORDERED

GSA AND HOLDING AGENCY NOS. (a)	ITEM NO. (b)	DESCRIPTION (Include noun name, FSC Group and Class, Condition Code and, if available, National Stock Number) (c)	UNIT (d)	QUANTITY (e)	ACQUISITION COST	
					UNIT (f)	TOTAL (g)
99 024 034	1	Railroad Trackage - Steel rails (75 lbs/yd) 11,514 track feet 311.5 tons	03 Lot	Lot 1		\$69,245
99 024 035	2	Ties (wood) (8.5 ft. long, 118.8 lbs/tie) 8,722 ties - 518 tons	03 ea Lot	8722 1		52,232
99 024 026	3	9 Switches	03 ea Lot	9 1		4,500
						<u>125,977</u>

Title to the property will remain with the Government.

*R. E. Dorr*  
 R. E. Dorr, Business Manager  
 VLA Project AST 7908925

14. GSA APPROVAL  
 A. SIGNATURE *Theodore Offner*  
 THEODORE OFFNER  
 B. TITLE UTILIZATION SPECIALIST  
 C. DATE 4-16-79

FOR GSA USE ONLY	AGENCY AND LOCATION		FSC	CONDITION	SOURCE CODE
	AGENCY	STATE			

\*Include ZIP Code  
 556-2728  
 525 marker





DEPARTMENT OF THE ARMY  
HEADQUARTERS, PRESIDIO OF SAN FRANCISCO  
PRESIDIO OF SAN FRANCISCO, CALIFORNIA 94129

2 FEB 1979

AFZM-FE-ERP

SUBJECT: Disposal of Railroad Tracks on the Presidio of San Francisco

District Engineer  
US Army Engineer District, Sacramento  
Corps of Engineers  
ATTN: SPKRE-M  
650 Capitol Mall  
Sacramento, CA 95814

1. Reference DA Form 337, Request for Approval of Disposal of Buildings and Improvements, dated 2 February 1978, requesting FORSCOM approval for disposing of rail trackage on the Presidio and 1st Indorsement dated 17 May 1978, granting that approval, Incl 1.
2. Because of historical significance, it has been agreed a single track to be designated by the Post Curator will remain in place. All other trackage totaling approximately 9,214 track feet are available for transfer to another agency. The National Science Foundation has indicated a need for the tracks through Mr. Robert Dorr representing that agency. Mr. Dorr's business address is as follows:

Robert E. Dorr  
Business Manager, VLA Project  
National Radio Astronomy Observatory  
P.O. Box 9  
Socorro, New Mexico 87801

AFZM-FE-ERP

SUBJECT: Disposal of Railroad Tracks on the Presidio of San Francisco

3. Mr. Dorr has established priority for his agency with GSA. He has inspected the trackage and agreed his agency will remove and transport the tracks to the Socorro location where they will be used in construction of the world's largest astronomy observatory. Because of the urgency in acquiring the tracks for the Socorro project, request priority and the most immediate means for accomplishing the transfer.

4. Removal of the railroad trackage and ties is to be coordinated with the Chief of Buildings and Grounds at the Presidio of San Francisco, Mr. Maynard Ashley, who may be contacted on (415) 561-4459.

FOR THE COMMANDER:



DON F. SVENDSEN  
LTC, CE  
Facilities Engineer

1 Incl (dup)  
as

CF: Mr. Robert Dorr w/o Incl  
VLA Project  
National Radio Astronomy Observatory  
P.O. Box 9  
Socorro, New Mexico 87801

**REQUEST FOR APPROVAL OF  
DISPOSAL OF BUILDINGS AND IMPROVEMENTS**  
(AR 403-90)

DATE  
2 FEB 1978

NAME OF INSTALLATION  
Presidio of San Francisco

LOCATION  
San Francisco, California

ACCOUNTABLE OFFICER  
FRAN M. ROBERTS  
Accountable Prop Ofcr

POST NO.

DESIGNATION AND DESCRIPTION  
(Include information on installed property to be removed prior to disposal)

TYPE OF CONSTRUCTION\*

ORIGINAL COST & YEAR BUILT  
(Estimate if not known)

RAILROAD TRACKAGE - Category Code: 860 10  
Steel Rails (75 lbs/yd, 500 lbs/20 ft section)  
11,514 Track Feet - 311.5 Tons

TIES (wood) (8.5 ft long or 3.3 cf each)  
(118.8 lbs/tie) (14 ties/20 ft section)  
8,722 Ties - 518 Tons

SWITCHES: 9

CONDITION: Good

LOCATION: Presidio of San Francisco, California

P

\$69,245.23  
(1914)

TOTAL COST

\$69,245.23

CONTINUE ON ADDITIONAL SHEETS IF NECESSARY

\* P - Permanent    S - Semi-permanent    T - Temporary    (See AR 420-70)

DA FORM 337  
1 MAY 59

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

INCL 1

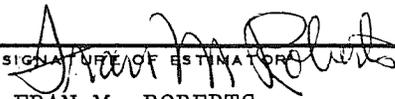
REMARKS (Include conditions prompting disposal, and indicate whether land on which property is located is leased or government-owned)

1. Railroad trackage is located on government-owned property at the Presidio of San Francisco, California.
2. The rail trackage will be rendered useless for a period of approximately two (2) years by a City sewage project which requires removal of the rail spur connecting the Presidio of San Francisco with Fort Mason. A study on existing and projected use prompted a DA decision to discontinue the rail transport system in favor of motor freight.
3. Disposal of salvaged materials will be by the District Engineer in accordance with AR 405-90, 29 July 1974.
4. A determination of effect by the undertaking has been forwarded to the State Historic Preservation Officer for comment. Though the undertaking will have an adverse effect on the historic qualities of the Presidio of San Francisco, through applied criteria, it was determined to proceed because of mitigating circumstances.
5. An environmental assessment, Inclosure 1, has been prepared for your review.
6. In the event the District Engineer is unsuccessful in disposing of the salvageable materials through sale or transfer, the tracks would be abandoned in place with further disposition being dependent on the availability of funds for removal by contract.

THE ESTIMATED TOTAL SALE VALUE OF THE PROPERTY

IS  IS NOT IN EXCESS OF \$25,000.

SIGNATURE OF ESTIMATOR

  
FRAN M. ROBERTS

Accountable Property Officer

TYPED NAME, GRADE, AND ORGANIZATION OF FINAL APPROVING AUTHORITY

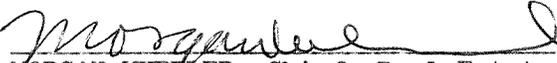
R. D. COLLINS, ACTG CHIEF, CONSTR DIV, ENGR

SIGNATURE



FINAL DISPOSITION OF PROPERTY

Railroad trackage transferred to the National Science Foundation by Transfer Order 7902719 dated 16 April 1979.

  
MORGAN WHEELER, Chief, Real Estate Division  
US Army Engineer District, Sacramento

AFEN-CDR (5 May 78) 1st Ind  
SUBJECT: Request for Approval of Removal of Railroad Trackage on  
Presidio of San Francisco, California

HQ, FORSCOM, Fort McPherson, GA 30330

17 MAY 1978

TO: Commander, Presidio of San Francisco, ATTN: AFZM-FE, Presidio  
of San Francisco 94129

Approved.

FOR THE COMMANDER:



RUSSELL A. GLENN  
Colonel, CE  
Engineer

2 Incl  
wd 1 cy incl 1

1000 12

ES



SPKRE-M (2 Feb 79) 1st Ind

SUBJECT: Disposal of Railroad Tracks on the Presidio of San Francisco

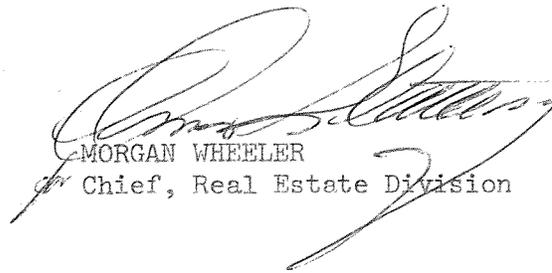
DA, Sacramento District, Corps of Engineers, 650 Capitol Mall, Sacramento,  
California 95814 27 April 1979

TO: Headquarters, Presidio of San Francisco, ATTN: AFZM-FE-ERP, Presidio  
of San Francisco, California 94129

Inclosed is completed DA Form 337. Also inclosed is the Transfer Order  
transferring the railroad trackage to the National Science Foundation.

FOR THE DISTRICT ENGINEER:

2 Incl  
wd dupe cy incl 1  
2. Transfer Order



MORGAN WHEELER  
Chief, Real Estate Division



SPKRE-M (2 Feb 79) 1st Ind  
SUBJECT: Disposal of Railroad Tracks on the Presidio of San Francisco

DA, Sacramento District, Corps of Engineers, 650 Capitol Mall, Sacramento,  
California 95814 27 April 1979

TO: Headquarters, Presidio of San Francisco, ATTN: AFZM-FE-ERP, Presidio  
of San Francisco, California 94129

Inclosed is completed DA Form 337. Also inclosed is the Transfer Order  
transferring the railroad trackage to the National Science Foundation.

FOR THE DISTRICT ENGINEER:

2 Incl  
wd dupe cy incl 1  
2. Transfer Order

MORGAN WHEELER  
Chief, Real Estate Division



**STANDARD FORM 122**

JUNE 1974  
 GENERAL SERVICES  
 ADMINISTRATION  
 FPMR (41 CFR) 101-32.306  
 FPMR (41 CFR) 101-43.315

**TRANSFER ORDER  
 EXCESS PERSONAL PROPERTY**

1. ORDER NO.

7902719

2. DATE

3. TO: <b>GENERAL SERVICES ADMINISTRATION*</b> Personal Property Division 9FWU, M/S 26 San Francisco, CA 94105		4. ORDERING AGENCY (Full name and address)* National Science Foundation 1800 G Street, N.W. Washington, DC 20550	
5. HOLDING AGENCY (Name and address)* U.S. Army Engineer District, SPKRE-M 650 Capitol Mall <i>Allen Mary Coppedge</i> Sacramento, CA 95814		6. SHIP TO (Consignee and destination)* National Radio Astronomy Observatory Socorro, NM 87801	
7. LOCATION OF PROPERTY Presidio of San Francisco San Francisco, CA		8. SHIPPING INSTRUCTIONS Consignee will arrange for shipment Call Robert Dorr, (VLA) Commercial 505-835-2922	
9. ORDERING AGENCY APPROVAL		10. APPROPRIATION SYMBOL AND TITLE	
A. SIGNATURE <i>Charles W. Frost Jr.</i> <b>CHARLES W. FROST, JR.</b>	B. DATE		
C. TITLE <b>PROPERTY OFFICER</b>		11. ALLOTMENT	12. GOVERNMENT B/L NO.

13. **PROPERTY ORDERED**

GSA AND HOLDING AGENCY NOS. (a)	ITEM NO. (b)	DESCRIPTION (Include noun name, FSC Group and Class, Condition Code and, if available, National Stock Number) (c)	UNIT (d)	QUANTITY (e)	ACQUISITION COST	
					UNIT (f)	TOTAL (g)
9-D-CA-778-C 99 024 034	1	2250 - Railroad Trackage - Steel rails (75 lbs/yd) 11,514 track feet 311.5 tons	03 Lot	Lot 1		\$69,245
99 024 035	2	Ties (wood) (8.5 ft. long, 118.8 lbs/tie) 8,722 ties - 518 tons	03 ea Lot	8722 1		52,232
99 024 <sup>3</sup> 026	3	9 Switches	03 ea Lot	9 1		4,500
						<b>125,977</b>

Title to the property will remain with the Government.

*R. E. Dorr*  
 R. E. Dorr, Business Manager  
 VLA Project AST 7908925

14. GSA APPROVAL		A. SIGNATURE <i>Theodore Offner</i> <b>THEODORE OFFNER</b>		B. TITLE <b>UTILIZATION SPECIALIST</b>		C. DATE 4-16-79
FOR GSA USE ONLY	AGENCY AND LOCATION		FSC	CONDITION	SOURCE CODE	
	AGENCY	STATE				

\*Include ZIP Code



## DEPARTMENT OF PARKS AND RECREATION

P.O. BOX 2390  
SACRAMENTO 95811

(916) 445-8006

JAN 25 1979

Don F. Svendsen, Lt. Col.  
LTC, CE Facilities Engineer  
Headquarters, Presidio of San Francisco  
San Francisco, CA 94129

Attention Ms. Fran Roberts

Dear Lt. Col. Svendsen:

I have received your letter of January 10, 1979 regarding the proposed removal of certain railroad tracks at the Presidio of San Francisco, a property listed on the National Register of Historic Places.

Removal of the tracks represents an adverse effect. A Memorandum of Agreement is, therefore, requested in accordance with the provisions specified in our letter of December 8, 1978. Your office should notify the Advisory Council by requesting the preparation of a Memorandum of Agreement in a timely manner. My staff shall also advise the Council to anticipate an official request for a Memorandum of Agreement acknowledging that the Facility Engineer coordinate implementation of the Memorandum of Agreement provisions with the Post Curator and other cultural resources specialists. Coordination with the Post Curator is especially advised for considering the retention of a pair of tracks or a pair of rails. Your letter of January 10, 1979 suggests that the Presidio is considering the possibility of retaining one pair of tracks.

Please do not hesitate to contact Jeffrey Bingham at (916) 322-8701 should you require further assistance in this matter.

Sincerely yours,

  
Dr. Knox Mellon  
State Historic Preservation Officer  
Office of Historic Preservation

G-3312C

cc: Mr. Louis Wall  
Advisory Council on Historic Preservation  
P. O. Box 25085  
Denver, Colorado 80225

Mr. Tom Mulhern, National Park Service  
Western Region, Box 36063  
San Francisco, CA 94102







DEPARTMENT OF THE ARMY  
HEADQUARTERS, PRESIDIO OF SAN FRANCISCO  
PRESIDIO OF SAN FRANCISCO, CALIFORNIA 94129

AFZM-FE

14 DEC 1978

SUBJECT: Environmental Program Funds, OMA FY 79

Commander  
US Army Forces Command  
ATTN: AFEN-EQ  
Fort McPherson, GA 30330

1. Reference: MSG, FORSCOM, AFEN-EQ, 24 November 1978, above subject.
2. Presidio of San Francisco (PSF) requests that FORSCOM release funds for three required archaeological and historical studies on PSF. These include the following projects:
  - a. Nomination to the Federal Register of best known or potentially historic buildings and facilities and securing archives for twentieth century buildings on PSF. Estimated cost: \$20,000.
  - b. A structural analysis specific for the Funston Avenue houses. The study would list the condition and period of the parts of the houses, the restoration and repair needed, and the cost of such restoration and repair. Estimated cost: \$58,000.
  - c. Archaeological Survey to prove or refute the reported Indian burial grounds at PSF Transportation Motor Pool. Estimated Cost: \$20,000.
3. The funds requested will be obligated within 90 days after receipt of FAD.

FOR THE COMMANDER:

DON F. SVENDSEN  
LTC, CE  
Facilities Engineer

CF:  
Master Planning Br.  
CPO

MFR: Funds in the amount of \$90,000 have been received for identifying and documenting historical sites property on the Presidio. The RR tracks will be included in the study. CPO info 7 Roberts, Pity Spec.



## DEPARTMENT OF PARKS AND RECREATION

P.O. BOX 2390  
SACRAMENTO 95811



December 8, 1978

Mr. Gale B. Gregg  
Acting Facilities Engineer  
Headquarters, Presidio of San Francisco  
Presidio of San Francisco, CA 94129

Attention: Fran Roberts

Dear Mr. Gregg:

Thank you for the opportunity to provide comments for the proposed removal of railroad tracks at the Presidio of San Francisco, California.

Portions of the tracks are located on the Presidio and Fort Mason. The Presidio is a property listed as a National Historic Landmark; and Fort Mason is on the National Register of Historic Places. The tracks represent an integral element associated with the history of the military's transportation system in the San Francisco Bay area. Removal of the railroad tracks constitutes an adverse effect, 36 CFR 800.9 (a).

A Memorandum of Agreement is requested in accordance with the Advisory Council Procedures. Specifications for the MOA should include the following stipulations:

1. One line of tracks be retained in situ. The Western Region National Park Service and the Presidio Museum must be consulted to negotiate the selection of a singular track line for retention.
2. Surplus railroad trackage, such as rails, timbers, etc., could be presented to public agencies desiring to reuse the excess materials.
3. A comprehensive study of the Presidio railway system is requested to provide an archival documentation of the Army's contribution in accommodating the movement of military troops and supplies during World Wars I & II. The historical interpretation of the development of a railway system at the Presidio must include its association with Fort Mason, the railroad tunnel, and the 1915 Panama Exposition.

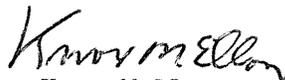
Mr. Gale B. Gregg  
Page Two  
December 8, 1978

4. The written narrative should be supplemented by graphic evidence. Graphic documentation should include historic photographs and maps as well as recent illustrations.
5. Removal of the tracks would not proceed until funding and approval for new development has been authorized for implementation.

As the State Historic Preservation Officer for California, I am concerned that the environmental approval for the disposition of the Presidio railroad tracks culminated in a lengthy delay. Compliance with the Advisory Council Procedures and Executive Order 11593 requires the cooperation of many individuals and agencies. Early consultation with professionals with expertise in cultural resources management must be included in the planning process. I request that the Presidio re-examine its internal environmental review procedures by adopting a standard policy of closer coordination with cultural resources specialists.

Please feel free to contact Eugene Itogawa of my staff, if you need any further assistance by calling (916) 322-8701.

Sincerely yours,



Dr. Knox Mellon  
State Historic Preservation Officer  
Office of Historic Preservation

GI:pbp

cc: Louis S. Wall  
Advisory Council on Historic Preservation  
Box 25085  
Denver, CO 80225

Tom Mulhern  
National Park Service  
Western Region  
Box 36063  
San Francisco, CA 94102



# United States Department of the Interior

NATIONAL PARK SERVICE

WESTERN REGION

450 GOLDEN GATE AVENUE, BOX 36063  
SAN FRANCISCO, CALIFORNIA 94102

IN REPLY REFER TO:

H30  
(WR)RC

November 9, 1978

Lieutenant Colonel Don F. Svendsen  
Corps of Engineers  
Facilities Engineer  
Headquarters, Presidio of San Francisco  
Presidio of San Francisco, CA 94129

Dear Colonel Svendsen:

Having returned from two trips which kept me out of town over a period of several weeks, I found your letter of October 18, reference removal of railroad tracks within the Presidio of San Francisco. I have found a 1936 map which shows one main track and a siding in the area in question. I would also note that historically some change in rail facilities in the form of addition and removal of side tracks was a part of normal operation and that historic maps indicate that, although there was a single track in that locality fairly early, additional tracks were added at some later date.

I would urge that the Presidio expedite completion of a thoroughly documented National Register form, addressing qualities of significance in considerable depth. One of the problems in clearing removal of some of these tracks is that historical data on them simply has not yet been adequately researched, which makes a determination of effect especially difficult. The Presidio Historical Officer could no doubt produce the thorough documentation that is needed if assigned to that task. We would be happy to provide all data available to us should the Presidio be interested. One of our Denver Service Center Research Historians has accomplished research on some limited aspects of Presidio history as a part of a general Historic Resources Study of Golden Gate National Recreation Area, whose boundaries, of course, include all of the Presidio.

Sincerely yours,

Gordon S. Chappell  
Regional Historian  
Division of Cultural Resource  
Management, Western Region

cc: General Superintendent, Golden Gate



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
WESTERN REGIONAL OFFICE  
450 GOLDEN GATE AVENUE, BOX 36063  
SAN FRANCISCO, CALIFORNIA 94102

OFFICIAL BUSINESS  
PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID  
U. S. DEPARTMENT OF INTERIOR  
INT-417



Lieutenant Colonel Don F. Svendsen  
Corps of Engineers  
Facilities Engineer  
Headquarters, Presidio of San Francisco  
Presidio of San Francisco, CA 94129



# DISPOSITION FORM

For use of this form, see AR 340-15, the proponent agency is TAGCEN.

REFERENCE OR OFFICE SYMBOL	SUBJECT
AFZM-FE-ERP	Mitigating Compromise in Removal of PSF Railroad

TO  
Post Curator & Historian  
ATTN: Mr. John Langellier  
Bldg T-2 PSF

FROM  
DFAE

DATE 18 OCT 1978 CMT 1

Ms Roberts/ki/3042

Reference a meeting and on site review between Mr. Landon, Master Planner for the Presidio of San Francisco and Mr. Lynn Thompson, General Superintendent for the Golden Gate National Recreation Area regarding removal of railroad tracks within the Presidio of San Francisco. An agreement was reached permitting removal of all trackage within the Presidio with the exception of one track as shown on Inclosure 1, which will be retained as historical property. Gaining your concurrence that retention and preserving the single track shown on Incl 1, would satisfactorily mitigate the adverse effect of complete track removal, a Memorandum of Agreement will be forwarded for acceptance by the State Historic Preservation Officer and review by Chairman of the Advisory Council in accordance with Section 800.6 of the Advisory Council's Procedures for Protection of Historic and Cultural Properties.

Please indicate your concurrence and /or comments of the proposed action.

1 Incl  
as

  
DON F. SVENDSEN  
LTC, CE  
Facilities Engineer

Concur with the above action as outlined in Incl 1. Possible future historic use would be facilitated through this course of action.

  
John P. Langellier  
Curator/Historian  
Presidio Army Museum



AFZM-FE-ERP

Post Curator & Historian  
ATTN: Mr. J. Langellier

Historical Documentation of Railroad on  
Presidio of San Francisco

DFAE

DATE 18 Nov 78

NOV 20 1978

Roberts/geh/3198

1. Reference letter H30 (WR)RC, US Department of Interior, National Park Service, Western Region, 9 November 1978, Incl 1.
2. Request subject documentation addressed in second paragraph of reference letter be prepared as expeditiously as possible so that a copy might be incorporated with proposed memorandum of agreement to be forwarded the State Historic Preservation Officer (SHPO). The Regional Historian, Mr. Chappell has indicated he has documentation that only a single pair of rails was originally constructed on the Presidio and that track may be the only one with historical significance. He has indicated that back-up data to that effect would hasten a decision on the part of the SHPO and Advisory Council in clearing the way to remove other trackage from the Presidio. Please provide this office with a copy of the above documentation as soon as possible.

DON F. SVENDSEN  
LTC, CE  
Facilities Engineer

ACUION OF THE U.S. COINTEL COPY



*Chappell Fran*



# United States Department of the Interior

NATIONAL PARK SERVICE

WESTERN REGION

450 GOLDEN GATE AVENUE, BOX 36063  
SAN FRANCISCO, CALIFORNIA 94102

IN REPLY, REFER TO:

H30  
(WR)RC

November 9, 1978

Lieutenant Colonel Don F. Svendsen  
Corps of Engineers  
Facilities Engineer  
Headquarters, Presidio of San Francisco  
Presidio of San Francisco, CA 94129

Dear Colonel Svendsen:

Having returned from two trips which kept me out of town over a period of several weeks, I found your letter of October 18, reference removal of railroad tracks within the Presidio of San Francisco. I have found a 1936 map which shows one main track and a siding in the area in question. I would also note that historically some change in rail facilities in the form of addition and removal of side tracks was a part of normal operation and that historic maps indicate that, although there was a single track in that locality fairly early, additional tracks were added at some later date.

I would urge that the Presidio expedite completion of a thoroughly documented National Register form, addressing qualities of significance in considerable depth. One of the problems in clearing removal of some of these tracks is that historical data on them simply has not yet been adequately researched, which makes a determination of effect especially difficult. The Presidio Historical Officer could no doubt produce the thorough documentation that is needed if assigned to that task. We would be happy to provide all data available to us should the Presidio be interested. One of our Denver Service Center Research Historians has accomplished research on some limited aspects of Presidio history as a part of a general Historic Resources Study of Golden Gate National Recreation Area, whose boundaries, of course, include all of the Presidio.

Sincerely yours,

SIGNED Gordon S. Chappell

Gordon S. Chappell  
Regional Historian  
Division of Cultural Resource  
Management, Western Region

cc: General Superintendent, Golden Gate



18 OCT 1978

AFZM-FE-ERP

Mr. Gordon Chappell  
Regional Historian  
National Park Service Western Region  
450 Golden Gate Avenue, Box 36063  
San Francisco, CA 94102

Dear Mr. Chappell:

Reference a meeting and on site review between Mr. Landon, Master Planner for the Presidio of San Francisco and Mr. Lynn Thompson, General Superintendent for the Golden Gate National Recreation Area regarding removal of railroad tracks within the Presidio of San Francisco. An agreement was reached permitting removal of all trackage within the Presidio with the exception of one track as shown on Inclosure 1, which will be retained as historical property. Gaining your concurrence that retention and preserving the single track shown on Incl 1, would satisfactorily mitigate the adverse effect of complete track removal, a Memorandum of Agreement will be forwarded for acceptance by the State Historic Preservation Officer and review by Chairman of the Advisory Council in accordance with Section 800.6 of the Advisory Council's Procedures for Protection of Historic and Cultural Properties.

Please indicate your concurrence and/or comments of the proposed action.  
Sincerely,

1 Incl  
as

DON F. SVENDSEN  
LTC, CE  
Facilities Engineer

MFR: This action is an attempt to mitigate objections by the Regional Historian, NPS and the Post Curator in removal of the excess railroad trackage on the Presidio of San Francisco. The Historians contend the trackage played an important part of Presidio history during World Wars I and II in serving to transport men and supplies from and to dockside, therefore removal would constitute an adverse undertaking in accordance with Section 106 of the National Historic Preservation Act. The Superintendent of the GGNRA feels it important to retain one visual track as a contender in justifying to Marina residents, the requirement for replacement of trackage between Ft. Mason and the Presidio when the big sewer is completed. The Presidio Commander is willing to make this compromise.

FRAN ROBERTS/Realty Spec.

ERI  
MI  
EPA  
see  
DCC  
CDE  
DFAE  
1300



18 OCT 1978

AFZM-FE-ERP

Mitigating Compromise in Removal of PSF Railroad

Post Curator & Historian  
ATTN: Mr. John Langellier  
Bldg T-2 PSF

DFAE

Ms Roberts/ki/3042

Reference a meeting and on site review between Mr. Landon, Master Planner for the Presidio of San Francisco and Mr. Lynn Thompson, General Superintendent for the Golden Gate National Recreation Area regarding removal of railroad tracks within the Presidio of San Francisco. An agreement was reached permitting removal of all trackage within the Presidio with the exception of one track as shown on Inclosure 1, which will be retained as historical property. Gaining your concurrence that retention and preserving the single track shown on Incl 1, would satisfactorily mitigate the adverse effect of complete track removal, a Memorandum of Agreement will be forwarded for acceptance by the State Historic Preservation Officer and review by Chairman of the Advisory Council in accordance with Section 800.6 of the Advisory Council's Procedures for Protection of Historic and Cultural Properties.

*JM*  
ERP  
*J*  
MP  
*J*  
EPS  
*ee*  
DFO

Please indicate your concurrence and /or comments of the proposed action.

*\*  
CDR

1 Incl  
as

DON F. SVENDSEN  
LTC, GE  
Facilities Engineer

*DL*  
DFAE  
1300

MFR: This action is an attempt to mitigate objections by the Regional Historian, NPS and the Post Curator in removal of the excess railroad trackage on the Presidio of San Francisco. The Historians contend the trackage played an important part of Presidio during World Wars I and II in serving to transport men and supplies from and to dockside, therefore removal would constitute an adverse undertaking in accordance with Section 106 of the National Historic Preservation Act. The Superintendent of the GGNRA feels it important to retain one visual track as a contender in justifying to Marina residents, the requirement for replacement of the trackage between Ft. Mason and the Presidio when the big sewer is completed. The Presidio Commander is willing to make this compromise.

*JMR*  
FRAN ROBERTS  
Realty Specialist



AFZH-FF-ERP

18 OCT 1978

Mr. Lynn H. Thompson  
General Superintendent  
Golden Gate National Recreation Area  
Building 201, Fort Mason  
San Francisco, CA 94123

Dear Mr. Thompson:

Reference a meeting and on site review between Mr. Landon, Master Planner for the Presidio of San Francisco and yourself regarding removal of railroad tracks within the Presidio of San Francisco. An agreement was reached permitting removal of all trackage within the Presidio with the exception of one track as shown on Inclosure 1, which will be retained as historical property. This information has been forwarded to Mr. Chappell, Regional Historian and Mr. Langellier, Post Curator. Gaining their concurrence that retention and preserving the single track shown on Incl 1, would satisfactorily mitigate the adverse effect of complete track removal, a Memorandum of Agreement will be forwarded for acceptance by the State Historic Preservation Officer and review by Chairman of the Advisory Council in accordance with Section 500.6 of the Advisory Council's Procedures for Protection of Historic and Cultural Properties.

Please indicate your concurrence and/or comments of the proposed action.

Sincerely yours,

1 Incl  
As stated

DOM F. SVENDSEN  
LTC, CE  
Facilities Engineer

MFR: This action is an attempt to mitigate objections by the Regional Historian, NPS and the Post Curator in removal of the excess railroad trackage on the Presidio of San Francisco. The Historians contend the trackage played an important part of Presidio history during World Wars I and II in serving to transport men and supplies to and from dockside; therefore, removal would constitute an adverse undertaking in accordance with Section 106 of the National Historic Preservation Act. The Superintendent of the GGNRA feels it important to retain one visual track as a contender in justifying to Marina residents, the requirement for replacement of trackage between Ft. Mason and the Presidio when the big sewer is completed. The Presidio Commander is willing to make this compromise.

FRAN ROBERTS, Realty Specialist

RETURN TO REAL ESTATE BR, BLDG 283, DFAE

JMI

ERP

[Signature]

MP

[Signature]

EPS

see

DCO

[Signature]

CDR

[Signature]

DFAE

130



NOTE TO BE INCLUDED IN MEASURED/SCALED DRAWINGS OF RR

Railroad constructed on the Presidio of San Francisco, Fort Mason and within the government owned right-of-way between the two forts is a standard gauge with 75 lb rails constructed according to the standards of the American Railway Engineering Association.

INCL



# The Army Real Estate Records Collection Separation Sheet

Army Accession No. ADPWEMR-16 GOGA Catalog No. 35338

The following material has been removed due to size or other unique storage need:

Description of Item(s): Oversize  
Master Plan  
Basic Information Maps  
General Road and Railroad Map  
1 Mar 77  
7 of 21

Item(s) Now Filed: <sup>05</sup> Drawer 339  
From B54F12

Separated By: MTM

Separation Date: 12/9/08



DFAE

Date

18 Aug 78

ROUTING AND TRANSMITTAL SLIP

TO: (Name, office symbol, room number, building, Agency/Post) Initials Date

1. ~~DCO~~ Initials: *AB*

2. ~~CO~~

3. ~~DFAE~~

4. *DPH*

5. *Prepare letter to Park Service*

Action	File	Note and Return
Approval	For Clearance	Per Conversation
As Requested	For Correction	Prepare Reply
Circulate	For Your Information	See Me
Comment	Investigate	Signature
Coordination	Justify	

REMARKS *I want the tracks to*

The attached MFR indicates that there is opposition to the removal of railroad tracks from PSF.

Right now, our Determination of Effect is at the State Historic Preservation Officer's desk, and is being held to provide an opportunity to resolve NPS opposition and apparently Mr. Langellier's (Curator/Historian) opposition. *come up!*

We would be happy to draft a letter to FGNRA on the matter, but felt that the CO might want to persue with personal contacts. *no prepare*

DO NOT use this form as a RECORD of approvals, concurrences, disposals, clearances, and similar actions

FROM: (Name, org. symbol, Agency/Post) *DFAE*

Room No.—Bldg.

Phone No. *4005*

5041-102

OPTIONAL FORM 41 (Rev. 7-76) Prescribed by GSA FPMR (41 CFR) 101-11.206



ROUTING AND TRANSMITT. SLIP

Date 8/14/78

TO: (Name, office symbol, room number, building, Agency/Post)	Initials	Date
1. <del>EPS</del>	<i>[Signature]</i>	
2. DFAE (Mr. Gregg)		
3.		
4.		
5.		

Action	File	Note and Return
Approval	For Clearance	Per Conversation
As Requested	For Correction	Prepare Reply
Circulate	For Your Information	See Me
Comment	Investigate	Signature
Coordination	Justify	

REMARKS

Info as requested.

*Where is the request? Always house*

At the State Historic Preservation Officer's desk. The Advisory Council has an info copy but we have not officially gone to them for comment. *Jan - 8/15*

DO NOT use this form as a RECORD of approvals, concurrences, disposals, clearances, and similar actions

FROM: (Name, org. symbol, Agency/Post)  Real Property	Room No.—Bldg.
	Phone No.  3198

5041-102

GPO c48-10-83546-1

OPTIONAL FORM 41 (Rev. 7-76)  
Prescribed by GSA  
FPMR (41 CFR) 101-11.206



DIRECTORATE OF FACILITIES ENGINEERING  
Presidio of San Francisco, California 94129

AFZM-FE-ERP

11 August 1978

MEMORANDUM FOR THE RECORD

SUBJECT: Removal of Railroad Tracks on Presidio of San Francisco.

BACKGROUND

1. As transportation needs of the Presidio have changed to where motor freight is a more economical and efficient means of transport, the Army has approved excessing and disposing of the rail trackage on the Presidio. The National Science Foundation (NSF) has indicated an interest in obtaining the trackage for their ongoing project at Scorro, New Mexico.

PERTINENT

2. Because the Presidio of San Francisco is listed in the National Register as an Historic Landmark, there is a federal requirement for each proposed change to the real property to be preceded by a determination on whether the undertaking will have an effect on historic qualities. Though a report has been prepared by the Army indicating the action has no significant adverse effect on historic qualities, the required approval by the State Historic Preservation Officer and the Advisory Council has been delayed, pending comments by the National Park Service. Mr. Doug Nadeau, Master Planner for CGNRA has voiced a verbal opinion that he did not oppose the Army removing the tracks but deferred to Mr. Gordon Schappell, Regional Historian. Mr. Schappell has verbally indicated removal of the tracks on the Presidio to be an adverse action. Mr. John Langellier, the Presidio curator and historian, is in support of that opinion. Their argument (without written documentation) is the State belt line, being that portion of trackage on the Marina Green extending through Ft. Mason will be nominated as being historically significant. The Presidio trackage being an extension of that trackage will be included in the nomination. Neither see an advantage in transferring the trackage to another site where it will be lost as part of a project but advocate it remaining in place. Both have expressed an opinion the affected underlying land will shortly be transferred from the Army to the National Park Service and it should be their decision. By fonecon to this office, Mr. Gene Itogawa of the State Historic Preservation Office and Mr. Mike Bureman, representing the Advisory Council out of the Denver Office have indicated a meeting should be held by the Presidio with Mr. Schappell and Mr. Langellier in attendance.

If they approve the track removal as not being a significantly adverse action, both the Advisory Council and State Historic Preservation Officer will concur. Otherwise the Agency Official (Army) has the option of negotiating with the Advisory Council for a satisfactory alternative and/or preparing an environmental impact statement, conducting public hearings and going through considerable hassle that may overshadow any benefit the Army would derive from removing the tracks. Mr. Schappell and Mr. Langellier have agreed to the meeting but Mr. Langellier will not be available until 18 August 1978.

3. Mr. Bob Door representing the National Science Foundation in fonecon of 8 August 1978 has confirmed the NSF is still interested in acquiring the Presidio trackage and will provide for removal of the tracks but not repaving. (Pavement would be cut back 8 inches on either side of tracks and the tracks removed, leaving ties and ballast, etc. in place.) Army would be forced to immediately pave those portions of Mason Street disturbed by the track removal.

4. Should the Presidio Commander desire the tracks removed from the Presidio, he should convince the GGNRA to support him in this wish by their deleting the Presidio trackage from their nomination to the National Register and indicating this intent to Mr. Schappell. No one has produced good documentation that the Presidio trackage is of historical importance. It was not constructed at the same time as the State Belt Line but at a much later date in the 1900s. Direct conversation with Mr. Langellier might prove helpful prior to the meeting with GGNRA personnel and the regional historian.

  
FRAN ROBERTS  
Realty Specialist

HEADQUARTERS PRESIDIO OF SAN FRANCISCO  
Presidio of San Francisco, California 94129

1. AUTHORITY:

This determination of effect is made in accordance with the provisions contained in 36 CFR, Part 800, Procedures for Protection of Historic and Cultural Properties.

2. LOCATION:

Presidio of San Francisco, which is a historic place listed in the National Register of Historic Places as shown in the FEDERAL REGISTER. See map, Inclosure 1.

3. PROPOSED UNDERTAKING:

Removal of the railroad on the Presidio of San Francisco.

4. DESCRIPTION AND SCOPE OF UNDERTAKING:

Spur trackage, located on the Presidio of San Francisco, connecting to a rail system leading to the rail head at the port of San Francisco has been abandoned in place. Scope of the proposed project is to remove salvageable portions of the railroad such as rails and switches which will be reused at another federal installation and restore the road system which contained the railroad by paving to match the existing.

5. CRITERIA OF EFFECT:

A Federal, federally assisted, or federally licensed undertaking shall be considered to have an effect on a National Register property or property eligible for inclusion in the National Register (districts, sites, buildings, structures, and objects, including their settings) when any condition of the undertaking causes or may cause any change, beneficial or adverse, in the quality of the historical, architectural, archeological or cultural character that qualifies the property under the National Register Criteria, 36 CFR, Section 800.8.

6. DISCUSSION OF WHETHER EFFECT ESTABLISHED:

The undertaking will eliminate rail transport within property listed in the National Register of Historic Places.

INCL 1

The railroad is 70 lb/yd, standard gauge construction which is not structurally unique nor representative of any particular historically significant event. Though originally laid in 1914 as part of a transport system benefiting the Panama-Pacific International Exposition which was partially located on a portion of the Presidio, ownership was soon after acquired by the federal government for transporting troops, military equipment and supplies. Portions of the track have been replaced and additional loading spurs added over the years until none of the original trackage remains. Some portions of the expanded system were removed in earlier years when they no longer served their intended purpose. Requirements for use of the railroad have lessened as other modes of transport became more available and the Department of Army has determined to abandon further use in favor of motor transport.

Though this agency does not consider the railroad itself a pertinent factor qualifying the Presidio as a historic place, because the proposed project eliminates the visual remains of one mode of transport that existed on the installation for more than fifty years, this report will discuss that aspect of effect.

#### 7. CRITERIA OF ADVERSE EFFECT:

Generally adverse effects occur under conditions which include, but are not limited to:

- a. Destruction or alteration of all or part of a property;
- b. Isolation from or alteration of its surrounding environment;
- c. Introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting;
- d. Transfer or sale of a federally owned property without adequate conditions or restrictions regarding preservation, maintenance, or use; and
- e. Neglect of a property resulting in its deterioration or destruction, 36 CFR, Section 800.9.

#### 8. DISCUSSION OF FINDING AN ADVERSE EFFECT:

The railroad until recent years was considered an integral part of the Presidio of San Francisco, necessary to its operation. Because the life of the railroad extended over a period of fifty years and the proposed project will remove visual reminiscences, the project is considered adverse when applying National Register criteria, 800.10.

The State Historic Preservation Officer in an earlier review of a project that included removal of the railroad on the Presidio, determined that project as having an adverse effect. Information was not offered at that time, however, on the separate status of the railroad on the Presidio as not being part of the original State Belt Line as was the remaining portion of the railroad running from the Presidio to and through Ft. Mason, previously reported for removal.

Though the action may be considered adverse, other criteria to be considered which to a greater extent favorably supports the removal of the tracks are as follows:

a. The proposed project will not require alteration nor isolation of adjacent facilities nor affect the nature of their use.

b. A portion of the railroad shares a traffic corridor on the Presidio that is congested by off-loading, motor freight vans. This area also in proximity to a major recreation area is part of a thruway for traffic entering, exiting or passing through the installation. Removal of the tracks will lessen the safety hazard to through traffic, especially to cyclists. Accidents have already occurred where the cyclists were forced onto the tracks and thrown by the bicycle wheel getting caught in the tracks.

c. The affected property lies within an area designated as the Golden Gate National Recreation Area and the growing trend, as the military ceases their requirements, will be for this bay side property to attract large quantities of people who desire leisurely access to inspirational, scenic vistas of the bay and adjoining recreational type facilities. A rail freight concept with numerous sidings and cross switches is not in keeping with other surrounding land use. Removal of the tracks will cause the area to aesthetically improve. Representative personnel of the Golden Gate National Recreation Area have offered an opinion that should rail transport be used on the Presidio in the future, it would be used as a people mover and the routing would not correspond to the existing routing.

d. There is a present need for these tracks by another federal agency. Approval for an immediate release will permit removal and transfer of the tracks for the purpose of completing a rail transport system at another federal site. As construction is already underway, delay would mean the agency would be forced to purchase tracks at additional cost to the taxpayer.

#### 9. DETERMINATION:

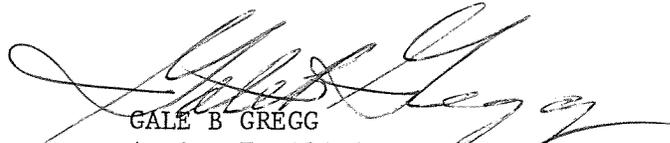
Conscientiously considering mitigating circumstances in addition to sections 800.8 through 800.10, of the National Register criteria, the

undertaking is considered to be more beneficial than adverse. The property has minimal value as an exhibit in place for public understanding and enjoyment. It is determined the undertaking should proceed.

10. RECOMMENDATION:

In accordance with Section 106 of the National Historic Preservation Act, request a review and comments on the proposed undertaking by the Advisory Council. It is also recommended every effort be made to reach an agreement whereby the undertaking can proceed as soon as possible.

1 Incl  
as

  
GALE B GREGG  
Acting Facilities Engineer

APPROVED:

  
JOHN D. HAMILTON, SR.

Colonel, Armor  
Commanding

23 JUN 1978

DATE

CONCUR:

\_\_\_\_\_  
STATE HISTORIC  
PRESERVATION OFFICER

\_\_\_\_\_  
DATE

**APPENDIX C: ARMY PHOTOGRAPHS OF THE MASON STREET RAIL LINES**



No. 1 - Railroad (looking east) Entering Ft. Mason Tunnel.



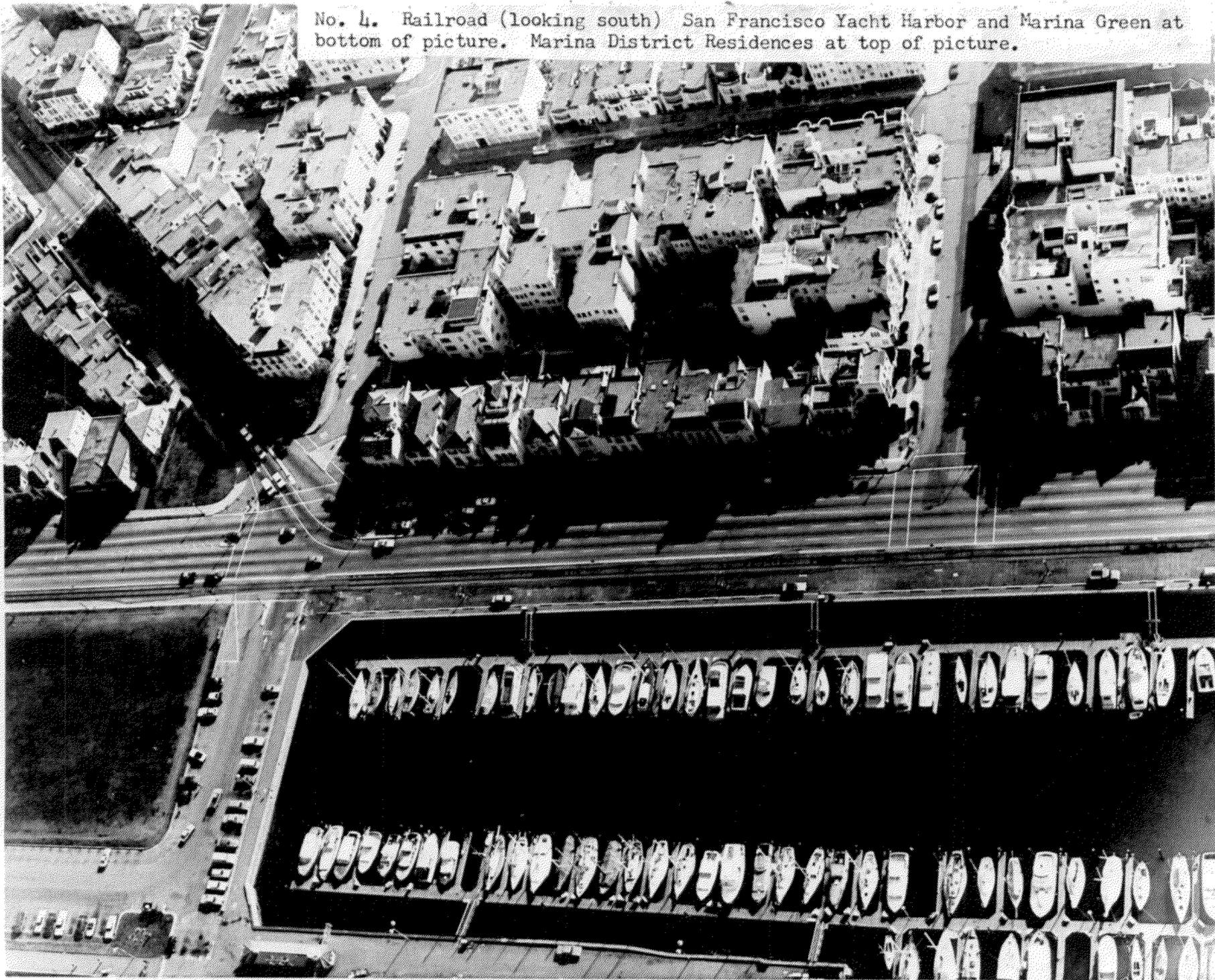
No. 2. Railroad (looking east) Along Marina Green and ending at Fort Mason Tunnel.



No. 3. Railroad (looking northwest) Marina Green and Small Boat Harbor on the right. Safeway Store at bottom of picture. Marina District Residences on left.



No. 4. Railroad (looking south) San Francisco Yacht Harbor and Marina Green at bottom of picture. Marina District Residences at top of picture.



No. 5. Railroad (looking northwest) Marina Green, St. Francis Yacht Harbor and Club at top. Marina District Residences at bottom of picture.



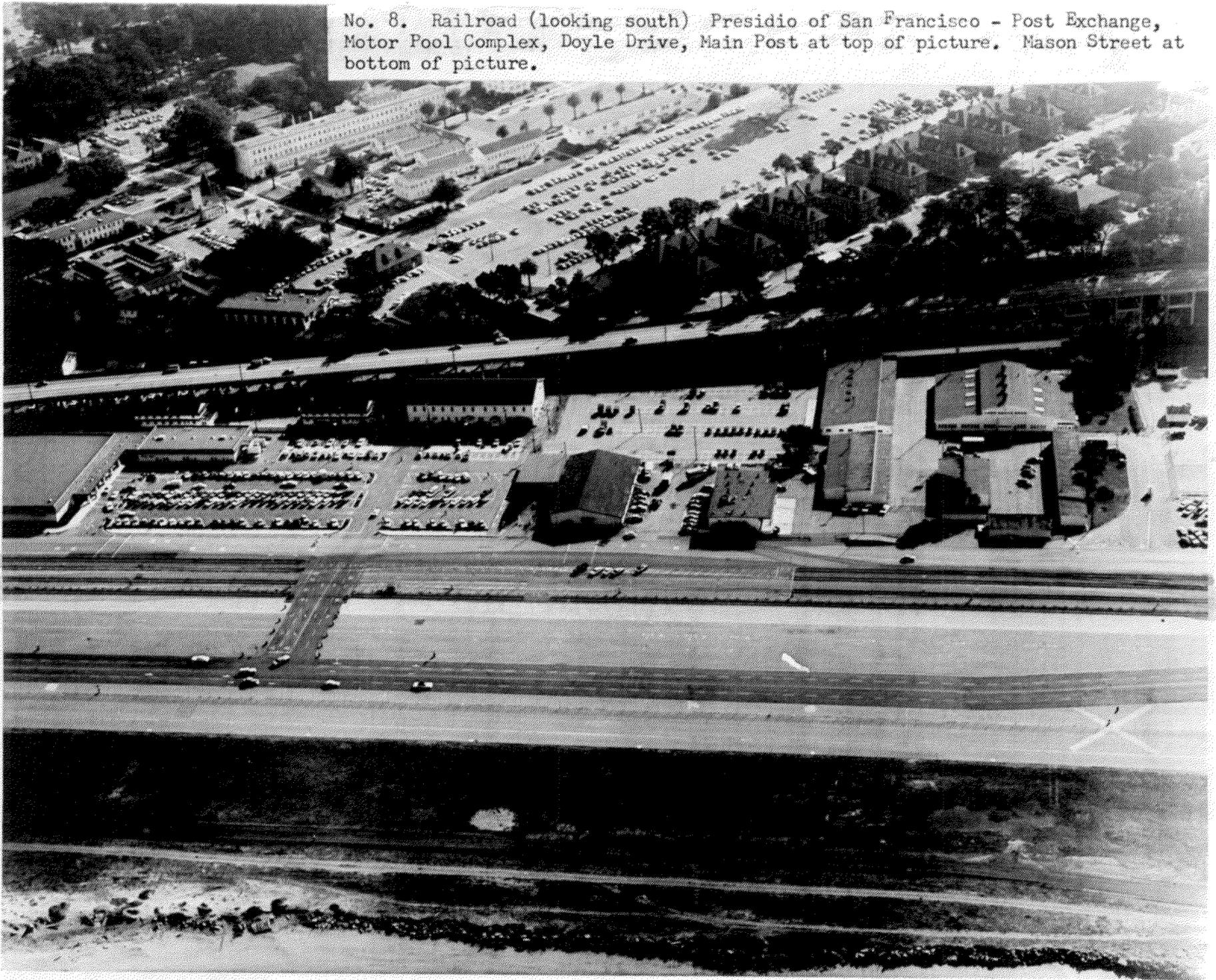


No. 6. Railroad (looking south) Entering Presidio of San Francisco on right. Palace of Fine Arts at top-right of picture. Marina District Residences at top-left. Marina Green at bottom of picture.

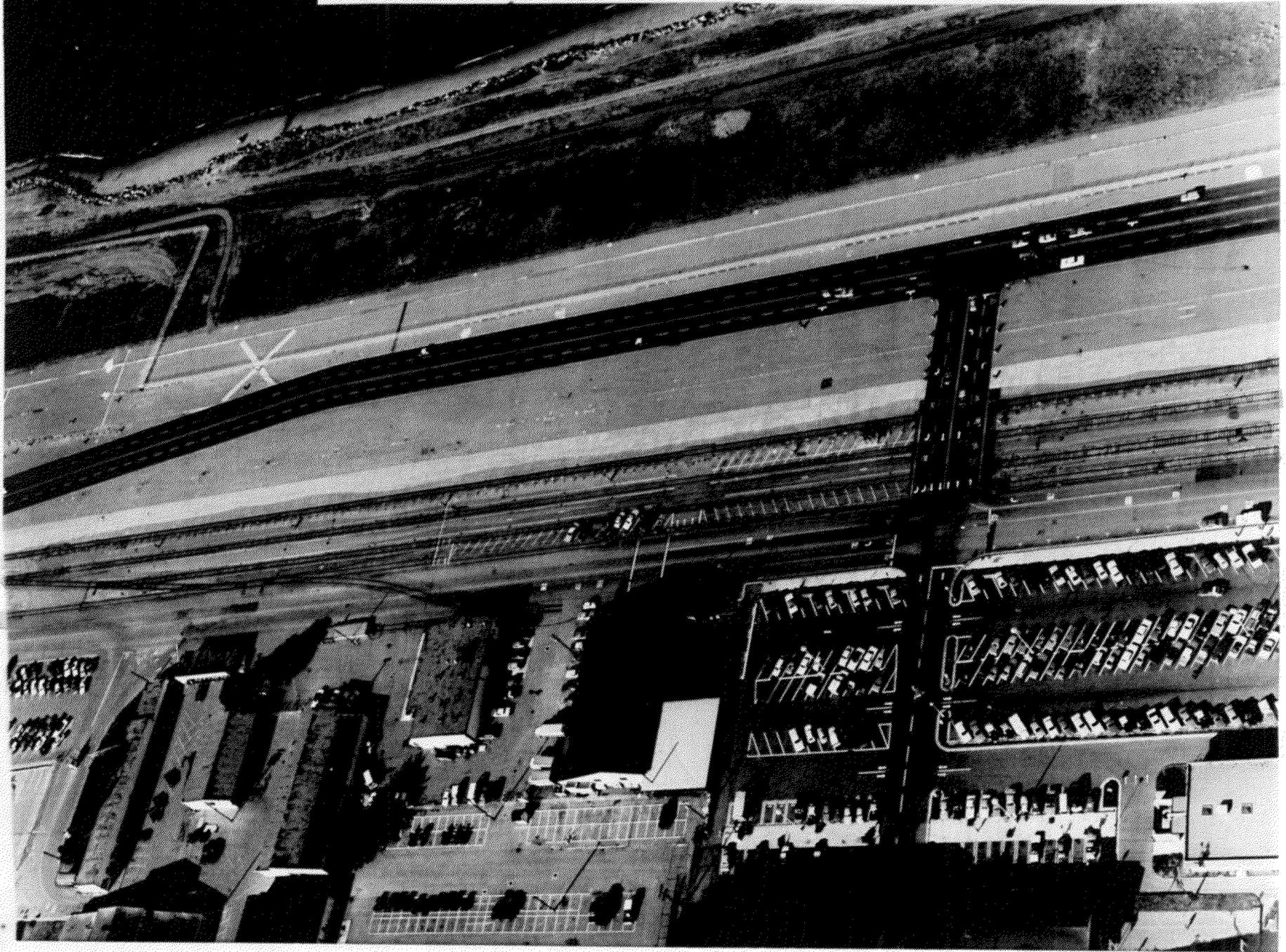
No. 7. Railroad (looking north) Crissy Field Park at top of Picture. Photo Lab and Post Exchange on the Presidio at bottom of picture.



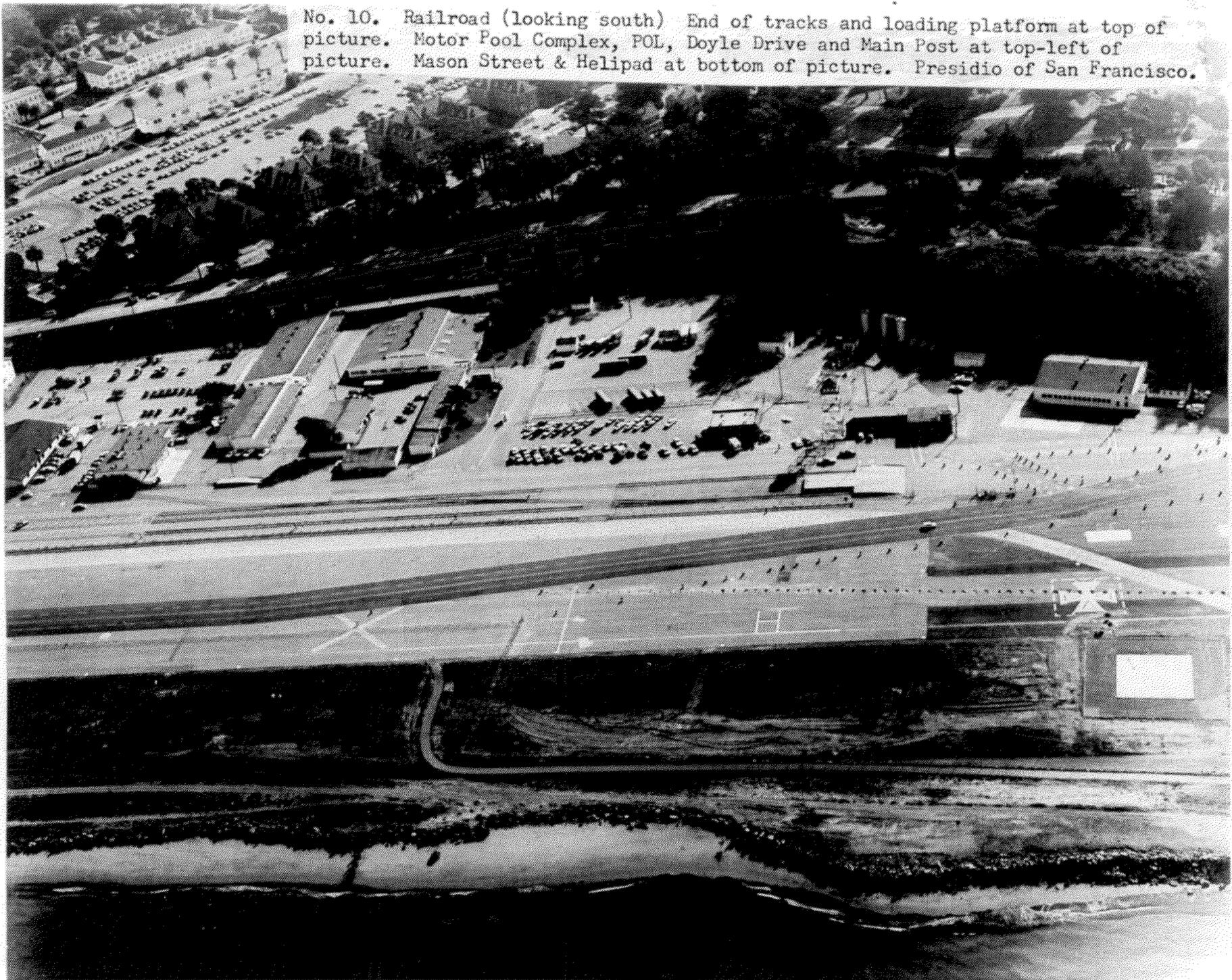
No. 8. Railroad (looking south) Presidio of San Francisco - Post Exchange, Motor Pool Complex, Doyle Drive, Main Post at top of picture. Mason Street at bottom of picture.

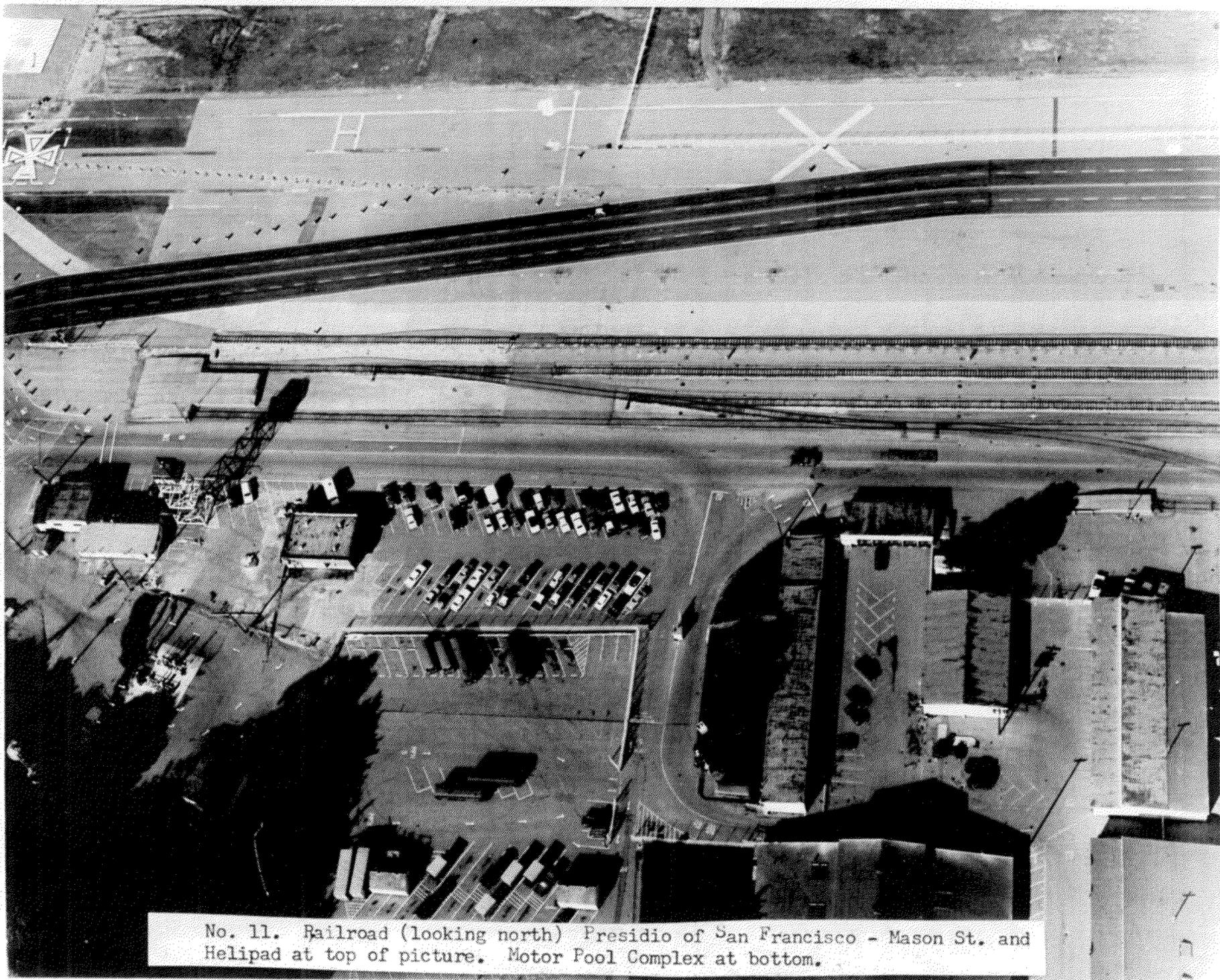


No. 9. Railroad tracks (looking north) Presidio of San Francisco - San Francisco Bay, Crissy Field Park, Mason St. at top of picture. Parking Lot, Post Exchange and Motor Pool at bottom of picture.



No. 10. Railroad (looking south) End of tracks and loading platform at top of picture. Motor Pool Complex, POL, Doyle Drive and Main Post at top-left of picture. Mason Street & Helipad at bottom of picture. Presidio of San Francisco.





No. 11. Railroad (looking north) Presidio of San Francisco - Mason St. and Helipad at top of picture. Motor Pool Complex at bottom.

No. 12. Railroad (looking east) Overall view - Presidio of San Francisco to Fort Mason.

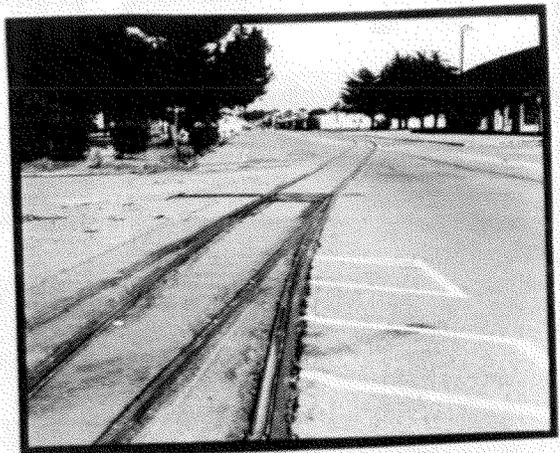


No. 13. Railroad (looking west) Overall view from Fort Mason toward the Presidio of San Francisco.





Railroad on Presidio of San Francisco across from Post Exchange (not shown) looking northwest.



Railroad on Presidio of San Francisco. Mason St. at Mitchell intersection, looking east.

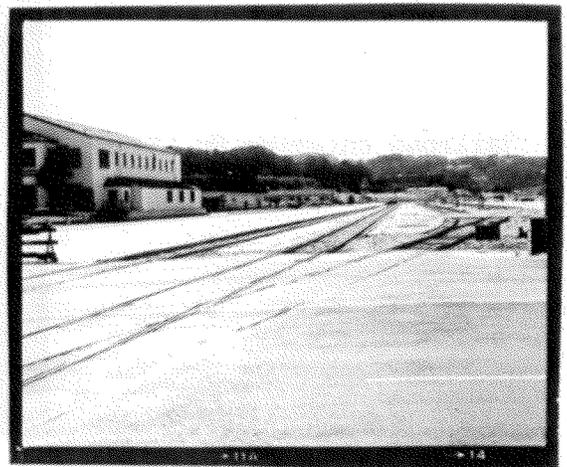


Railroad on Presidio of San Francisco at Halleck and Mason St. intersection, looking south.



Railroad on Presidio of San Francisco, crossing Mason St. at Halleck and Mason intersection, looking west.

Railroad on Presidio of San Francisco. Mason St. and Halleck intersection, looking west.

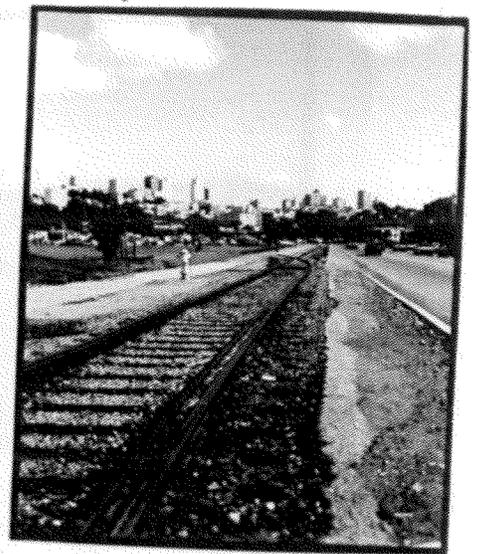
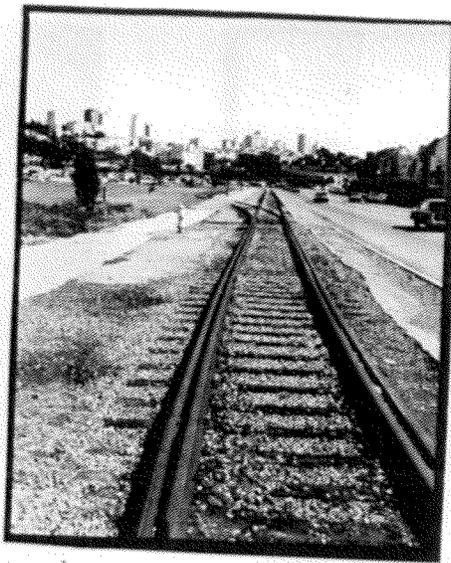
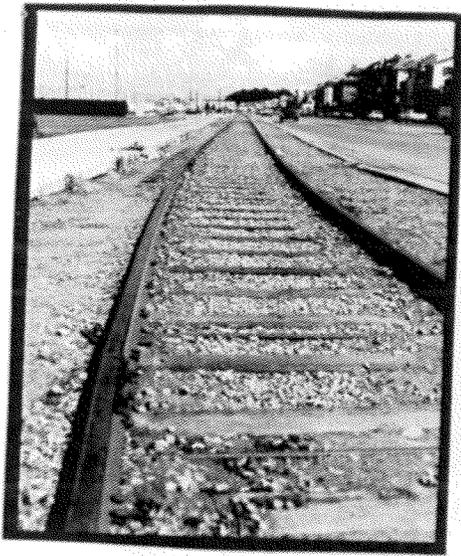




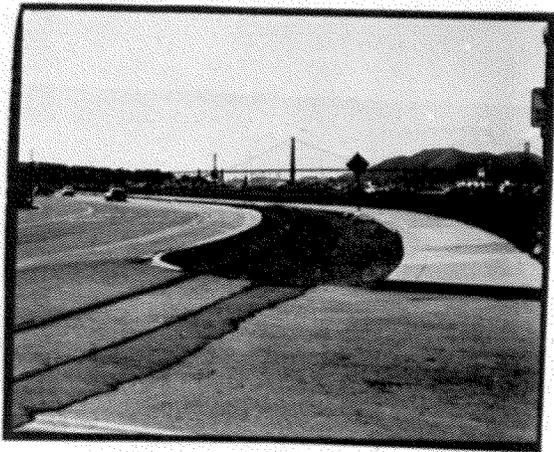
Railroad entering the  
Presidio of San Francisco,  
looking west.



Railroad exiting the  
Presidio of San Francisco,  
looking east.

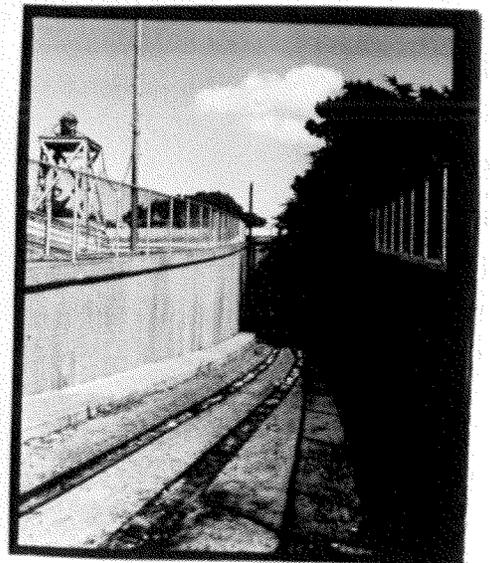
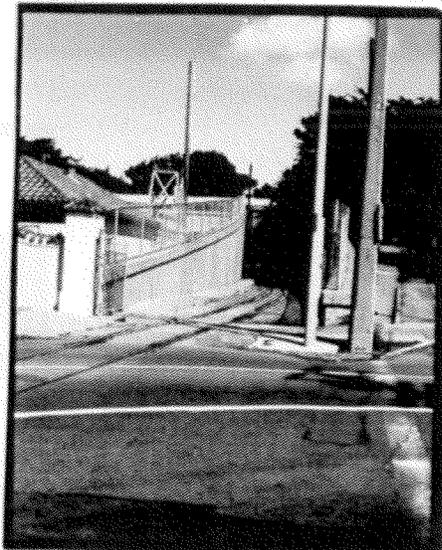


Railroad in easement along Marina Blvd with Marina Green on left - looking east.



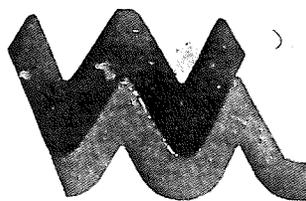
Railroad, curving along Marina Green, looking northwest.

Railroad entering Ft. Mason tunnel, looking east.



**APPENDIX D: DOCUMENTS RELATED TO THE REMOVAL OF THE RAIL  
ALONG MARINA BOULEVARD**





COPY - Please...  
NAT'L PARK SERVICE  
GGNRA ARCHIVES  
Army Real Estate Records  
35338 1554 F10

NUMBER VII

NEWSLETTER

JUNE · JULY 1978

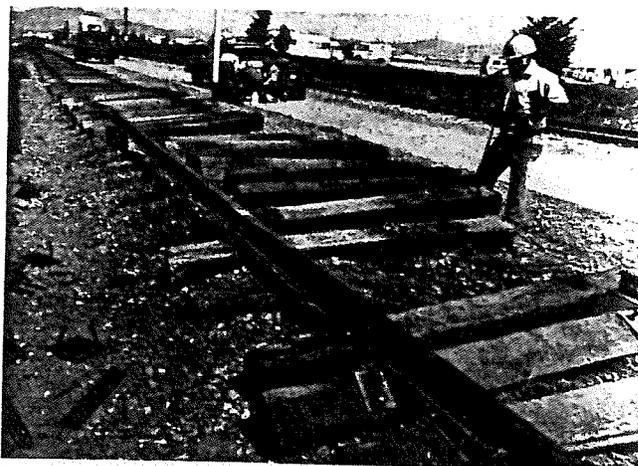
# TRACKS UP...SEWER GOING IN

The Army's old railroad tracks along Marina Boulevard, long a neighborhood bane, were recently taken up following an agreement by the City and the Golden Gate National Recreation Area (GGNRA) on their removal and future replacement. The track right of way will be used by the Wastewater Program to construct a consolidation sewer to reduce the sewage overflows which pollute the northern waterfront during rainy weather.

Over the past month Wastewater Management staff, together with representatives of the contractors for the \$8 million project, Peter Kiewit and Transbay Construction, have been busy informing neighbors about the upcoming construction.

Wes Dawe, a lifelong San Franciscan, is the resident engineer or Section Manager for the consolidation sewer. Working out of De Leuw-Greeley-Hyman's construction management field trailer on Marina Green, Wes, and the project inspectors, oversee the construction, and look out for the City's interests and investment in the project. Wes says "Whenever feasible, we'll select procedures, equipment and machinery that generates the minimum amount of noise, disruption and inconvenience to the neighborhood." For instance, a low noise vibratory pile driver is being used to place the shoring around the excavation, instead of a conventional impact pile driver. During the 18 month construction period every effort will be made to minimize dust and dirt and maximize access to the recreational areas in the Marina.

In the pre-construction survey, along Marina Boulevard, Edmundo Anchondo, community liaison for the project, said, "People were most cooperative in allowing us to inspect their homes, where we had the opportunity to personally answer many questions about the project." At this time, Edmundo is setting up an information office in the D-G-H trailer for the convenience of those interested in the Wastewater Program.



Old railroad tracks, along Marina Boulevard, give way to Wastewater contractors starting to build a deep interceptor sewer to reduce pollution of the Marina shoreline.



Ed Anchondo, center, Community Representative and Virginia Settle, right, Kiewit/Transbay Construction visited Ivo Boccara, left, at his Marina home during a pre-construction survey of the neighborhood.

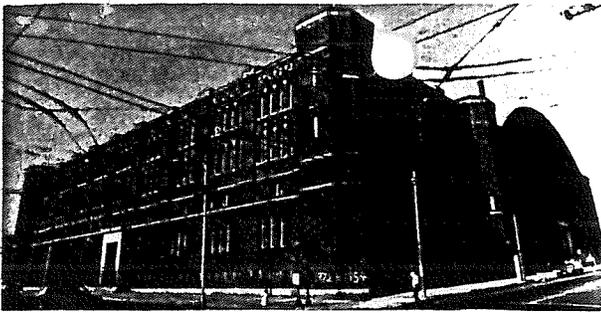
## SENIORS PUSH LIFELINE



**Art Hecht to Supervisors:**  
Seniors seek LIFELINE sewer rate.  
Page 6 explains new sewer charges.

A construction traffic plan for Marina Boulevard is now in effect. Though two lanes will be open in the direction of rush hour traffic, motorists are advised to use alternate routes, if possible to avoid Marina Blvd.

Upon completion of the sewer line, the tracks will be re-laid, however they will not be exposed as before. An agreement between the Recreation and Park Department and the National Park Service now calls for restoring the railroad track area with a colored asphalt paving so it can be used by pedestrians, bicyclists and potentially a train or transit line. Instead of replacing the existing sidewalk, along the tracks, an 8 foot-wide jogging path will be installed. The sewer project will only include that portion of the running track within its construction zone. However, Rubin Glickman and the National Association for the Advancement of Running (NOCAR) has proposed to raise private funds to complete the track around the entire Marina Green. People interested in the track can contact NOCAR at 989-0350.



The unused Armory at 14th and Mission Streets is one site being considered for the National Guard's relocation. Their present facility south of the Zoo is the planned site for a new sewage treatment plant.

## NATIONAL GUARD ARMORY

Plans are underway to relocate the National Guard unit currently located just south of the San Francisco Zoo. Due to the construction of a new sewage treatment plant on the site, the National Guard must be moved out by early 1981. A decision on where the National Guard unit will go must be made three months since construction of a new building is likely.

A committee of Federal, State and municipal offices, including Wastewater Management, along with citizen organizations, is presently meeting to coordinate planning for this project. One of the sites being closely looked at for the Guard relocation is the unused Armory at 14th and Mission Streets. Original plans called for tearing down the existing Armory and building a new facility. However, preservationists were quick to have the building designated as a historical landmark, precluding demolition of the brick structure.

The National Guard is now evaluating the possibility of renovating the Mission Armory building. They are also looking closely at alternate sites within the City. Major General Schober, head of the California National Guard, has indicated the Guard's willingness to provide space for community-oriented services when they find a new location.

## SOUTHEAST PLANT CONTRACT

A tense crowd of contractors, union leaders, builders, craftspeople and City officials filled the Supervisor's chambers in City Hall the afternoon of April 26 to see who would win the largest single public works contract in San Francisco's history. And it did not take long for John Cribbs, Public Works contracting officer, to clip open the four sealed bids from the construction firms. As the company names and bids were posted, all saw that Gust K. Newberg, Construction, in joint venture with Huber, Hunt and Nichols, a mechanical engineering firm from Indianapolis was the "apparent low bidder". The bid was \$114,777,000 for construction of the Southeast Sewage Treatment Plant Expansion — Contract "P".

Richard Sklar, Wastewater Project Director, was pleased with the 25% savings the bid represents from the \$152 million projected estimate for the plant. Stated Sklar "The City will finally be getting secondary treat-

ment facilities for our sewage. This plant is the key component on the Dayside Wastewater System which will remove 90% of the pollutants, instead of only 50%, from the wastes from homes and industries on the entire eastern half of San Francisco."

Jake Sloan, Wastewater Affirmative Action Manager, sees unprecedented opportunities for minorities in connection with the Southeast Expansion Project. "Work exceeding \$22 million will go to minority business enterprises, and up to 50% of the jobs in the various crafts will go to minorities and women", according to Sloan. Black, Latino, Asian and Native American subcontractors and suppliers, so far, have commitments for over 20% of the Southeast Contract, and negotiations for additional work are still going on.

## RICHMOND UPDATE

Soils investigation and planning continue on the proposed Richmond Transport Sewer. One common question is about the possibility of 'open-cut', or trench construction on Lake Street between 15th and 25th Avenues.

Richard Sklar, Director of Projects, states that though Lake Street and 'open-cut' construction were mentioned when the project was initially proposed to tie the Richmond District into the Westside Transport System, under the Great Highway, key information on the underlying geology was not available then. Now examining the geology of the Richmond are engineering geologists from the firm of Dames & Moore. They are completing the second phase of their soil testing program in the area by taking earth and rock samples to depths up to 300 feet.

Before decisions on the route and construction methods can be made, close evaluation of engineering and geological data and careful examination of environmental, social and financial impacts must be considered.

To keep people informed, Don Hayashi, Wastewater Representative is arranging neighborhood meetings in the Richmond and Sea Cliff. Supervisor Gordon Lau will sponsor another public meeting on the Richmond Transport Sewer when as new geological information is known.

### SAN FRANCISCO WASTEWATER MANAGEMENT NEWSLETTER

is published for the S.F. Wastewater Management Program by DeLeuw-Greeley-Hyman, construction managers, with offices at 150 Hayes Street, San Francisco, CA 94102.

Executive Editor: Linda Ferbert  
 Editor: Henry Kroll  
 Writers: Don Hayashi, Henry Kroll, Linda Ferbert  
 Photos: Robert Quan, Henry Kroll, others with credit

DIRECTORATE OF FACILITIES ENGINEERING  
Presidio of San Francisco, California 94129

AFZM-FE-EP

23 MAR 1978

MEMORANDUM FOR RECORD

SUBJECT: Removal and Abandonment of Army Railroad Trackage Between Fort  
Mason and Presidio of San Francisco

1. In view of the City of San Francisco's pending request for temporary use of the Army's rail right-of-way between the Presidio of San Francisco and Fort Mason, requiring track removal for installing a sewage catchment system, this headquarters on 19 October 1976, requested HQ, DA to review the Army's continued requirement for the railroad spur. Information was provided indicating current and future installation requirements did not substantially support replacement and continued maintenance of the rail system. Negotiable items were offered as possible compensation for loss of the Army rail spur. In the interim and in accordance with the City's official request, the right-of-way was reported available 28 December 1976, conditioned on the City replacing the affected Army trackage and communication cable lying within the right-of-way. Additionally they were to provide an alternate transport service without cost to the Army during the period the tracks were out of service. FORSCOM indorsed the report 23 February 1977, requesting a revised report that did not require replacement of Army trackage or communication cable; however, it did specify Army would retain the rail right-of-way for future use and listed the following as possible negotiable items with the City as a condition of interrupted use of the right-of-way and discontinued use of the rail system:

- a. Army to be granted exclusive use without cost, of a rail spur, capable of holding three cars and connecting into the main rail line at the Port of San Francisco. Rail spur to be equipped with off-loading dock and ramp. (mandatory condition)
- b. City to absorb demurrage cost incurred for Army freight.
- c. Potable water requirements for the Presidio would be provided either at no cost or at reduced rates.
- d. Sewage treatment for Presidio sewage not covered in existing easement agreement would be processed without cost or at reduced rates.

COPY - Please Credit  
NAT'L PARK SERVICE  
GGNRA ARCHIVES

Coll'n Name *Army Real Estate Records*  
Coll'n Number *409A 35338 Bx 54 F7*

AFZM-FE-EP

SUBJECT: Removal and Abandonment of Army Railroad Trackage Between  
Fort Mason and Presidio of San Francisco

e. Removal of the remaining trackage on the Presidio and restoration of the paved areas.

2. In conferring with City representatives on 17 May 1977, the City indicated that Federal, State and City funding agreements for their sewage project did not permit the expenditure of funds on unrelated projects, nor could they commit the City budget to any ongoing costs that would exceed one year. They rejected all proposals of negotiation and indicated their preference to replace the tracks, particularly as their invitation for bid had been prepared and they were scheduled to go to bid in a few weeks. Again supportive of the City's urgency and to not delay their contract, this headquarters forwarded a second report of availability to FORSCOM on 29 June 1977. In this report the communication cable was to be abandoned and negotiable items not directly related to the rail trackage were dropped with a recommendation that changes such as track abandonment and related conditions be negotiated after the contract was let. FORSCOM on 18 July 1977, approved the second report of availability on the condition the track not be replaced and repeated as a consideration for abandonment of the railroad that the City remove remaining trackage on the Presidio and restore the paved areas. The District Engineer was the named negotiator.

3. As a result of this information, the City called a meeting 21 October 1977, asking for Presidio representation. Included in the meeting was a representative from the State Water Resource Management Board (WRMB) who stated he also represented the Environmental Protection Agency in matters pertaining to restoration on the Presidio. It was explained to our Army spokesman by both the City attorney and the representative from WRMB that monies funded by Federal and State grants and from City bond issues prohibited expenditures on nonrelated projects. They viewed track removal and restoration on the Presidio as an Army improvement unrelated to the sewage right-of-way. The City was adamant that any further delay to their bid date of 16 November 1977 would result in increased contractual costs, loss in wages to potential employees and a stiff fine to the City. The City agreed to either remove the tracks within the right-of-way at no cost to the Army or to restore the tracks within the right-of-way and provide alternate transport during the interrupted service, thus keeping the Army whole. Finally the City insisted they have a firm commitment from the Army by 1 November 1977 to permit them to take an alternate action through their congressional representative should the Army's answer be negative to their request. A written confirmation of the City's position dated 24 October 1977, Incl. 1, was delivered to the Installation Commander on the morning of 15 October 1977.

AFZM-FE-EP

SUBJECT: Removal and Abandonment of Army Railroad Trackage Between  
Fort Mason and Presidio of San Francisco

4. Placed in an untenable position the Installation Commander by message dated 26 October 1977, recommended to his higher headquarters that the track not be replaced within the right-of-way but stored on the Presidio; the right-of-way be retained for future use, and eliminated all other conditions except that removal of the trackage, cable, etc., and restoration of the right-of-way be at no cost to the Army. FORSCOM by message dated 28 October 1977, approved the above recommendation by deleting all prior recommendations other than the following:

a. Use and occupancy of the requested real property shall be at no cost or expense to the Army.

b. The Army, its military members, agents and employees will be held harmless from any and all liabilities and claims for damages arising from the permitted use. Locating and protecting non-Army utility lines that may be located in or under the Army right-of-way will be the responsibility of the City.

c. The City will cause those pairs of communication cables required for Army use to be rerouted through the Bell System and advise the US Army Communication Command at the Presidio well in advance prior to severing the cables within the right-of-way, so that the 200 and 400 pair cables may be cut clear of working circuits and capped in the last reservation manhole on the Presidio and Fort Mason.

d. In directing the City to not replace the trackage, they will still be required to reinforce the surface easement by bridging the sewer pipeline so that rail trackage can be reinstalled in the future. In addition the City shall resurface the easement to blend appropriately with the surrounding environment and maintain the resurfaced area until such time as the Federal Government reestablishes active use of the right-of-way as a traffic corridor.

5. The National Science Foundation has indicated they would accept any excess rail trackage and <sup>utilize</sup> transport or where required, remove and transport the excess trackage to their National Astronomy Observatory at Socorro, New Mexico, at no cost to the Army. This action was superseded by a request from the National Park Service (GGNRA) on 9 March 1978 to have the railroad right-of-way between the Presidio and Fort Mason, including all trackage on Fort Mason, transferred to their custody. This action was confirmed as approved by FORSCOM in accordance with Public Law 92-589 and the transfer was accepted by the National Park Service (GGNRA) on 15 March 1978.

AFZM-FE-EP

SUBJECT: Removal and Abandonment of Army Railroad Trackage Between  
Fort Mason and Presidio of San Francisco

6. Any further negotiations regarding the government-owned railroad right-of-way between the Presidio and Fort Mason will be with the National Park Service. Excess trackage on the Presidio is still available to the National Science Foundation.



FRAN ROBERTS

Chief, Real Estate Branch

Bill No. 7980. Ordinance No. 7531 (New Series). ORDINANCE GRANTING TO THE UNITED STATES THE RIGHT TO CONSTRUCT, MAINTAIN AND OPERATE AND TO MAINTAIN AND OPERATE WHERE ALREADY CONSTRUCTED IN PERPETUITY, A SPUR TRACK RAILROAD, EXTENDING FROM FORT MASON MILITARY RESERVATION TO THE PRESIDIO RESERVATION IN THE CITY AND COUNTY OF SAN FRANCISCO, OVER AND ALONG CERTAIN PUBLIC STREETS IN SAID CITY AND COUNTY.

WHEREAS, By Charter Amendment, duly ratified and adopted at the general election held on the 2nd day of November, 1926, and approved by the Legislature of the State of California on the 10th day of January, 1927, a new section known as Section 8, Article 1, was added to the Charter of the City and County of San Francisco under the terms of which the City and County of San Francisco was authorized to accept and receive from the Government of the United States a tract of land located on the westerly line of Lyon Street and containing 9.93 acres, more or less, being the site of what is known as the Palace of Fine Arts in the City and County of San Francisco; and in consideration thereof the City and County of San Francisco was authorized to grant to the Government of the United States the right to operate and maintain in perpetuity a spur track railroad from the easterly line of Laguna Street at its intersection with Beach Street, and extending in a general westerly direction and following along and over certain designated streets to the westerly line of Lyon Street; and,

WHEREAS, Such Charter Amendment in designating the streets along which said spur track railroad was to be constructed and maintained and operated where already constructed, included a distance of one block on Beach street, from Buchanan Street to Webster Street, and a distance of one block on Webster Street, from Beach Street to Tonquin Street; and,

WHEREAS, Said one block of Beach Street and said one block of Webster Street, above referred to, have been duly closed as open public streets, and no longer exist as such, and in lieu thereof and for the purpose of creating a through street connecting the intersection of Buchanan Street and Beach Street and the intersection of Webster Street and Tonquin Street, a new street, to be known as Marina Boulevard, has been laid out, paved and opened as a public street, which said new street extends in a straight line from the intersection of Buchanan Street and Webster Street in a northwesterly direction to the intersection of Webster Street and Tonquin Street;

THEREFORE, For the purpose of furnishing to the Government of the United States the consideration specified in the Act of Congress authorizing the conveyance to the City and County of San Francisco of the said site of the Palace of Fine Arts, and to authorize the granting to the United States Government of a continuous right of way for such spur track railroad from the intersection of Laguna Street and Beach Street to the westerly line of Lyon Street, the following ordinance is enacted.

Be it ordained by the People of the City and County of San Francisco, as follows:

Section 1. Pursuant to the provisions of Section 8 of Article 1 of the Charter of the City and County of San Francisco, added to said charter as an amendment, duly ratified and adopted at the general election held on the 2nd day of

November, 1926, and approved by the Legislature of the State of California on the 10th day of January, 1927, the City and County of San Francisco does hereby grant to the United States the right to construct, maintain and operate and to maintain and operate where already constructed in perpetuity a spur track railroad, extending from Fort Mason Military Reservation to the Presidio Reservation, in said City and County, over and along the following streets and property in said city and County of San Francisco, to-wit:

A strip of land 12 feet 6 inches in width, lying 6 feet 3 inches in each side of a center line, described as follows:

BEGINNING at a point on the easterly line of Laguna Street (which is also the westerly line of the Fort Mason Military Reservation), said point being distant northerly along said easterly line of Laguna Street 35.725 feet from the easterly prolongation of the southerly line of Beach Street; running thence westerly along the arc of a 5-degree curve to the right, radius 1146.28 feet and central angle 2 degrees 46 minutes 36 seconds, a distance of 55.552 feet, the tangent to said curve at the point of beginning being deflected southwesterly 87 degrees 13 minutes 24 seconds from said easterly line of Laguna Street; running thence westerly parallel with said southerly line of Beach Street and along the tangent to the above described curve 125.560 feet; thence westerly along a 20-degree curve to the right tangent to the last described course, of radius 287.939 feet and central angle 5 degrees, a distance of 25.127 feet; thence northwesterly along the tangent to the last described curve 179.140 feet; thence northwesterly along a 20-degree curve to the right, radius 287.939 feet and central angle 42 degrees 45 minutes a distance of 214.839 feet; thence northwesterly along the tangent to the last described curve 695.89 feet to a point distant southerly at right angles 12.588 feet from the easterly prolongation of the southerly line of Tonquin Street; thence northwesterly along a 20-degree curve to the left, radius 287.939 feet, central angle 47 degrees 45 minutes, a distance of 239.967 feet to a point distant northerly at right angles 81.75 feet from said prolongation of the southerly line of Tonquin Street, said last two courses and a portion of the preceding course being along and over a new street laid out and opened as a public street to be known as Marina Boulevard; running thence westerly parallel with said prolongation and said southerly line of Tonquin Street and along the tangent to the last described curve 3419.925 feet to a point distant easterly along said tangent 46.57 feet from the westerly line of Lyon Street (which is also the easterly line of the Presidio of the San Francisco Military Reservation); thence on the arc of a 30-degree curve to the left, radius 191.111 feet, southwesterly to the intersection of said curve with said westerly line of Lyon Street. (1.44 AC)

The above described right of way being an exact description of the right of way over and on which the Government of the United States now maintains and operates its spur track from the easterly line of Laguna Street in a westerly direction to the westerly line of Lyon Street.

Section 2. The right hereby granted shall include the right to construct, maintain and operate a switch into the United States Army Supply Depot at

Fort Mason from a point on Beach Street, approximately seventy (70) feet west of the west line of Laguna Street.

Section 3. This ordinance shall become effective upon the conveyance by the Secretary of War of the United States to the City and County of San Francisco of the hereinafter described real property in accordance with the provisions of an Act of Congress, entitled "An Act Authorizing the Secretary of War to Convey Certain Portions of the Military Reservation of the Presidio of San Francisco to the City and County of San Francisco for Educational, Art, Exposition and Park Purposes", approved March 3, 1925. The real property to be conveyed by said Secretary of War to the City and County of San Francisco is that portion of the Presidio Reservation in said City and County, described as follows, to-wit:

COMMENCING at a point on the westerly line of Lyon Street, distant thereon five and seventeen one-hundredths feet southerly from the northerly line of Bay Street if extended and produced westerly, and running thence northerly along the westerly line of Lyon Street one thousand one hundred and ninety-six and eighty one-hundredths feet; thence southwesterly on a curve to the left of six hundred and twelve feet radius, central angle 155 degrees 47 minutes 50 seconds, tangent to a line deflected 102 degrees 6 minutes 5 seconds to the left from the preceding course a distance of one thousand six hundred and sixty-four and thirteen one-hundredths feet to the westerly line of Lyon Street and the point of commencement. Containing nine and ninety-three one-hundredths acres, more or less. (9.93 AC - PALACE OF FINE ARTS)

Ordinance No. 7425 approved February 21, 1927, is hereby repealed.

Finally Passed - Board of Supervisors, San Francisco, May 2, 1927.

Ayes: Supervisors Byington, Colman, Deasy, Gallagher, Harrelson, Haverner, Hayden, Kent, Marks, McSheehy, Powers, Roncovieri, Schmidt, Shannon, Stanton, Todd.

Absent: Supervisors, Badaracco, Bath.

J. S. DUNNIGAN,  
Clerk.

Approved: San Francisco, May 14, 1927.

JAMES ROLPH, JR.,  
Mayor.

May 16-11

