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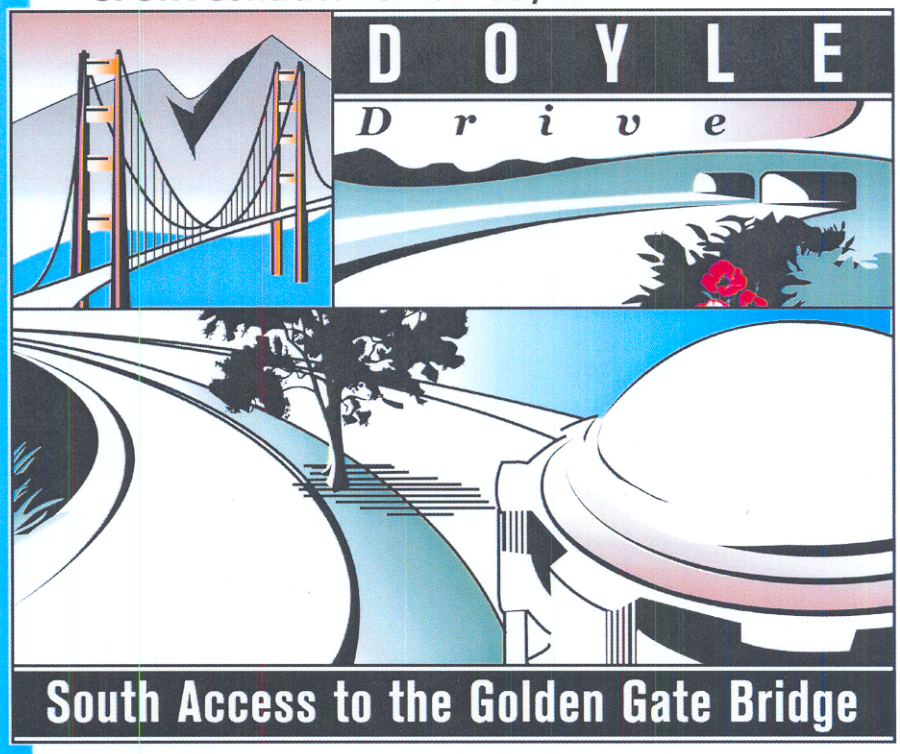

FINAL VISUAL IMPACT ASSESSMENT
September 2004

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TABLE OF CONTENTS

EXECUTIVE SUMMARY ES-1
Introduction ES-1
Methodology ES-2
Summary of Existing Visual Conditions ES-2
Summary of Visual Effects ES-3
INTRODUCTION I-1
Project Purpose I-3
Project Alternatives I-3
Construction Activities I-5
SECTION 1: METHODOLOGY 1-1
1.1 Inventory Methods – Visual Resources 1-1
1.1.1 Regional Landscape Character 1-1
1.1.2 Visual Influence Zone/Study Area 1-1
1.1.3 Landscape Units 1-1
1.1.4 Visual Image Types 1-1
1.1.5 Visual Quality Evaluation 1-2
1.2 Inventory Methods – Viewer Characteristics 1-2
1.2.1 Viewer Type 1-3
1.2.2 Viewer Exposure 1-3
1.2.3 Applicable Policies 1-4
1.3 Visual Impact Assessment Methods 1-4
1.3.1 Visual Impact Types and Assessment Criteria 1-4
1.3.2 Visual Mitigation Planning 1-9
1.3.3 Impact Documentation 1-9
SECTION 2: AFFECTED ENVIRONMENT 2-1
2.1 Existing Visual Character and Context 2-1
2.1.1 Regional Landscape and Scenic Resources 2-1
2.1.2 Context of Doyle Drive within the Regional and Local Landscape 2-1
2.1.3 Context of Doyle Drive for Automobile Drivers/Commuters 2-1
2.2 Existing Visual Image Types and Landscape Units 2-2
2.2.1 Visual Image Types 2-6
2.2.2 Landscape Units 2-7
2.3 Viewer Groups 2-11
2.3.1 Views from Doyle Drive 2-11
2.3.2 Views to Doyle Drive 2-11

2.4 Existing Visual Quality 2-11
2.4.1 Viewpoint 1: Gorgas Gate 2-15
2.4.2 Viewpoint 2: Marina Neighborhood 2-16
2.4.3 Viewpoint 3: Marina at Lyon 2-17
2.4.4 Viewpoint 4: Halleck North 2-18
2.4.5 Viewpoint 5: The Former Burger King (Building 211) 2-19
2.4.6 Viewpoint 6: Mason Street East 2-20
2.4.7 Viewpoint 7: Mason Street West 2-21
2.4.8 Viewpoint 8: Mason Street South 2-22
2.4.9 Viewpoint 9: Crissy Field 2-23
2.4.10 Viewpoint 10: Cavalry Stables North 2-24
2.4.11 Viewpoint 11: Lincoln Boulevard 2-25
2.4.12 Viewpoint 12: Halleck South 2-26
2.4.13 Viewpoint 13: Motorist View on Doyle Drive 2-27
2.4.14 Viewpoint 14: Halleck Northwest 2-28
2.4.15 Viewpoint 15: Girard Road 2-29
2.4.16 Viewpoint 16: McDowell Avenue 2-30
2.4.17 Viewpoint 17: Cavalry Stables West 2-31
2.4.18 Viewpoint 18: Toward Armistead Road 2-32
2.4.19 Viewpoint 19: Main Post (Building 106) 2-33
2.4.20 Summary of Viewpoints 2-34
2.5 Review of Plans and Policies 2-35
SECTION 3: ENVIRONMENTAL CONSEQUENCES 3-1
3.1 Introduction 3-1
3.2 Visual Changes by Landscape Unit 3-1
3.2.1 Toll Plaza Area 3-1
3.2.2 Toll Plaza through Park Presidio Interchange 3-2
3.2.3 Park Presidio Interchange to National Cemetery 3-4
3.2.4 Main Post 3-6
3.2.5 Marina Exit 3-8
3.2.6 Richardson Avenue Exit 3-9
3.3 Visual Changes and Effect on Viewer Groups 3-11
3.3.1 Viewpoint 1: Gorgas Gate 3-11
3.3.2 Viewpoint 2: Cow Hollow 3-14
3.3.3 Viewpoint 3: Marina at Lyon 3-17
3.3.4 Viewpoint 4: Halleck Street North 3-20
3.3.5 Viewpoint 5: The Former Burger King (Building 211) 3-23

3.3.6 Viewpoint 6: Mason Street East 3-26
3.3.7 Viewpoint 7: Mason Street West 3-29
3.3.8 Viewpoint 8: Mason Street South 3-32
3.3.9 Viewpoint 9: Crissy Field 3-35
3.3.10 Viewpoint 10: Cavalry Stables North 3-38
3.3.11 Viewpoint 11: Lincoln Boulevard 3-41
3.3.12 Viewpoint 12: Halleck South 3-43
3.3.13 Viewpoint 13: Motorist View on Doyle Drive 3-46
3.3.14 Viewpoint 14: Halleck Northwest 3-49
3.3.15 Viewpoint 15: Girard Road 3-53
3.3.16 Viewpoint 16: McDowell Avenue 3-55
3.3.17 Viewpoint 17: Cavalry Stables West 3-57
3.3.18 Viewpoint 18: Toward Armistead Road 3-60
3.3.19 Viewpoint 19: Main Post (Building 106) 3-63
3.4 Consistency with Scenic/Visual Resource Plans and Policies 3-66
SECTION 4: MITIGATION MEASURES 4-1
SECTION 5: REFERENCES 5-1

LIST OF FIGURES

Figure I-1 Project Location I-2
Figure 1.3-1 Visual Resources Methodology Flowchart (Baseline) 1-5
Figure 1.3-2 Visual Resources Methodology Flowchart (Impacts) 1-6
Figure 2.2-1 Landscape Units 2-3
Figure 2.2-2 Image Types in the Study Area 2-4
Figure 2.4.1-1 Key to Viewpoints 2-12
Figure 2.4.1-2 Western Section Viewpoints 2-13
Figure 2.4.1-3 Eastern Section Viewpoints 2-14
Figure 3.3.1 Viewpoint 1: Gorgas Gate 3-13
Figure 3.3.2 Viewpoint 2: Marina Neighborhood 3-16
Figure 3.3.3 Viewpoint 3: Marina at Lyon 3-19
Figure 3.3.4 Viewpoint 4: Halleck Street North 3-22
Figure 3.3.5 Viewpoint 5: The Former Burger King (Building 211) 3-25
Figure 3.3.6 Viewpoint 6: Mason Street East 3-28
Figure 3.3.7 Viewpoint 7: Mason Street West 3-31
Figure 3.3.8 Viewpoint 8: Mason Street South 3-34
Figure 3.3.9 Viewpoint 9: Crissy Field 3-37
Figure 3.3.10 Viewpoint 10: Cavalry Stables North 3-40
Figure 3.3.11 Viewpoint 11: Lincoln Boulevard 3-42

Figure 3.3.12 Viewpoint 12: Halleck South 3-45
Figure 3.3.13 Viewpoint 13: Motorist View on Doyle Drive 3-48
Figure 3.3.14 Viewpoint 14: Halleck Northwest 3-51
Figure 3.3.15 Viewpoint 15: Girard Road 3-54
Figure 3.3.16 Viewpoint 16: McDowell Avenue 3-56
Figure 3.3.17 Viewpoint 17: Cavalry Stables West 3-59
Figure 3.3.18 Viewpoint 18: Toward Armistead Road 3-62
Figure 3.3.19 Viewpoint 19: Main Post (Building 106) 3-65

LIST OF TABLES

Table 2.2-1 Landscape Units 2-10
Table 2.4-1 Summary of Existing Visual Quality 2-27
Table 3.3.1 Viewpoint 1: Gorgas Gate 3-12
Table 3.3.2 Viewpoint 2: Marina Neighborhood 3-15
Table 3.3.3 Viewpoint 3: Marina at Lyon 3-18
Table 3.3.4 Viewpoint 4: Halleck Street North 3-21
Table 3.3.5 Viewpoint 5: From the Former Burger King (Building 211) 3-24
Table 3.3.6 Viewpoint 6: Mason Street East 3-27
Table 3.3.7 Viewpoint 7: Mason Street West 3-30
Table 3.3.8 Viewpoint 8: Mason Street South 3-33
Table 3.3.9 Viewpoint 9: Crissy Field 3-36
Table 3.3.10 Viewpoint 10: Cavalry Stables North 3-39
Table 3.3.11 Viewpoint 11: Lincoln Boulevard 3-41
Table 3.3.12 Viewpoint 12: Halleck South 3-44
Table 3.3.13 Viewpoint 13: Motorist View on Doyle Drive 3-47
Table 3.3.14 Viewpoint 14: Halleck Northwest 3-50
Table 3.3.15 Viewpoint 15: Girard Road 3-53
Table 3.3.16 Viewpoint 16: McDowell Avenue 3-55
Table 3.3.17 Viewpoint 17: Cavalry Stables West 3-58
Table 3.3.18 Viewpoint 18: Toward Armistead Road 3-61
Table 3.3.19 Viewpoint 19: Main Post (Building 106) 3-64

APPENDICES

APPENDIX A: Maps
APPENDIX B: Consistency with Scenic/Visual Resource Plans and Policies
APPENDIX C: Construction Staging and Detour Diagrams for the Replace and Widen Alternative
APPENDIX D: Tree Cover Removal Diagrams for Each Build Alternative
APPENDIX E: Photos Representing a Driver's View While Traveling on Doyle Drive

EXECUTIVE SUMMARY

INTRODUCTION

This report presents results of the Visual Impact Assessment conducted for the South Access to the Golden Gate Bridge (Doyle Drive) Study.

Doyle Drive is located in the Presidio of San Francisco (the Presidio), in the northern part of the City of San Francisco at the southern approach to the Golden Gate Bridge. Doyle Drive is within the Golden Gate National Recreation Area (GGNRA), in San Francisco County, California. Doyle Drive is over 70 years old and is approaching the end of its useful life, although regular maintenance, seismic retrofit and partial rehabilitation activities are keeping the structure safe in the short term.

The purpose of the Doyle Drive Study is to determine the most appropriate alternative to improve the seismic, structural, and traffic safety of the roadway within the setting and context of the Presidio of San Francisco and its purpose as a National Park. Objectives of the Doyle Drive project are:

1. To improve the seismic, structural and traffic safety of Doyle Drive;
2. To maintain the functions that the Doyle Drive corridor serves as part of the regional and City transportation network;
3. To improve the functionality of Doyle Drive as an approach to the Golden Gate Bridge;
4. To preserve the natural, cultural, scenic and recreational values of affected portions of the Presidio, a national historic landmark district;
5. To be consistent with the San Francisco General Plan and the Final Presidio General Management Plan Amendment and adopted updates;
6. To minimize the effects of noise and other pollution from the Doyle Drive corridor on natural areas and recreational qualities at Crissy Field and other areas adjacent to the project;
7. To minimize the traffic impacts of Doyle Drive on the Presidio and local roadways;
8. To improve intermodal and vehicular access to the Presidio; and
9. To redesign the Doyle Drive corridor using the parkway concept described within the Doyle Drive Intermodal Study (November 1996).

Preliminary alternatives were developed by sponsoring agencies and consultant staff for the Doyle Drive study. These alternatives represented potential transportation solutions to the need identified for the year 2030 planning horizon year for the Doyle Drive study. The build alternatives were developed with input from the scoping process and reflect the parkway concept that evolved through the previous studies. After a screening analysis was conducted and various design options were refined, three alternatives were selected for further consideration:

Alternative 1: No-Build (Retrofit) Alternative

Alternative 2: Replace and Widen Alternative

Alternative 5: Presidio Parkway Alternative

Each alternative is described in more detail in the Introduction.

METHODOLOGY

The Visual Impact Assessment methodology was developed using guidelines provided in the Federal Highway Administration's (FHWA*) Approach to Visual Assessment of Highway Projects* (FHWA, no date). The existing visual conditions in the project area were evaluated in terms of landscape types and distinct visual features. The evaluation also considered other factors such as the project's visual influence zone (the overall area from which the project is potentially visible), the important views and viewing conditions, and viewer types, activities, and attitudes. The next step included assessing the changes that would be introduced by the project, and the anticipated viewer response to those changes. To aid in this analysis, computer-generated visual simulations were prepared from 19 viewpoints around the Presidio and adjacent neighborhoods. The viewpoints represent a broad range of views and viewers. Based on these evaluations, the degree of visual impact was determined.

SUMMARY OF EXISTING VISUAL CONDITIONS

Doyle Drive is located on the northern edge of the San Francisco peninsula within the Presidio. This area of northern California is one of the most scenic areas in the world, where the blue waters of the Bay and Pacific Ocean combine with islands, bridges, mountains and urban skylines to create both picturesque and impressive vistas.

Doyle Drive sits within the Presidio at the southern end of the Golden Gate Bridge, which links San Francisco to Marin County and crosses the entrance to San Francisco Bay. The Golden Gate Bridge is one of the symbols of San Francisco and northern California and attracts visitors from around the world to view this magnificent architectural and engineering wonder. At the east end of Doyle Drive is the City of San Francisco, which in its own right is considered a scenic, architectural and engineering wonder. The Presidio, a once military-post-turned-National-Park, has a unique scenic character. Much of this former military post is open space with woodlands of eucalyptus, cypress and Monterey pines. Structures within the Presidio vary in architecture, size and use, but seem to share a common utilitarian feel and most noticeably, a consistent color and material scheme (cream and brick color buildings with red roofs).

Within the Presidio, Doyle Drive is the primary transportation corridor. From points north of Doyle Drive, along Crissy Field and Mason Street, Doyle Drive is most noticeable because of its elevated position, heavy support columns of the low viaduct and steel truss sections of the high viaduct. From the south side Doyle Drive is less noticeable because of the intervening topography, vegetation and buildings. The most noticeable element of Doyle Drive is the steel and concrete high viaduct section over McDowell Avenue. The steel elements of the high viaduct, which are painted red, and the light gray of the concrete columns stand out against the green-forested background of the Presidio.

The high viaduct and low viaduct differ substantially in their architecture and appearance. In addition to being a much taller structure, the high viaduct utilizes relatively few support columns and has long spans between supports. From areas beneath the high viaduct, approximately a dozen vertical columns can be seen, two for each of the six supports that are in view. This viaduct has a network of steel cross-members supporting the roadway deck, as does the Golden Gate Bridge. The cross-members are

painted the same color as the bridge. Viewed from Crissy Field, the relationship between the high viaduct and the Golden Gate Bridge is evident. On the other hand, the low viaduct has concrete columns and a concrete deck with no steel cross-members. Its lower height places it more directly within a person's line of sight. High use areas surround the eastern half of the low viaduct where large numbers of people view it at close range as they pass directly by or under it. The existing low viaduct has spans of only 30 feet between supports and thus more vertical columns per unit length as compared to the high viaduct. Near its eastern terminus, the low viaduct splits into three separate structures: the Richardson Avenue on-ramp, Richardson Avenue off-ramp, and the bi-directional Marina Boulevard ramp. The width of the area occupied by the three elevated structures, about where Marshall Street crosses under Doyle Drive, is roughly four times greater than in other areas, creating a large, mostly empty and visually unappealing space beneath. From the corner of Marshall Street and Mason Street, more than one hundred vertical columns can be seen supporting the decks of the three structures. Much of the area beneath the low viaduct has been used as parking lots bounded by chain-link fence.

SUMMARY OF VISUAL EFFECTS

Several key criteria were used to assess the visual effects of the proposed alternatives:

- Potential obstruction or expansion of views
- Change in vividness (visual power or memorability)
- Change in intactness (visual integrity of the natural or man-made landscape)
- Effect on overall unity (visual coherence and compositional harmony) of the view
- Potential for community disruption or change in visual orientation

The change in visual quality for each alternative was assessed and given a rating from high to low.

Visual Resource Policies

There are four primary planning documents which provide direction regarding the scenic/visual resources with the study area. These plans include:

- Final General Management Plan Amendment (GMPA)
- Presidio Trust Management Plan (PTMP)
- San Francisco Bay Plan (SFBP)
- San Francisco Master Plan (SFMP)

All four of these plans set forth scenic/visual resource goals and policies intended to preserve, enhance, restore and respect scenic vistas, historic structures and visually important landscapes and streetscapes with the Presidio and surrounding neighborhoods. Each alternative was evaluated to determine its consistency with the scenic/visual resource goals and policies in each of these plans (see sections 2.5, 3.4 and Appendix B for a complete list of scenic/visual resource goals and policies and evaluation).

Visual Changes by Alternative

The project alternatives studied in depth generally fall into one of two categories, they either:

1. Produce relatively little long term change and therefore maintain current levels of visual quality and also views available to motorists on Doyle Drive, but fail to improve visual quality where it may be affected by the existing Doyle Drive in certain areas of the Presidio, or

2. Produce substantial long term change, much of which improves visual quality in certain areas of the Presidio by removing portions of the existing elevated structures and placing Doyle Drive underground, but at the same time eliminate views that motorists now enjoy from those portions of Doyle Drive.

The No-Build Alternative and Replace and Widen Alternative - Detour Option fall into the first category. The No Build Alternative would produce no change and the Replace and Widen Alternative - Detour Option would result in little change in existing visual conditions. The Replace and Widen - No Detour Option would fall between these two categories. The primary visual change associated with this alternative would be the raising of the low viaduct structure approximately two meters (six feet) which would result in a negative visual effect (increased view blockage and visual dominance) primarily when viewed from the main post area. Under the Presidio Parkway Alternative, the existing high and low viaduct structures would be demolished and new facilities would be constructed. The Presidio Parkway Alternative would place portions of the low viaduct structure below grade and/or underground, thus removing it from the landscape. The Presidio Parkway Alternative also provides direct connections between Doyle Drive and local roads within the Presidio, requiring realignment of streets, removal of buildings, and redevelopment of affected areas. Such actions would produce changes and localized improvements in visual quality in some areas, especially in the lower Tennessee Hollow area. Modifications associated with the Presidio Parkway Alternative would restore visual connections between areas of the Presidio that have been separated by Doyle Drive's low viaduct.

The Replace and Widen - No Detour Option would require the construction of detour facilities to carry Doyle Drive traffic for approximately five years while the existing facilities are demolished and the permanent, new facility is under construction. A detour structure would be built just north of and parallel to the existing low viaduct. Access to Marina Boulevard during construction would be maintained on an elevated temporary structure South of Mason Street. On and off ramps to the mainline detour facility would be located near the Post Exchange (PX) building. The detour structure would be demolished once the new Doyle Drive facility is complete.

INTRODUCTION

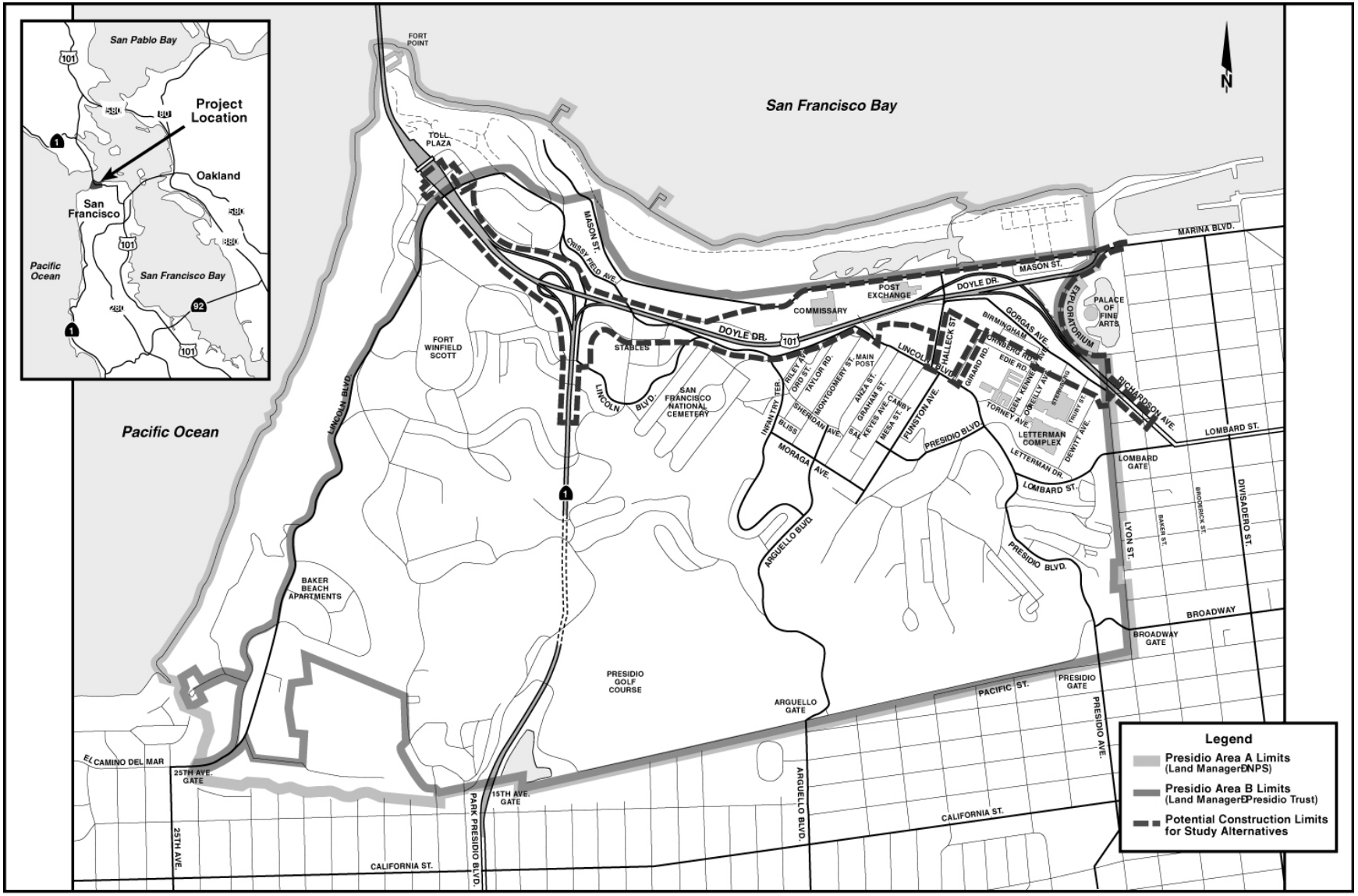
Doyle Drive is located in the Presidio of San Francisco (the Presidio), in the northern part of the City of San Francisco at the southern approach to the Golden Gate Bridge (see Figure 1-1). In 1994, when the US Army transferred jurisdiction of the Presidio to the National Park Service (NPS), it became part of the National Park system and Golden Gate National Recreation Area (GGNRA). In 1998, management of the Presidio was divided between two federal agencies: The Presidio Trust (the Trust), the agency responsible for oversight of 80 percent of the Presidio delineated as Area B; and the NPS, which is responsible for management of the coastal portions of the park (the remaining 20 percent) that are delineated as Area A. Doyle Drive lies predominately within the Area B lands managed by the Trust with a small portion at the western end located in Area A on land operated by the Golden Gate Bridge, Highway and Transportation District (GGBHTD). The Presidio has also been designated a National Historic Landmark District (NHLD) since 1962 with the Doyle Drive roadway determined to be a contributing element to that landmark.

Doyle Drive, the southern approach of US 101 to the Golden Gate Bridge, is 2.4 kilometers (1.5 miles) long with six traffic lanes. There are three San Francisco approach ramps which connect to Doyle Drive: one beginning at the intersection of Marina Boulevard and Lyon Street; one at the intersection of Richardson Avenue and Lyon Street; and one where Park Presidio Boulevard (State Route 1) merges into Doyle Drive approximately 1.6 kilometers (one mile) west of the Marina Boulevard approach (see Figure 1-1). Doyle Drive passes through the Presidio on an elevated concrete viaduct (low-viaduct) and transitions to a high steel truss viaduct (high-viaduct) as it approaches the Golden Gate Bridge Toll Plaza.

Doyle Drive is nearly 70 years old and it is approaching the end of its useful life, although regular maintenance, seismic retrofit, and partial rehabilitation activities are keeping the structure safe in the short term. However, further structural degradation caused by age and the effects of heavy traffic and exposure to salt air will cause the structures to become seismically and structurally unsafe in the coming years. In addition, the eastern portion of the aging facility is located in a potential liquefaction zone identified on the State of California Seismic Hazard Zones map dated August 2000.

Currently, Doyle Drive has nonstandard design elements, including travel lanes from 2.9 to 3.0 meters (9.5 to 10.0 feet) in width, no fixed median barrier, no shoulders and exit ramps that have tight turning radii. During peak traffic hours, plastic pylons are manually moved to provide a median lane as well as to reverse the direction of traffic flow of several lanes (Project Study Report: Doyle Drive Reconstruction, 1993).

FIGURE I.1:
PROJECT LOCATION



PROJECT PURPOSE

The purpose of the South Access to the Golden Gate Bridge - Doyle Drive Project is to replace Doyle Drive in order to improve the seismic, structural, and traffic safety of the roadway within the setting and context of the Presidio of San Francisco and its purpose as a National Park.

PROJECT ALTERNATIVES

This section describes the build alternatives in terms of physical and operating characteristics and a No-Build Alternative. As shown in Figure I-1, the project limits are from Merchant Road, just south of the Golden Gate Bridge Toll Plaza, to the intersection of Richardson Avenue/Francisco Street and Marina Boulevard/Lyon Street. During the screening process, all alternatives were evaluated for their ability to meet the project's Purpose and Need. Detailed drawings showing the plan and profile of each alternative in addition to the various design options can be found in Appendix A.

Alternative 1: No-Build Alternative

The No-Build Alternative represents the future year conditions if no other actions are taken in the study area beyond what is already programmed by the year 2020. The No-Build Alternative provides the baseline for existing environmental conditions and future travel conditions against which all other alternatives are compared.

Doyle Drive would remain in its current configuration, with six traffic lanes ranging in width from 2.9 to 3.0 meters (9.5 to 10 feet) and an overall facility width of 20.4 meters (67 feet) (see Figure 1-2). There are no fixed median barriers or shoulders. The lane configuration is changed by manually moving plastic pylons to increase the number of lanes in the peak direction of traffic. The facility passes through the Presidio on a high steel truss viaduct and a low elevated concrete viaduct with lengths of 463 meters (1,519 feet) and 1,137 meters (3,730 feet), respectively. This alternative does not improve the seismic, structural, or traffic safety of the roadway.

Vehicular access to the Presidio is available from Doyle Drive via the off-ramp to Merchant Road at the Golden Gate Bridge Toll Plaza. Presidio access at the east end of the project will be provided for southbound traffic via a right turn from Richardson Avenue to Gorgas Avenue. Presidio access for northbound traffic will be provided by a slip ramp from Richardson Avenue to Gorgas Avenue, which is currently under construction.

Alternative 2: Replace and Widen Alternative

The Replace and Widen Alternative would replace the 463-meter (1,519-foot) high-viaduct and the 1,137-meter (3,730-foot) low-viaduct with wider structures that meet the most current seismic and structural design standards (see Figure 1-3). The new facility would be replaced on the existing alignment and widened to incorporate improvements for increased traffic safety.

This alternative would include either six 3.6-meter (12-foot) lanes and a 3.6-meter (12-foot) eastbound auxiliary lane with a fixed median barrier or six 3.6-meter (12-foot) lanes with a moveable median barrier. The new facility would have an overall width of 38.0 meters (124 feet). The fixed median barrier option would require localized lane width reduction to 3.3 meters (11 feet) to avoid impacts to the historic batteries and Lincoln Boulevard, reducing the facility width to 32.4 meters (106 feet). Both options would include continuous outside shoulders along the facility. At the Park Presidio interchange, the two ramps connecting eastbound Doyle Drive to Park Presidio Boulevard and the ramp connecting westbound Doyle Drive to southbound Park Presidio Boulevard would be reconfigured to accommodate the wider facility. The Replace and Widen Alternative would operate similar to the existing facility except that there would be a median barrier and shoulders to accommodate disabled vehicles.

The Replace and Widen Alternative includes two options for the construction staging:

No Detour Option. – The widened portion of the new facility would be constructed on both sides and above the existing low-viaduct and would maintain traffic on the existing structure. Traffic would be incrementally shifted to the new facility as it is widened over the top of the existing structure. Once all traffic is on the new structure, the existing structure would be demolished and the new portions of the facility would be connected. To allow for the construction staging using the existing facility, the new low-viaduct would be constructed two meters (six feet) higher than the existing low-viaduct structure.

With Detour Option. - A 20.4-meter (67-foot) wide temporary detour facility would be constructed to the north of existing Doyle Drive to maintain traffic through the construction period. Access to Marina Boulevard during construction would be maintained on an elevated temporary structure south of Mason Street. On and off ramps to the mainline detour facility would be located near the Post Exchange (PX) building.

Vehicular access to the Presidio is available from Doyle Drive via the off-ramp to Merchant Road at the Golden Gate Bridge Toll Plaza. Presidio access at the east end of the project will be provided for southbound traffic via a right turn from Richardson Avenue to Gorgas Avenue. There would be no Presidio access for northbound traffic at the east end of Doyle Drive due to geometric constraints and concerns for traffic safety.

Alternative 5: Presidio Parkway Alternative

The Presidio Parkway Alternative would replace the existing facility with a new six-lane facility and an eastbound auxiliary lane, between the Park Presidio interchange and the new Presidio access at Girard Road (see Figure 1-4). The new facility would have an overall width of up to 45 meters (148 feet), and would incorporate wide landscaped medians and continuous shoulders. To minimize impacts to the park, the footprint of the new facility would include a large portion of the existing facility's footprint east of the Park Presidio interchange. A 450-meter (1,476-foot) high-viaduct would be constructed between the Park Presidio interchange and the San Francisco National Cemetery. Shallow cut-and-cover tunnels would extend 240 meters (787 feet) past the cemetery to east of Battery Blaney. The facility would then continue towards the Main Post in an open depressed roadway with a wide heavily landscaped median. From Building 106 (Band Barracks) cut-and-cover tunnels up to 310 meters long (984 feet) would extend to east of Halleck Street. The facility would then rise slightly on a low level causeway 160 meters (525 feet) long over the site of the proposed Tennessee Hollow restoration and a depressed Girard Road. East of Girard Road the facility would return to existing grade north of the Gorgas warehouses and connect to Richardson Avenue.

The Presidio Parkway Alternative would include an underground parking facility at the eastern end of the project corridor between the Mason Street Warehouses, Gorgas Street Warehouses and Palace of Fine Arts. The parking garage would supply approximately 500 spaces to maintain the existing parking supply in the area and improve pedestrian and vehicular access between the Presidio and the Palace of Fine Arts.

At the intersection with Merchant Road, just east of the toll plaza, a design option has been developed for a Merchant Road slip ramp. This option would provide an additional new connection from westbound Doyle Drive to Merchant Road. This ramp would provide direct access to the Golden Gate Visitors' Center and alleviate the congested weaving section where northbound Park Presidio Boulevard merges into Doyle Drive.

The Park Presidio interchange would be reconfigured due to the realignment of Doyle Drive to the south. The exit ramp from eastbound Doyle Drive to southbound Park Presidio Boulevard would be replaced with standard exit ramp geometry and widened to two lanes. The loop of the westbound Doyle Drive exit ramp to southbound Park Presidio Boulevard would be improved to provide standard exit ramp geometry. The northbound Park Presidio Boulevard connection to westbound Doyle Drive would be realigned to provide standard entrance ramp geometry. There are two options for the northbound Park Presidio Boulevard ramp to an eastbound Doyle Drive connection:

Option 1: Loop Ramp. - Replace the existing ramp with a loop ramp to the left to reduce construction close to the Cavalry Stables and provide standard entrance and exit ramp geometry.

Option 2: Hook Ramp - Rebuild the ramp with a similar configuration as the existing ramp with a curve to the right and improved exit and entrance geometry.

The Presidio Parkway Alternative includes two options for direct access to the Presidio and Marina Boulevard at the eastern end of the project:

Diamond Option – Direct access to the Presidio and Marina Boulevard in both directions is provided by the access ramps from Doyle Drive connecting to a grade-separated interchange at Girard Road. East of the new Letterman garage, Gorgas Avenue is a one-way street and connects to Richardson Avenue with access to Palace Drive via a signalized intersection at Lyon Street.

Circle Drive Option – The Circle Drive Option provides direct access to the Presidio and Marina Boulevard for eastbound traffic by access ramps connecting to a grade-separated interchange of Girard Road. Westbound traffic from Richardson Avenue would access the Presidio and Palace Drive through a jug handle intersection with Gorgas Avenue.

CONSTRUCTION ACTIVITIES

The following section describes the construction activities associated with all build alternatives including staging and temporary detours. Diagrams depicting the construction staging and detours for the Replace and Widen Alternative are contained in Appendix C.

Pre-Construction Staging

Two staging areas have been identified. The primary staging area would be located between Doyle Drive and Mason Street at the parking lot for the Post Exchange (PX) and Commissary. Both buildings will remain under the Replace and Widen – No Detour option. Alternately, both the PX and the Commissary will be removed under the Replace and Widen – With Detour option to facilitate construction of the temporary detour, thereby enlarging the area available for staging. The Parkway Alternative will require the removal of the PX building only. The secondary staging area would be located at the parking lot between Buildings 230 and 1063 at the west end of Gorgas Avenue. Depending on schedule and sequence of work, completed sections of detours and permanent structures could also be used for staging.

Storage of equipment and materials on-site would be limited to the staging areas to minimize ground disturbance. The majority of equipment and materials would be transported to the site using designated haul roads during daytime hours to minimize disturbance to the surrounding residential neighborhoods and to comply with the City of San Francisco construction noise ordinance. Doyle Drive from the west, Mason Street, and Lincoln Boulevard have been identified as haul roads. Additional haul roads, including completed detour roads, would be identified prior to the start of construction. Following construction, all haul roads would be restored to existing conditions or as defined by the land managing agency.

Construction

All build alternatives would involve standard construction techniques and require large-scale construction equipment and labor-intensive activities. General activities would include:

- Excavation, grading, stockpiling of soil;
- Removal of vegetation and existing facilities; and
- Erection of temporary falsework and shoring, roadway construction, placement of reinforced concrete and precast concrete, landscaping, and demobilization.

Equipment would include drill rigs, pile and pneumatic hammers, backhoes, sheet piling, cranes, bentonite mixing and processing equipment, an on-site concrete batching plant, concrete trucks, and delivery trucks. Impact tools would be equipped with intake and exhaust mufflers while pavement breakers and jackhammers would be equipped with acoustically attenuating shields or shrouds. The construction period is an estimated four to five years for all alternatives.

Methods of construction could include the use of ground-supported falsework for the aerial structures, cast-in-drilled-hole (CIDH) piles for the foundations, and cut-and-cover for the tunnels. Specialized overhead construction techniques are being considered for the aerial structures to minimize ground disturbance. CIDH piles (reinforced concrete piles which are cast in a pre-drilled hole or casing) are recommended as the primary foundation support methodology, however, there are other non-conventional alternatives which may be considered. Oscillated non-driven piles are one such alternative, although they are typically about a third more expensive than conventionally installed driven piles. Driven piles should still be considered in certain less sensitive locations, because they are widely available, generally smaller in diameter, more economically feasible, and historically proven since the original Doyle Drive viaducts were constructed on driven piles. A driven pile program would be implemented only at locations deemed to be outside those areas where pile hammer noise could have a potential negative effect. Decision about which methods to use will depend on cost, feasibility of construction, and avoidance of sensitive resources, and would be made early in the final design of the preferred alternative.

Aerial Structures and Substructures

There are three superstructure types being considered for the aerial structures: the concrete box-girder, variable depth haunch girder, and constant depth girder. The concrete box-girder design is standard in California and requires shorter spans and therefore more support columns. Both the variable depth and constant depth girders allow for longer span of up to 80 meters (262 feet).

Aerial structure foundations would most likely be CIDH piles approximately 20 meters (65 feet) long and 0.9 to 3.0 meters (3 to 10 feet) in diameter. The installation of a CIDH pile would require either drilling a hole to a pre-determined depth or driving a casing using vibratory or oscillation techniques and removing the soil. A rebar support cage would then be lowered into the center of the hole or casing and concrete be poured in, forming the pile. Depending on groundwater levels, full-length casings could be required but if not, the hole would be filled with bentonite slurry to stabilize the walls. This would require a bentonite processing plant on-site to process displaced bentonite as concrete is poured. The slurry would be displaced from the hole as the concrete is placed from a concrete pump truck using concrete delivered from mix trucks or from an on-site plant.

Tunnels

The tunnels would be constructed using the cut-and-cover method. The typical sequence for construction would include excavation to the necessary length and depth; installation of required substructures and ground water conveyance systems, if necessary; installation of waterproof membrane; pouring of concrete for the base slabs, walls, and the roof; covering the top and sides of the tunnel with a waterproofing membrane; and backfilling over the top of the tunnel to create the approved topography. For the Main Post tunnel the roof would be built out of precast sections to minimize disruption to traffic operations.

Because of potential hydrological and biological sensitivity at the bluff area, further hydrogeologic investigations would be conducted before final design to determine the hydrogeology and extent of groundwater flow. A water transfer concept was developed that would be necessary to transfer groundwater around the tunnel without allowing longitudinal flow along the exterior of the concrete walls to maintain wetland vegetation on the northern bluff face. The concept includes high-permeability strip drains to intercept groundwater on the upstream (south) side of the tunnel and transport it around the outside of the tunnel to locations on the downstream (north) side of the tunnel.

At the closest point at the National Cemetery, the limit of the tunnel structure would be 1 meter (3 feet) north of the National Cemetery fence line. No tiebacks would be used in this area and rigid shoring system that would be incorporated into the final tunnel wall would be designed to minimize any ground movement and avoid the cemetery.

It is anticipated that majority of the material excavated during construction of the tunnels would be suitable for reuse as fill in the project corridor; however, any unsuitable material would require off-site disposal. For reuse of excavated soils in the project corridor, the Caltrans thresholds for soil contaminants would need to be used.

Demolition of Detours and Existing Structures

Standard demolition equipment would be used to dismantle the existing structures and the temporary detour structures after completion of the replacement structures. Demolition would include cutting and pulverization of concrete into pieces on-site that could be used as back fill in the project corridor. Piles from the existing structure would be cut off to an elevation 1 meter (3.28 feet) below grade per Caltrans standard specifications. Curtains may be required during demolition of existing structure to contain release of airborne lead.

Replace and Widen Detours

A temporary detour would be necessary to maintain traffic during the replacement of the low viaduct. The construction period would last approximately five years. The replacement of the low-viaduct would require detours in two stages. The first stage would detour traffic north and south of the west portion of the low-viaduct. The detours would match the existing profile. The second stage would detour the mainline traffic north of the existing structure. The mainline detour would be similar to the existing roadway with 3.0 meter (9.8 feet) lanes and a reversible center lane to accommodate peak direction traffic. The detour would descend from the new western portion of the low-viaduct similar to the existing structure. The Marina ramp detour would split off the mainline with the mainline detour rising to go over the existing Marina and Richardson ramps. Once clear of the existing structure, the mainline detour would descend to grade adjacent to the Palace of Fine Arts.

The Marina ramp detour keeps the Marina traffic on an elevated detour with a similar profile to the existing structure. The elevated detour aligns to the south of Mason Street and requires the temporary removal of four Mason Street Warehouses.

SECTION 1: METHODOLOGY

This chapter describes the methodology and criteria used in assessing the existing visual conditions and the potential visual impacts of the proposed project alternatives for the South Access to the Golden Gate Bridge–Doyle Drive Project.

The study methodology was developed using guidelines provided in the Federal Highway Administration's (FHWA) *Approach to Visual Assessment of Highway Projects* (FHWA, no date). The existing visual conditions in the project area are comprised of actual visual resources (described in terms of visual character and quality), the characteristics of viewers, namely viewer exposure (the ability to see the project area), and viewer sensitivity. The visual resources were analyzed in terms of landscape types and distinct visual features within the region. The evaluation of viewer characteristics took into account the project's visual influence zone (the overall area from which the project would be potentially visible), the important views and viewing conditions, and viewer numbers, types, activities, and attitudes. These components defined the existing conditions. The next step was to assess the changes that would be introduced by the project, and the anticipated viewer response to that change. Based on these evaluations, the degree of visual impact was determined.

1.1 INVENTORY METHODS—VISUAL RESOURCES

1.1.1 Regional Landscape Character

The first step in identifying visual character is to define the regional landscape in which the project study area is located. This helps establish a frame of reference for comparing the visual effects of alternatives and determining their significance. Regional landscapes constitute broad areas defined by physical and ecological factors, and are characterized by specific combinations of four components: landform (or topography), water, vegetation, and man-made development.

1.1.2 Visual Influence Zone/Study Area

Defining the visual influence zone of the project is important to establish the visual study area. The visual influence zone is defined as the general land area or envelope within which the project may be seen, and in turn visually influences potential viewers. This is often referred to as a project's "viewshed." A project's viewshed is most often defined by topographic features such as ridgelines, which create the visual and physical boundaries of the visual envelope.

1.1.3 Landscape Units

Landscape units are portions of the study area that have a distinct visual character. Their boundaries are often marked by distinct changes in visual character or spatial experience, such as a valley entrance, a river crossing, or a change in land use pattern. The visual character of some units is strongly influenced by specific landscape features, such as a large structure, individual landform, or a distinctive body of water.

1.1.4 Visual Image Types

Image types are areas that exhibit a fairly homogeneous visual quality. In combination, several image types influence the character of the larger landscape unit. Image types describe variations within landscape units that have implications for visual quality and viewer exposure; they provide a more detailed framework for comparing the visual effects of a project and developing appropriate mitigation strategies. Each image type may be found within any landscape unit area. A Visual Image Type of an area is based on landscape and

development features which, in combination, give the area a certain “look” within the regional context. Key features that determine a Visual Image Type include:

- Landscape Components—the type, configuration and composition of design components, including slope, water forms, vegetation, and structures. These components influence what is visually dominant within each typical image type.

- Land-Use Concept—within developed areas, the density and spatial arrangement of open space, access, landscape patterns, and buildings which dictates how views are oriented, enclosed, or focused.

- Level of Landscaping and Visual Design—the extent and significance of landscaped areas, and the degree of investment in, or attention to, aesthetics in the design and maintenance of the area.

1.1.5 Visual Quality Evaluation

The existing visual quality for each of the landscape units identified within the project study area was evaluated and rated. The evaluation looks for indicators of the level of visual relationships, rather than judgments of physical landscape components. This approach provides a set of three evaluative criteria proven to be useful in previous visual impact studies: vividness, intactness, and unity. These criteria are defined as follows:

- Vividness is the visual power or memorability of landscape components as they combine in striking and distinctive visual patterns. An example within the study area is the distinctive relationship of land and water observed from the existing Doyle Drive.

- Intactness is the visual integrity of the natural and man-made landscape of the immediate environs and its freedom from encroaching elements. An example within the study area is the Crissy Field wetland restoration area, which is a natural area with few man-made features.

- Unity is the visual coherence and compositional harmony of the viewshed. The viewshed entails all natural and man-made features found within the normal view range. In man-altered landscapes, it frequently attests to the careful design or fit of individual components in the landscape. An example is the way man-made elements such as the Golden Gate Bridge combine with natural features such as San Francisco Bay and the Marin Headlands to provide a coherent visage unique to the Bay Area.

1.2 INVENTORY METHODS—VIEWER CHARACTERISTICS

Evaluation of viewer characteristics and sensitivity incorporates the visual preferences of viewers, viewer activities, viewer awareness of visual character and issues, and local values and goals. This methodology is used to determine the existing visual conditions (Chapter 2.0) and changes that would occur to those conditions due to the project (Chapter 3.0). The complexities in documenting viewer sensitivity are partially addressed through a physical inventory of viewer types and landscape characteristics affecting viewer exposure, as well as through interpretations of viewer sensitivity information obtained from previously recorded comments and other studies. For projects with high visibility, the direct solicitation of viewer response information through public meetings, workshops, and newsletters is invaluable in identifying local preferences and locally significant visual features or concerns. In this study, analysis of existing information and field data has been supplemented with information gained through informal viewer response information obtained during public meetings.

1.2.1 Viewer Type

The main distinction between types of viewer groups is whether views are from Doyle Drive (highway users or motorists) or toward the Doyle Drive corridor. Within these two main groups are subcategories relating to highway use (commuters, recreationalists, commercial users, tourists, etc.) and viewer location/land use (residential, commercial, local road-user, recreational, etc.). The characteristics of these viewing locations and viewer activities determine viewer sensitivity in the study area (see below).

1.2.2 Viewer Exposure

Viewer exposure refers to the visibility of the project from surrounding viewpoints as well as the viewing sequence from the road-user's viewpoint. Use patterns that determine viewpoints can be categorized by location, use-volume, and timing, as well as by viewer type. Viewer exposure relates to duration and frequency of views, and whether the viewer is located at a given site or is moving. The direction and speed of travel can profoundly influence the exposure to views. View position refers to the observer's height in relation to what is being viewed. This relationship is important in determining scenic quality and potential visual impact. This relationship applies to both viewers of the project and viewers from the project.

Viewing angle is also an important factor in evaluating viewer exposure. In general, a 45-degree viewing angle is preferable because it allows the viewer to see depth, architectural features and length of the feature being viewed. Highly acute viewing angles are less preferable because architectural details are often reduced as well as the depth of the feature being viewed. Perpendicular angles are also less preferable than a 45-degree viewing angle because depth of the feature is often lost, while architectural details are more visible.

Viewing conditions such as lighting, seasonal variation, and weather can also influence the experience of views.

Viewing distance affects the degree of visibility of landscape features. Close viewpoints, typically within 0 to 0.5 kilometers (0 to 0.3 miles), permit perception of landscape detail and small-scale features. An intermediate viewpoint, typically from 0.5 to 5.0 kilometers (0.3 to 3.0 miles), permits the viewer to perceive the relationship of landscape features, although detailed perception is considerably reduced. Distant viewpoints, typically beyond 5.0 kilometers (3.0 miles) from the viewer, allow only perception of large-scale features (e.g., ridges, the Bay, and urban settlements), with little detail and considerable loss of color contrast.

Viewing distance also exerts a considerable influence on the viewer's visual experience. Typically, a person can readily perceive objects within an approximately 40 degree range directly in front of him/her, in the horizontal plain, without moving his/her head or eyes (this is called the "normal view range" or the "normal view cone," and is replicated in 50 millimeter lens using a 35 mm camera). From close viewpoints, Doyle Drive, due to its length, will encompass the entire view cone of a viewer facing it, and changes to it will be prominent. But from distant viewpoints, Doyle Drive will encompass only a portion of the view cone of a person facing it, making it possible that changes to the roadway will be less prominent.

The visibility of the existing road is dictated by topographic screening and other factors, such as structures and vehicles. Visibility of the existing conditions was documented in field photography.

Within the study area, sensitive viewpoints for analysis and photo-simulation studies were chosen to represent visual resource issues and the major viewer groups. Representative viewing areas were mapped from field analysis and map interpretation.

1.2.3 Applicable Policies

Various planning and regulatory documents from the National Park Service, Presidio Trust, Federal Highway Administration, Caltrans, and City and County of San Francisco have been reviewed to identify policies governing aesthetics. These policies are incorporated into the visual baseline studies to provide background regarding viewer characteristics and expected viewer response to change. The policies also provide a basis for identifying potential conflicts between the project and local agencies' policies regarding aesthetics. A summary of these policies and analysis of consistency of the proposed alternatives with each policy is contained in Appendix B.

1.3 VISUAL IMPACT ASSESSMENT METHODS

The methodology used to assess visual impacts is also taken from the FHWA guidelines referenced in Section 1.1. The impact assessment process, shown in Figures 1.3.1 and 1.3.2 (Visual Resources Methodology Flowcharts), incorporates and combines the two principal visual impact components: visual resource change and viewer response to that change. Visual resource change is analyzed in terms of visual dominance and other specific visual effects of alternatives, together with change in visual quality. Viewer responses to these changes are interpreted on the basis of viewer types identified in the baseline study. Visual simulations have been prepared to assist the analysis, using computer-generated information overlaid on photographic images from actual site photos at selected viewpoints. In addition, the relationship of the project to applicable plans and policies are examined, and any inconsistencies between potential impacts and adopted policies are highlighted.

1.3.1 Visual Impact Types and Assessment Criteria

Visual impacts have been categorized into general types. Separate criteria apply to each different visual impact type. The relationship of these impact types to the overall impact assessment is shown in Figure 1.3.2.

1.3.1.1 Criteria-Specific Effects on Viewers

The criteria used to determine effects on viewers include: visual dominance of the project; view obstruction or view expansion; effects on community disruption; viewer orientation; and design quality issues, such as changes in vividness, intactness and unity.

Visual Dominance. Visual dominance refers to the contrast between the proposed improvements and their setting described in terms of vegetation, landform, and structural changes. Dominance is a function of how potentially noticeable the project is to the viewer, ranging from:

- Inevident — Project is visible but generally not noticeable.
- Subordinate — Project is noticeable, but attracts less attention than other components of the setting.
- Co-dominant—Project attracts attention equally with other components of the setting.
- Dominant—Project dominates the view and attracts more attention than other components of the setting.

Visual elements of scale, form, line, and position, as seen from representative sensitive viewing locations, determine the degree of contrast and dominance.

FIGURE 1.3.1
VISUAL RESOURCES METHODOLOGY FLOWCHART (BASELINE)

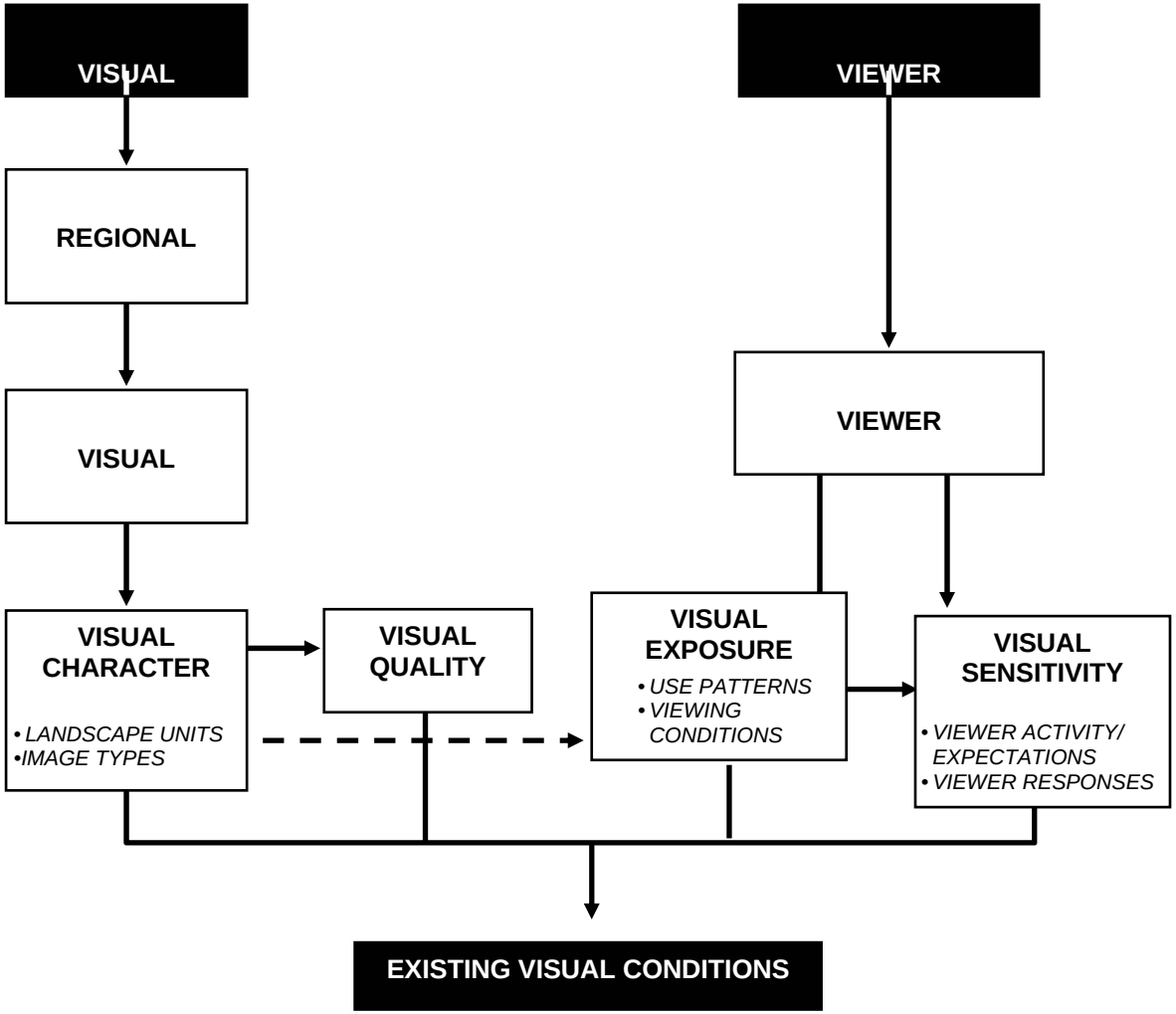
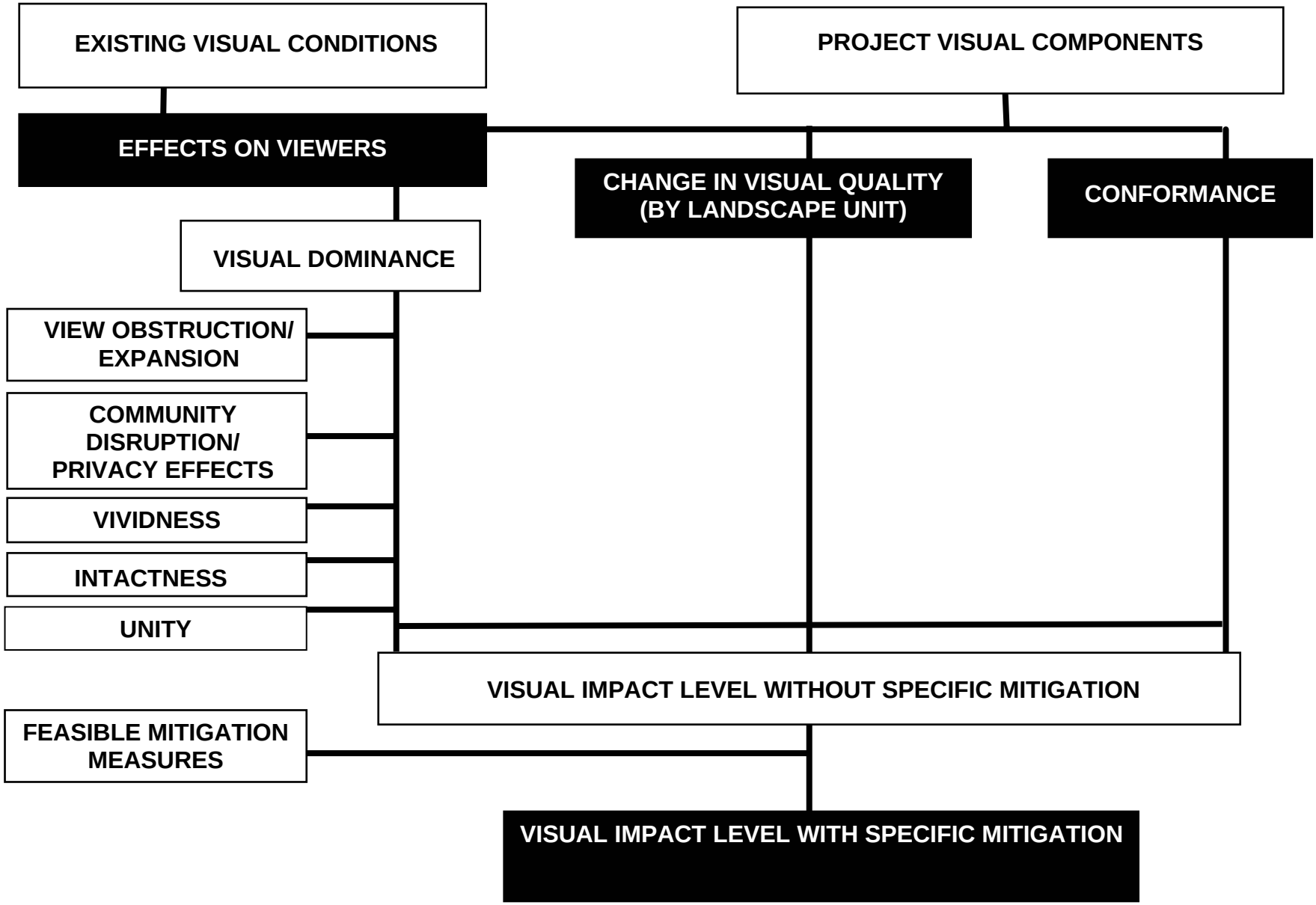


FIGURE 1.3.2
VISUAL RESOURCES METHODOLOGY FLOWCHART (IMPACTS)



It is fairly straightforward to determine the expected degree of visual dominance for the project from a given viewpoint. The determination involves an evaluation of the visibility and visual contrast of project components within their surroundings, together with viewing distance and degree of visual exposure for the viewer. Preferably, this analysis would be aided by the use of visual simulations (see below).

A visually dominant project represents a more substantial visual change if it occurs in areas such as an intact natural landscape or NHLD, as Doyle Drive does. In general, if the project would cause the facility to change from a more dominant to a less dominant level, the effect is generally considered to be beneficial. Conversely, if the dominance of the roadway increases because of the project, the effect is generally considered to be adverse.

It is important to stress that visual dominance is only one of the criteria which may be considered in evaluating visual quality. The visual effect may be altered considerably by other criteria, including view obstruction/expansion; vividness; intactness; unity; community disruption/privacy/orientation; design quality, art, architecture; and loss or addition of attractive landscape features (e.g., trees).

View Obstruction or Expansion. View obstruction or expansion is a criterion that may modify the degree of adverse effect expected from the dominance evaluation. In terms of view blockage, existing views may be eliminated as a result of structural or landform additions that may block visual access. Conversely, views may be improved or made newly available as a result of existing structural and landform elements being moved or removed. View obstruction or expansion is categorized as follows:

- Obstructed view — Project fully or largely blocks views of notable landscape features or vistas.
- Partial view obstruction — Project interrupts or partly screens views of notable landscape features or vistas, but some experience of viewing features or vistas remains.
- New or expanded view — Project opens up views of notable landscape features or vistas.

In this study, notable landscape features may include either positive visual elements with high visual unity and intactness (views of the Bay, ridgelines, open space, historic landmark buildings) or negative ones with low unity and intactness (storage facilities, maintenance yards, stockpile areas). Therefore, whether the effect on view obstruction is considered adverse or beneficial depends on the object being viewed. This criterion has been applied only where important views or viewing directions toward notable features are affected; it is not applied in situations where general or unspecified views may be blocked.

Community Disruption, Orientation, and Privacy. Considerations of community disruption, viewer orientation, and privacy represent a set of criteria, which reflects typical viewer responses and perceptions about the relationship of transportation corridors to the surrounding neighborhood.

Community Disruption—Changes in both physical and visual conditions can influence the degree of community disruption perceived by local residents because of a project. This report considers only the visual evidence of community disruption and not access or land-use effects. Changes that make the project more visible and more obstructive tend to increase perceived community disruption. This criterion applies mainly to views to the road from residential, recreational, and office commercial viewer groups.

Orientation or “way-finding” pertains to visual information (landmarks, signage, indicators of local character) along the freeway or other travel routes, which may cue travelers to their regional and local position, and which potentially improve a sense of direction or perceived safety. Orientation is evaluated as either being improved (when views to recognized landscape features are opened up, or

viewing sequences along important entry routes become less confusing) or worsened (when continuous view blockage along travel routes prevent orientation to surrounding communities and natural features, or when a complicated travel path leads to frequent changes in view direction).

Privacy is an important consideration in residential neighborhoods where direct sight-lines from the roadway to adjacent homes and gardens are perceived as adverse to the inhabitants. Major increases or reductions in privacy are evaluated.

Design Quality, Art and Architectural Features. The design quality, art and architectural features criterion describes those aspects of the project design that may reflect creative aesthetics design input and which need to be documented under FHWA procedures. Although a matter of considerable subjectivity, design features that attempt to increase aesthetic qualities can be evaluated, much like landscape units or specific landscape features, in terms of vividness, unity, and intactness.

1.3.1.2 Overall Effects on Viewers

An overall determination of adverse and beneficial effects on viewers is based on a combined evaluation of all the criteria described above. Impacts are categorized as:

- Strongly Beneficial—substantial visual change and considerable increase in the overall visual quality, with the likelihood of strongly positive viewer responses.
- Beneficial—moderate degrees of visual change and an increase in the overall visual quality, with the likelihood of positive viewer responses.
- Minimally Beneficial—tangible visual changes and a minimal increase in overall visual quality, with the likelihood of moderately positive viewer responses.
- Negligible—little or no visual change and no tangible reduction or increase in visual quality, without negative or positive viewer responses expected.
- Minimally adverse—a tangible degree of visual change and a minimal reduction in overall visual quality, with the likelihood of some moderately negative viewer responses.
- Adverse—moderate degrees of visual change and a reduction in the overall visual quality, with the likelihood of negative viewer responses.
- Strongly Adverse—substantial visual change and considerable reduction in the overall visual quality, with the likelihood of strongly negative viewer responses.

In the absence of a formal viewer response survey on reactions to predicted visual impacts, the evaluation of viewer responses is based on the following: general criteria of visual sensitivity derived from FHWA guidance; past visual studies conducted by Public Affairs Management (PAM); interpretation of viewer responses obtained during the baseline studies; and informal viewer response information obtained during public meetings.

Effects on viewers are further subdivided by viewer type, since different viewer groups (associated with particular image types described in the baseline study) may have different levels of sensitivity to visual issues. For the purposes of impact documentation, viewer types are classified as:

- Residential viewers (from adjacent neighborhoods and on the Presidio)
- Institutional viewers (office and other workers at the Presidio, etc.)
- Users of other main roads and cross-streets
- Recreational users (bicyclists, pedestrians, etc.)
- Tourists
- Project users (roadway travelers)
- From the Bay, watercraft.

Views from Doyle Drive. Commuters and recreational viewers are considered to have highest sensitivity and commercial users are considered to have lowest sensitivity. Due to the lack of quantified information on the composition of viewer types within the freeway traveler category, no attempt has been made to discriminate between types of travelers on grounds of sensitivity. Therefore the analysis is conducted from the point of view of commuters and recreational/tourists that will be traveling on the roadway.

1.3.1.3 Change in Visual Quality

Change in visual quality addresses the effect of the project on overall visual quality at the landscape unit scale. This can be determined by reevaluation of the vividness, unity, and intactness criteria for the unit with the post-project condition, noting both specific changes and overall changes in visual character. This analysis reflects the cumulative effects of the project on views as documented for particular viewpoints and image types (see Section 1.3.1.1), as well as inherent changes in visual character regardless of specific existing viewpoints.

1.3.1.4 Conformance with Applicable Policies

Policies governing aesthetics and related issues concerning the project study area have been reviewed in relation to the project description for conformance. Potential conflicts with these policies are described in the impact assessment and in Appendix B.

1.3.2 Visual Mitigation Planning

Based on evaluation of the proposed project (using the impact criteria described above), potential visual mitigation measures of adverse effects (both substantial and minor) are considered along with any policy conflicts.

1.3.3 Impact Documentation

Visual Simulations. In order to assist in the analysis and documentation of visual resource change, a series of 19 representative viewpoints were identified. For each viewpoint, “before” and “after” photographs were prepared to simulate the proposed project alternatives. The viewpoints were chosen on the basis of a variety of factors, including high visibility/close proximity to sensitive viewers; specific views or types of views identified as important by the public; and range of view types available to the public (close proximity to long-distance views). Of the 19 viewpoints, one of the viewpoints represents the motorist’s view while traveling along Doyle Drive.

Once the viewpoints were established, photographs were taken in the field from each viewpoint and documented (when feasible, with a 50mm lens to replicate the view from the typical human eye). (See Section 1.2.2.) A representative photograph was chosen from each viewpoint to be developed as a computer simulation. The selected photographs are meant to exemplify existing conditions at the viewpoints, but it is important to recognize that these conditions may differ over the course of the day, due to meteorological conditions and the movement of the sun.

A computer database was developed for each viewpoint to correspond to key reference points (existing landscape characteristics) and proposed project components to be shown in the photograph. Proposed changes were displayed for each viewpoint by overlaying a three-dimensional computer model on the photograph and rendering it (applying paint) to reflect the proposed project's expected appearance in full detail, including colors, shadows, and lighting. Reproductions of the before and after simulations are provided in Chapter 3.0 of this report. Photo simulations accurately represent the location, scale, and mass of potential new facilities. However, as shown, the architectural character and certain engineering characteristics of highway structures, and landscape treatments within the highway right-of-way and adjacent areas of the Presidio are for illustrative purposes only.

SECTION 2: AFFECTED ENVIRONMENT

2.1. EXISTING VISUAL CHARACTER AND CONTEXT

2.1.1 Regional Landscape and Scenic Resources

Doyle Drive is located on the northern edge of the San Francisco peninsula within the Presidio National Park. This area of northern California is one of the most scenic areas in the world, where the blue waters of the Bay and Pacific Ocean combine with islands, bridges, mountains and urban skylines to create both picturesque and impressive vistas.

The visual character of the San Francisco Bay region is a melding of urban and suburban development within and around mountains, open space and water. Examples of this aesthetic are the seven bridges that cross the Bay at various points. These include the Golden Gate Bridge, San Francisco – Oakland Bay Bridge, and Richmond-San Rafael Bridge. Dense urban areas such as San Francisco and Oakland are balanced by natural and open space areas such as the headlands of the Golden Gate National Recreation Area, and East Bay hills. The waters of the Bay and Pacific Ocean are almost always active, as they contain major shipping routes for the transportation of goods in and out of the Ports of Oakland and San Francisco. The Bay waters are also the source of a bustling year-round fishing industry and are extremely popular for recreational boating, sailing and windsurfing. From almost any vantage point, on any given day, each of these elements play a part in the regional aesthetic and character of the Bay Area.

2.1.2 Context of Doyle Drive within the Regional and Local Landscape

Doyle Drive is the southern entrance to the Golden Gate Bridge which, crossing the entrance to the San Francisco Bay, links San Francisco to Marin County. Doyle Drive sits within the Presidio of San Francisco and is, therefore, part of the Golden Gate National Recreation Area (GGNRA). The Golden Gate Bridge is one of the symbols of San Francisco and northern California and attracts visitors from around the world to view this magnificent architectural and engineering wonder. Doyle Drive connects the Golden Gate Bridge to the Marina and Cow Hollow neighborhoods, and the rest of the city of San Francisco, and passes through the Presidio National Park. Formerly a military base, the Presidio provides its own unique scenic character. Much of the Presidio is comprised of open space and historic landscape, with woodlands of eucalyptus, cypress and Monterey pines. However, the areas surrounding Doyle Drive within the Presidio are more developed with older residences, military batteries, warehouses, and a national cemetery. Structures within the Presidio vary in architectural structure, size, and use, but seem to share a common style and most noticeably, a consistent color and material scheme (cream and brick color buildings with red roofs). Many of the Presidio buildings are included in the National Register of Historic Places database.

Within this context, Doyle Drive is a primary transportation corridor. From points north of Doyle Drive, along Crissy Field and Mason Street, Doyle Drive is noticeable because of its elevated position along the bluffs, heavy support columns and steel truss sections. From the south side, Doyle Drive is less noticeable because of the intervening topography, vegetation and buildings. The most noticeable element of Doyle Drive is the steel and concrete elevated section over McDowell Avenue. The steel elements, which are painted red, along with the light gray color of the concrete columns, stand out against the green-forested background of the Presidio. When viewed from a distance, this “high viaduct” forms a continuous linear feature and connects visually to the Golden Gate Bridge.

2.1.3 Context of Doyle Drive for Automobile Drivers/Commuters

Motorists traveling on Doyle Drive have a wide variety of visual experiences. When traveling northbound from San Francisco, it is quite evident that the viewer is leaving the urban environment of San Francisco, and

entering the more rural setting of the Presidio and, after crossing the Golden Gate Bridge, eventually Marin County. However, this transition is gradual as the Presidio provides a progression of visual character from urban (areas around Gorgas Gate and the Main Post) to broad elevated views of the Golden Gate Bridge, San Francisco Bay, and Crissy Field, to wooded and natural areas, before reaching the Golden Gate Bridge toll plaza.

In the reverse direction (from north to south), the visual character of Doyle Drive transitions from more natural and rural characteristics to an urban character, as views of San Francisco become more prominent for motorists traveling south. The best views for motorists occur in the southbound direction as Doyle Drive leads away from the toll plaza and comes out of the wooded areas near the Park Presidio interchange. In this area, views open up of San Francisco, the Bay, Crissy Field, and Alcatraz Island. Further on, there are close-up views of the Main Post area, the National Cemetery, and the dome of the Palace of Fine Arts becomes visible.

A solid 3-foot tall concrete barrier (guardrail) lines the outside shoulder of Doyle Drive. This concrete barrier limits some views by obstructing the lower portion of the view immediately adjacent to the roadway, especially for persons traveling in small, low-profile vehicles.

2.2 EXISTING VISUAL IMAGE TYPES AND LANDSCAPE UNITS

To facilitate a description and analysis of the study area, it has been subdivided into landscape units that encompass distinct spatial areas. Landscape units are geographically discreet areas that are often separated by natural features such as bodies of water, ridges, or changes in vegetation. Each landscape unit has a certain visual character based upon the land uses and features that comprise it. These smaller scale land uses or features within each landscape unit are called image types. Each landscape unit is subdivided into its various image types that combine to give the larger landscape unit its character. Figure 2.2-1 depicts the boundaries of the landscape units that make up the Doyle Drive study area. Figure 2.2-2 provides examples of the different image types that are present within the landscape units.

FIGURE 2.2-1
LANDSCAPE UNITS

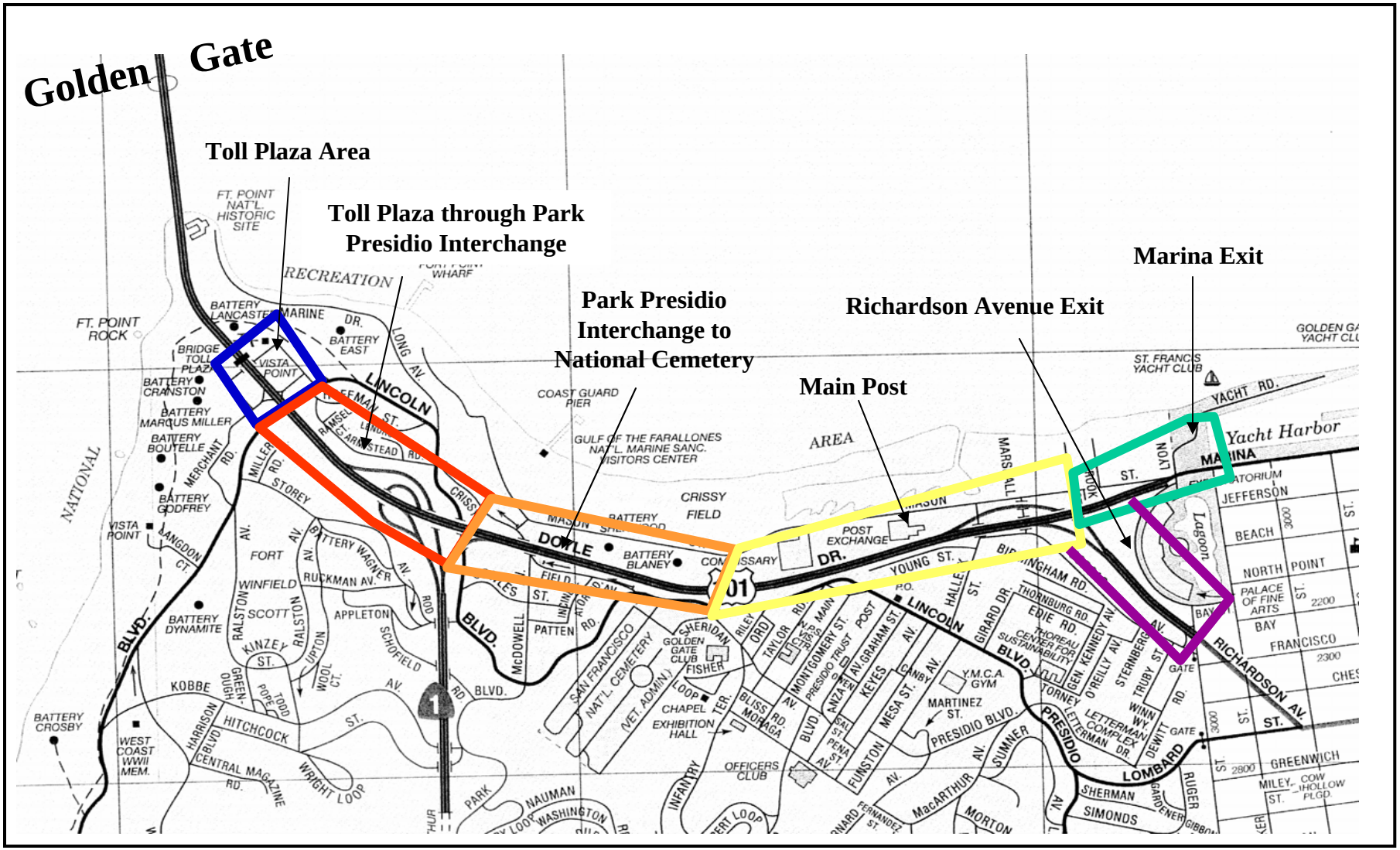


FIGURE 2.2-2
IMAGE TYPES IN THE STUDY AREA

Urban Residential

Cemetery

Medium Density Housing

Toll Plaza

Light Industrial

Historic

FIGURE 2.2-2 (CONTINUED)
IMAGE TYPES IN THE STUDY AREA

Marsh/Coastal

Woodlands

Park/Active Recreation

2.2.1 Visual Image Types

Residential

- **Urban Residential.** Urban residential image types are characterized by the Marina and Cow Hollow residential neighborhoods of San Francisco. The typical residence is 2-3 stories with ground level retail along major thoroughfares such as Chestnut and Lombard Streets.

- **Medium Density Housing.** Medium density residential image types are found within the Presidio. These areas were once officers' quarters and military housing and take the form of single and multi-family structures. Many of these structures are now being converted to civilian housing or office space.

Light Industrial

This image type is characterized by larger one story and multi-story shed-like structures within the Presidio. These buildings were once used by the military for manufacturing and storage of equipment. These buildings are mostly being converted to civilian light industrial and office uses.

Institutional/Military

- **Cemetery.** The San Francisco National Cemetery is a unique military image type located within the Presidio. The consistency of headstone types and layout of the cemetery provide a strong visual image.

- **Toll Plaza.** The Golden Gate Bridge toll plaza presents a unique institutional image type due to its architecture and associated facilities (historical markers, vantage points, parking lots, etc.).

Historical/Landmark

This image type is represented by structures and associated features that are contributing elements to the Presidio National Historic Landmark District. These include structures and features such as older residences military batteries, other military buildings, and the Main Post Parade Grounds within the Presidio. Historical landscaping, such as the forest and designated historic trees also contribute to the historical/landmark image type. While it is located outside of the Presidio, the Palace of Fine Arts/Exploratorium fits into this image type.

Open Space

- **Marsh and Coastal Areas.** This image type is located along the northern boundary of the Presidio and has been greatly enhanced with the Crissy Field wetland restoration project. This restoration has created coastal dune habitat, marsh/shoreline habitat and recreational opportunities.

- **Woodland.** The most distinctive image types associated with the Presidio are its trees and wooded areas. This image type can take the form of large areas of eucalyptus, cypress or Monterey pine woodlands, or smaller groupings of trees throughout the Presidio.

Parks/Active Recreation

The Presidio provides a wide range of recreational opportunities. Areas specifically intended for recreational activity have a distinct image type such as the walkways through Crissy Field, tennis courts along Gorgas Avenue, and fishing at the Fort Point Pier.

2.2.2 Landscape Units

This section contains a description of each of the landscape units identified in the study area. The image types encompassed within each landscape unit are noted (see Figures 2.2-2 and 2.2-3 for a photographic representation of this discussion).

Toll Plaza Area – The Golden Gate Bridge toll plaza is located at the southern end of the bridge and the northern most part of the Presidio. The toll plaza is located on a high bluff looking over the Pacific Ocean, Golden Gate Bridge and San Francisco Bay. There are several image types located in this landscape unit including the toll plaza buildings, trees and wooded areas, and recreational uses. While the area is heavily used by tourists as a vantage point to view the Bridge, there are no residences in this landscape unit. Tourists stop at the parking lots in this landscape unit to access the pedestrian lane along the east side of the Bridge, and explore the headlands on the north side. On most days, several tour buses will be parked in the small parking area located on the north side of Doyle Drive. The toll plaza area is crowded with cars as they stop to pay tolls in the southbound direction, and squeeze to the right in the northbound direction to pass around the plaza and enter the bridge. The overall aesthetic of this landscape unit is of a busy institutional and historic place. It has great importance to motorists traveling in both directions, as it is the entrance to the Presidio and San Francisco for southbound motorists, and the sign of leaving San Francisco and the Presidio and entering the Golden Gate Bridge for northbound motorists.

Toll Plaza Area Landscape Unit

Toll Plaza through Park Presidio Interchange Landscape Unit

Park Presidio Interchange to National Cemetery Landscape Unit

Richardson Avenue Exit Landscape Unit

Marina Exit Landscape Unit

Main Post Landscape Unit

Toll Plaza through Park Presidio Interchange – Immediately southeast after the toll plaza area, Doyle Drive travels along the top of a densely vegetated coastal bluff. This landscape unit is lined by eucalyptus, cypress, Monterey pine trees, and shrubs. There are no views of the Bay afforded motorists through this landscape unit, and little view of adjacent features within the Presidio. This landscape unit provides an aesthetic of traveling through a relatively natural area, or park-like setting, with the roadway and right-of-way fences being the primary man-made features that are visible. There are residences located within this landscape unit. Multi-family residences are located north of Doyle Drive along Armistead Road, but because of topographic features, do not have a view of Doyle Drive. Residences which have not been unoccupied as of June 2002, are also located south of Doyle Drive along Storey Avenue in the Fort Scott area. These residences have views to the north, but currently do not look onto Doyle Drive because of a dense row of shrubs and trees along the roadway which create an effective visual buffer.

Park Presidio Interchange to National Cemetery – This landscape unit contains a variety of image types as well as some broader views. After leaving the Park Presidio Interchange, Doyle Drive becomes an elevated structure (high viaduct) and provides a vantage point as it crosses over McDowell Avenue and the Cavalry Stables before heading back into a small wooded area. In this area, Doyle Drive is perched at the edge of a lower bluff with views of the National Cemetery, and Monterey Pine forest to the south, and wooded/shrubby vegetation to the north, blocking views of the Bay and uses along Mason Street. There are no residences located within this landscape unit.

Main Post – This landscape unit starts just east of the National Cemetery. In this location, Doyle Drive is elevated most of the way on a low viaduct structure, passing in close proximity to offices, warehouses, some medium density housing, and parking lot located within the Main Post area. Residences with views of Doyle Drive are limited to the buildings located on Girard Drive where about thirty (30) residents have views of Doyle Drive. To the north, unobstructed views of Crissy Field, light industrial buildings, and the Bay are afforded motorists traveling on Doyle Drive.

Marina Exit – This landscape unit extends from the Main Post to the touchdown with Marina Boulevard. There are several image types that make up this landscape unit including the Palace of Fine Arts which is designated by the City and County of San Francisco as a state historic structure, views of light industrial uses along Mason Street, open space and recreational uses associated with Crissy Field and the Marina Green and residential uses of the Marina neighborhood. However, residences with views of Doyle Drive are limited to four to six houses located near the corner of Lyon Street and Marina Boulevard.

Richardson Avenue Exit – This landscape unit extends from the Main Post to the touchdown at Richardson Avenue. This landscape unit is the most urban in character within the study area containing light industrial image types (along Gorgas Avenue), residential uses (of the Marina and Cow Hollow neighborhoods), and the Palace of Fine Arts (historic landmark).

Table 2.2-1 provides a summary of the visual qualities of the existing landscape units.

TABLE 2.2-1:
LANDSCAPE UNITS

Landscape Unit	Description
Toll Plaza Area	• Toll Plaza is located at the southern end of the bridge and the northern most part of the Presidio on a high bluff looking over the Pacific Ocean, Golden Gate Bridge, and San Francisco Bay. • Heavily used by tourists as a vantage point to view the bridge, as an access point to the pedestrian walkway on the east side of the bridge, and for motor vehicle traffic heading both north and south. • Image types include the toll plaza buildings and structures, trees and wooded areas, and recreational uses. • Overall aesthetic is of a busy institutional and historic place
Toll Plaza through Park Presidio Interchange	• Immediately after the Toll Plaza Doyle Drive travels along a densely vegetated coastal bluff lined with eucalyptus, cypress, Monterey pines, and shrubs. • No views of the Bay afforded to motorists and little view of the adjacent features within the Presidio. • Aesthetic of traveling through a relatively natural area but with a sense of being within in an urban area due to size of and scale of Doyle Drive and Park Presidio Interchange.
Park Presidio Interchange to National Cemetery	• Variety of image types as well as some broader views as Doyle Drive becomes an elevated structure after leaving the Park Presidio Interchange and crossing over McDowell Avenue before heading back into a small wooded area. • Views of the National Cemetery and Monterey pine forest to the south, and wooded/shrubby vegetation blocking views of the Bay and uses along Mason Street to the north.
Main Post	• Just after the National Cemetery, Doyle Drive passes through the Main Post area on a low concrete viaduct structure. • More open views for motorists traveling on Doyle Drive. • To the south, views include the medium density housing and commercial buildings of the Main Post and to the north are unobstructed views of Crissy Field, light industrial buildings, and the Bay. • The closely spaced columns and relatively short spans of the deck girders obscure views for pedestrians, bicyclists, and motorists on the Presidio grounds.
Marina Exit	• Extends from the Main Post to the touchdown with Marina Boulevard. • Image types include the Palace of Fine Arts which is a historic landmark, views of light industrial uses along Mason Street, open space and recreational uses associated with Crissy Field and the Marina Green, and residential uses of the Marina neighborhood.
Richardson Avenue Exit	• Extends from the Main Post to the touchdown at Richardson Avenue. • Most urban in character within the study area. • Image types include light industrial along Gorgas Avenue, high density residential uses of the Marina and Cow Hollow neighborhoods, and Palace of Fine Arts historic landmark.

2.3 VIEWER GROUPS

The following section describes the different viewer groups that experience the roadway. These viewers can be broken down into two basic types: those with views from Doyle Drive (motorists) and those with views of Doyle Drive (park goers, residents, workers, recreational users, tourists, etc.).

2.3.1 Views from Doyle Drive

Views from Doyle Drive are quite varied and range from close views of trees and vegetation, buildings, and unique features such as the National Cemetery, to long-range dramatic views of San Francisco, Alcatraz Island and the San Francisco skyline. Views from Doyle Drive are primarily restricted to motorists. While there are some provisions for pedestrian and bicycle access along Doyle Drive in the form of a separated sidewalk, these facilities are not often used because of more attractive pedestrian and bicycles routes within the Presidio. Appendix E contains photos depicting views while traveling on Doyle Drive and Richardson Avenue.

2.3.2 Views to Doyle Drive

A person's experience of Doyle Drive varies based upon location, the duration of the view, and the frequency of exposure to views of the roadway. In this chapter, a cross-section of viewers was chosen to provide a representative sample of viewers who would experience a change in their viewshed as a result of the project.

2.4 EXISTING VISUAL QUALITY

The following 19 viewpoints were selected in consultation with Caltrans, the Trust and NPS. These viewpoints are depicted in Figures 2.4-1, 2.4-2, and 2.4-3, have been studied in detail in order to assist in the analysis and documentation of visual resource change.

FIGURE 2.4.1-1
KEY TO VIEWPOINTS

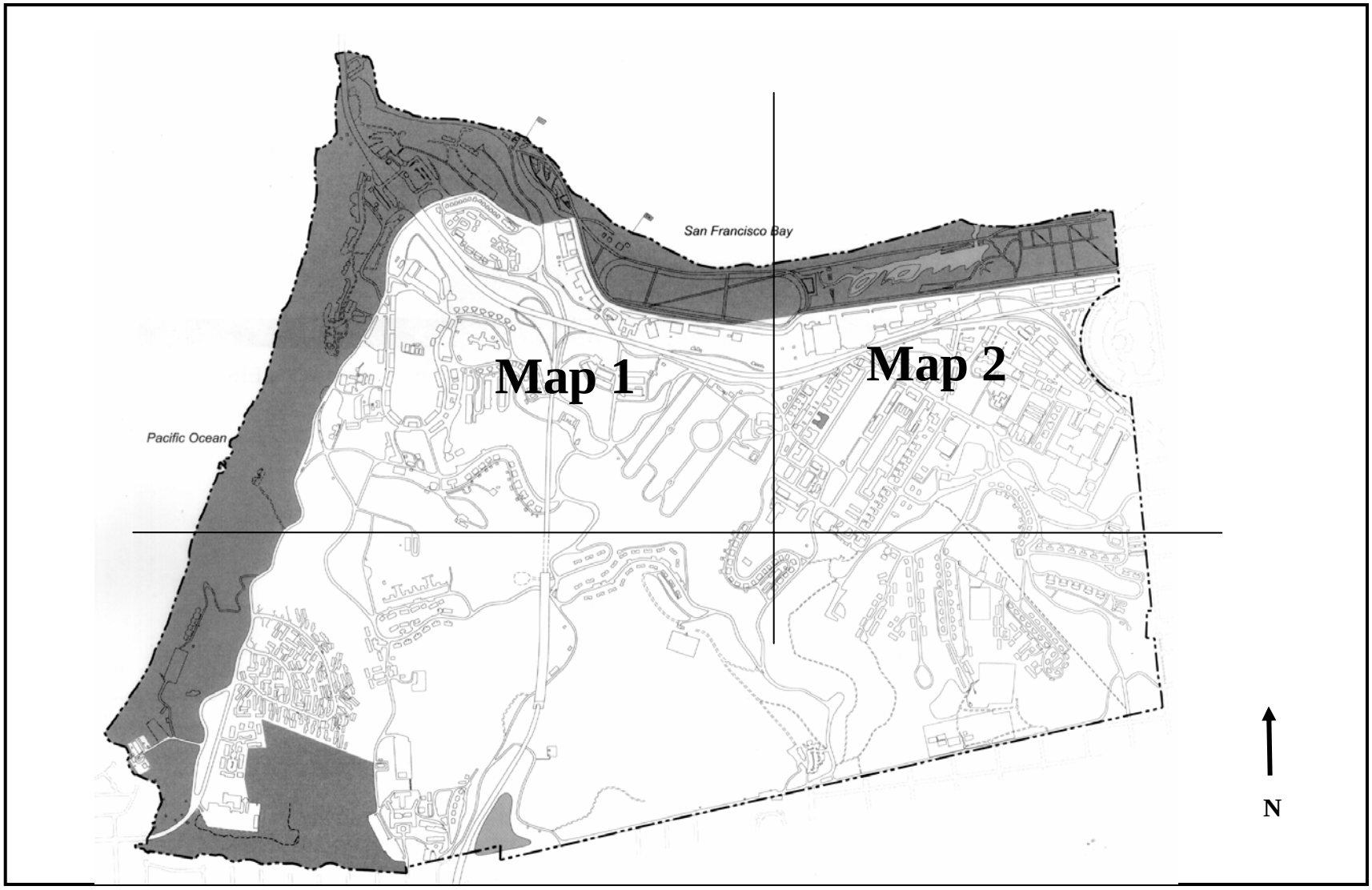


FIGURE 2.4.1-2
WESTERN SECTION VIEWPOINTS

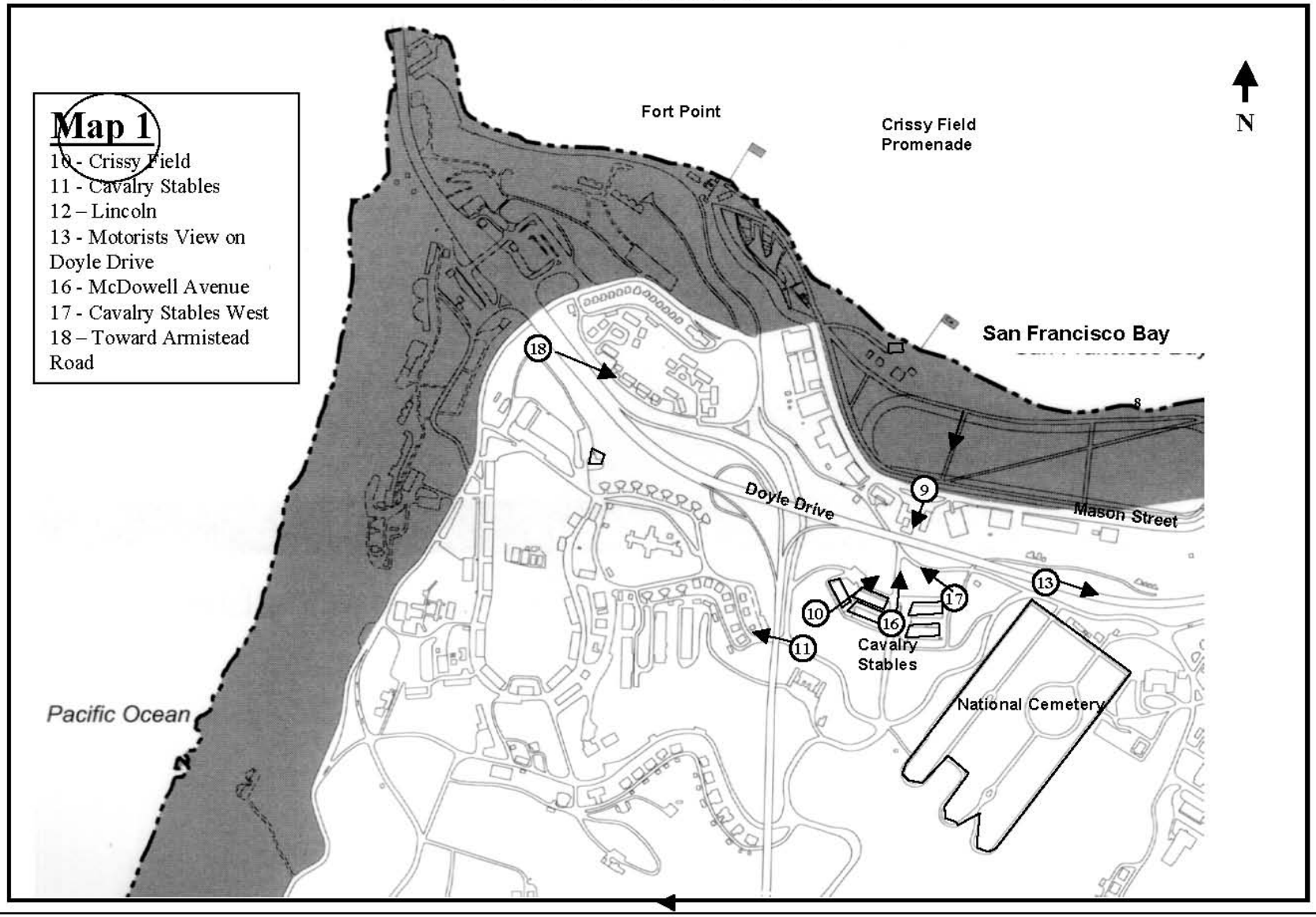
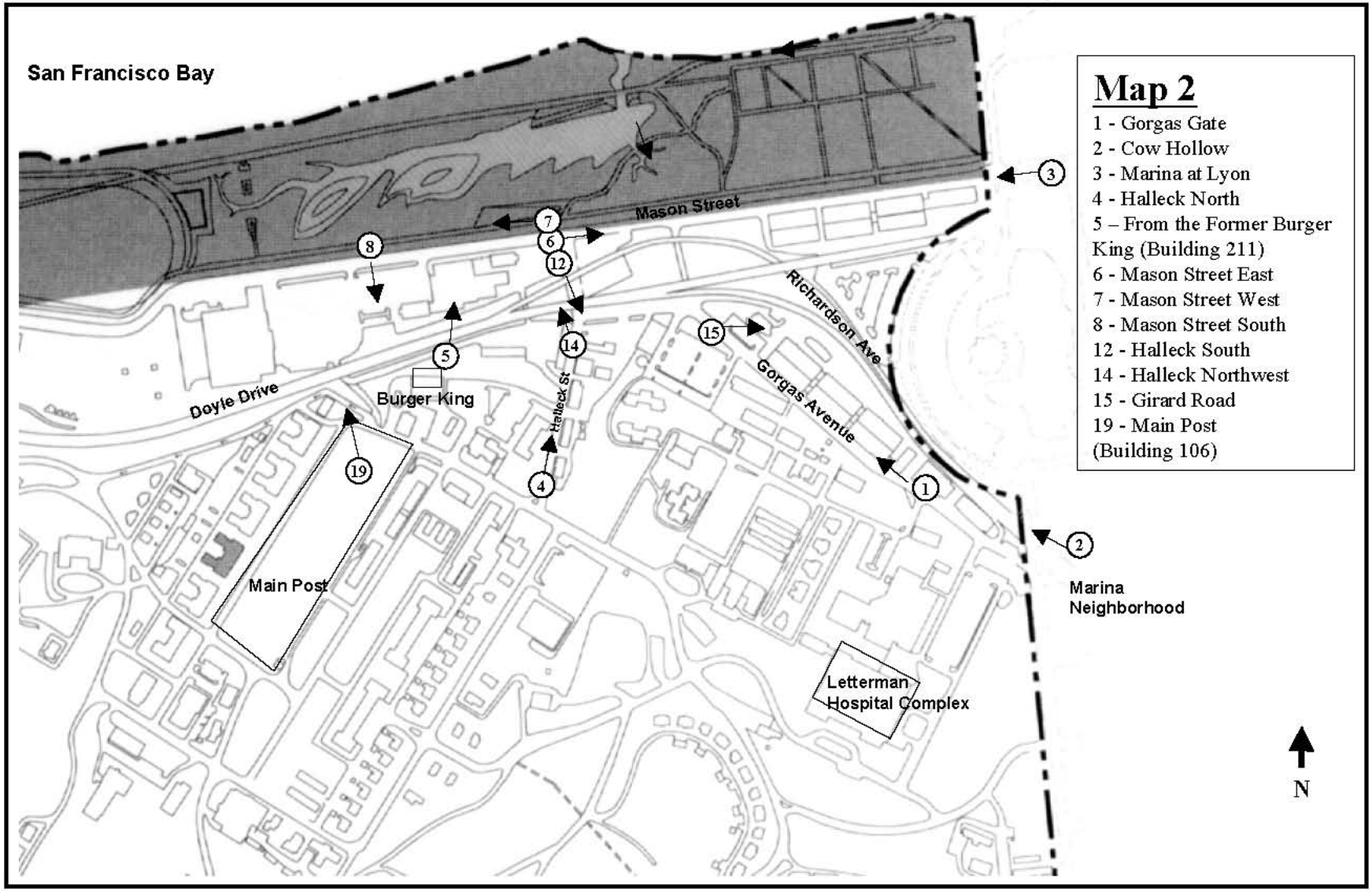


FIGURE 2.4.1-3
EASTERN SECTION VIEWPOINTS



2.4.1 Viewpoint 1: Gorgas Gate

Overall View

This viewpoint is located in the Richardson Avenue Exit Landscape Unit. The view is looking northwest along Gorgas Avenue. The Gorgas Warehouses line the right side of the road, creating a historic streetscape, while paved parking lots, trees and scattered buildings make up the visual aesthetic on the left side of the road. Doyle Drive is a visible and distinct feature from this viewpoint because of its elevated location, which blocks the lower half of distant views in the northwest. Only the two red towers of the Golden Gate Bridge and the tops of the mountains of the Marin Headlands can be seen in the distance rising up above this elevated section of Doyle drive. The primary viewer groups in this area are workers, residents and recreation users.

Visual Quality

From the Gorgas Gate Viewpoint, the low viaduct portion of Doyle Drive is a dominant visual element due to its location along the industrial area on Gorgas Avenue with the Golden Gate Bridge and the Marin Headlands in the background. However, the low viaduct structure of Doyle does not combine with these natural elements or colors of the Presidio, the Bay or the Marin Headlands or the industrial edge of the Gorgas Warehouses, resulting in low intactness and unity.

The elevated section of Doyle Drive also acts as a visual divider between the Presidio and Crissy Field Recreation Area and blocks views to the Bay from Gorgas Avenue resulting in a low overall visual quality rating.

Viewpoint 1 – Gorgas Gate

2.4.2 Viewpoint 2: Marina Neighborhood

Overview

This viewpoint is located on Richardson Avenue at Bay Street. The existing view is looking north from the median on Richardson Avenue. Historic warehouses line the west side of the road. The low viaduct portion of Doyle Drive touches down onto Richardson Avenue. The Golden Gate Bridge and the tops of the mountains in the Marin Headlands can be seen in the distance.

Visual Quality

Richardson Avenue, lined by rectangular white, historic warehouses on the west and numerous evergreen trees to the east, is the dominant feature in this landscape unit. Although the Marin Headlands are in view in the distance they are overpowered by the presence of the roadway and buildings. From the Marina Neighborhood Viewpoint, Doyle Drive can be seen from a distance but is highly obscured by numerous trees that line Richardson Avenue. The contributing elements of the view result in a medium rating for vividness.

In this area, Richardson Avenue acts as a physical divider between the Presidio/Cow Hollow Neighborhood and Marina Neighborhood. While view blockage is not a significant issue in this particular area, this transportation corridor divides the community resulting in medium intactness and unity within the view, resulting in low overall visual quality rating.

Viewpoint 2 – Marina Neighborhood

2.4.3 Viewpoint 3: Marina at Lyon

Overall View

This viewpoint is located on Doyle Drive adjacent to the Palace of Fine Arts/Exploratorium looking to the west. The existing view is of Doyle Drive as it connects with Marina Boulevard. Warehouses located along Mason Street in the Presidio are visible on the left. The primary viewer groups from this vantage point are motorists, residents and recreation users at the Marina Green and Crissy Field.

Visual Quality

From the Marina at Lyon Viewpoint, Doyle Drive is a very dominant visual element. It is the most prominent feature in this view. However, since the surrounding uses consist of historic landscape, commercial and industrial uses, the view exhibits a low intactness and unity. Doyle Drive also acts as a visual divider between the Presidio/Crissy Field/Marina Green areas from the Marina Neighborhood, resulting in a low overall visual quality rating.

Viewpoint 3 – Marina at Lyon

2.4.4 Viewpoint 4: Halleck North

Overall View

This viewpoint is located on Halleck looking north. In this view, Doyle Drive is a major feature because of its elevated location. Presidio buildings line both sides of the street and the mountaintops of the Marin Headlands are seen in the distance. The primary viewer groups in this area are workers, residents and recreation users.

Visual Quality

From this head-on angle, the low viaduct portion of Doyle Drive is a distinct feature as it crosses over Halleck Street. The roadway image represented by the low viaduct structure is somewhat out of place with the historic structures of the Main Post resulting in a rating of medium/low intactness and unity.

Although the historic structure provide positive visual elements, the low viaduct structure acts as a visual divider between the Presidio and Crissy Field Recreation Area and blocks views from the Main Post to the Bay, resulting in a low overall visual quality rating.

Viewpoint 4 – Halleck North

2.4.5 Viewpoint 5: From the Former Burger King (Building 211)

Overall View

This viewpoint is located behind the former Burger King restaurant (Building 211) located along Lincoln Boulevard looking north. The existing view is of the low viaduct portion of Doyle Drive with Crissy Field, the Bay and the Marin Headlands visible beyond.

Visual Quality

From the former Burger King restaurant, the low viaduct structure dominates the view. The elevated structure blocks the majority of the view and creates a visual barrier between the Main Post and Crissy Field. From this viewpoint Doyle Drive does not fit in with the surrounding visual character resulting in low intactness and low unity and, therefore a low overall visual quality rating.

Viewpoint 5 – From the Former Burger King (Building 211)

2.4.6 Viewpoint 6: Mason Street East

Overall View

This viewpoint is located on the northwest corner of Mason Street and Halleck looking east. The existing view is of the low viaduct portion of Doyle Drive with the Palace of Fine Arts/Exploratorium just beyond the elevated section of Doyle Drive. Crissy Field is on the left and the Marina Green is beyond the row of trees in the distance. The primary viewer groups in this area are workers and recreation users.

Visual Quality

From the Mason Street East Viewpoint, the low viaduct structure is elevated higher than any of the surrounding features in the area. The horizontal elements and numerous support columns dominate the view. However, these same elements are clearly out of place in the context of Crissy Field and the surrounding uses. The row of columns presents low intactness and unity with the surrounding environment.

The elevated structure completely blocks views of warehouses in the Letterman area and the Marina neighborhood beyond and acts as a visual divider between Crissy Field and the Main Post areas, resulting in a low overall visual quality rating.

Viewpoint 6 – Mason Street East

2.4.7 Viewpoint 7: Mason Street West

Overall View

This viewpoint is located on Mason Street near Halleck. The existing view is of the low viaduct portion of Doyle Drive with the high viaduct in the distance. The prominent building in the background is the Crissy Field Interpretive Center. Crissy Field is just beyond the Interpretive Center. The primary viewer groups in this area are motorists, workers, and recreation users.

Visual Quality

From the Mason Street West Viewpoint, the low viaduct portion of Doyle Drive runs parallel to the view. The unique construction and the elevated nature of the structure result in a medium vividness rating within this viewpoint. However, the light gray elevated structure runs parallel to Mason Street and from this viewpoint completely blocks the view to the Main Post. The material and architecture of the low viaduct does not fit in with the surrounding character resulting in a low unity rating and a low overall visual quality rating.

Viewpoint 7 – Mason Street West

2.4.8 Viewpoint 8: Mason Street South

Overall View

This viewpoint is located on Mason Street looking across the parking lot at the PX building. The existing view is of the low viaduct portion of Doyle Drive. The primary viewer groups in this area are workers and recreation users.

Visual Quality

The light gray color of the viaduct and the horizontal and vertical elements detract from the landscape and historic buildings of the Main Post resulting in low intactness and unity ratings. However, the mixture of historic elements and the horizontal low viaduct structure combine to create medium vividness. Overall this viewpoint receives a low visual quality rating.

Viewpoint 8: Mason Street South

2.4.9 Viewpoint 9: Crissy Field

Overall View

This viewpoint is located on the northwest side of Crissy Field. The view is to the south across Crissy Field to Stilwell Hall framed by the Doyle Drive high viaduct in the background.

Visual Quality

From this acute angle, the prominent red structure of the high viaduct of Doyle Drive stands out above the white structure of Stilwell Hall and the green grass of Crissy Field. When viewed from Crissy Field, its metal truss and concrete support columns are out of context with the other visual elements within the view disrupting visual intactness and unity. However, the large grassy field and surrounding landscape provide vividness to the view. Stilwell Hall also provides vividness in this view as, when viewed from this angle, the two protruding ends and depth of the structure is visible from this viewpoint, resulting in a medium vividness rating and a medium overall visual quality rating. The high viaduct itself provides vividness.

Viewpoint 9: Crissy Field

2.4.10 Viewpoint 10: Cavalry Stables North

Overall View

The Cavalry Stables are located on both sides of McDowell Avenue just south of Doyle Drive. The view is from behind the stables looking northeast with the stables in the foreground and the high viaduct in the background.

Visual Quality

From this acute angle, the prominent red structure of the high viaduct of Doyle Drive stands out above the grayish rooftops of the Cavalry Stables. The elevated structure rises high above the Cavalry Stables and the metal truss and concrete support columns interrupt the visual cohesiveness of this viewpoint. Although, Doyle Drive acts as a visual divider between the stables and Crissy Field, the angles of the rooftops of the historic stables and the bridge of the high viaduct have an interesting geometric unity, resulting in a medium overall visual quality rating.

Viewpoint 10: Calvary Stables North

2.4.11 Viewpoint 11: Lincoln Boulevard

Overall View

This viewpoint is looking west from Lincoln Boulevard toward the Park Presidio elevated freeway.

Visual Quality

From this angle, the columns and elevated structure stand out amidst the trees residential structures beyond. The horizontal deck structure and vertical support columns interrupt the visual cohesiveness of this view. Park Presidio also visually divides this section of the Presidio and blocks views of the residential area of Fort Winfield Scott, resulting in a medium overall visual quality rating.

Viewpoint 11: Lincoln Boulevard

2.4.12 Viewpoint 12: Halleck South

This viewpoint is located on the northeast corner of Mason Street and Halleck looking south. The existing view is of the low viaduct portion of Doyle Drive. The primary viewer groups in this area are workers and recreation users.

Visual Quality

From this acute and close-up angle, the columns and elevated structure of the low viaduct portion of Doyle Drive dominates the view and obstructs views of the Main Post. The elevated structure interrupts the visual cohesiveness of the area resulting in low intactness and unity and a low overall visual quality rating.

Viewpoint 12: Halleck South

2.4.13 Viewpoint 13: Motorist View on Doyle Drive

Overall View

This viewpoint is from Doyle Drive in the vicinity of the National Cemetery looking east. This view represents motorists traveling on Doyle Drive for the full distance and not from this single viewpoint. Section 2.2.3, Landscape Units, provides descriptions of the motorists' views while traveling along Doyle Drive.

Visual Quality

From the motorists' perspective on Doyle Drive, the views range from medium to high in visual quality. In some locations, motorists are afforded the spectacular views of the Bay, Presidio, and San Francisco (exhibiting high vividness, unity and intactness). There are also locations where the motorist view is limited to the areas immediately adjacent the roadway, resulting in ratings of medium vividness, unity and intactness and a medium overall visual quality rating.

Viewpoint 13: Motorist View on Doyle Drive

2.4.14 Viewpoint 14: Halleck Northwest

Overall View

This viewpoint is located on Halleck Street looking north, further north along Halleck Street than Viewpoint 4. Similar to Viewpoint 4, Doyle Drive is a major feature because of its elevated location in this view. Presidio buildings line both sides of the street and the mountaintops of the Marin Headlands and Angel Island are seen in the distance. The primary viewer groups in this area are workers, residents and recreation users.

Visual Quality

From this angle, the low viaduct portion of Doyle Drive, which crosses over Halleck Street, is a distinct feature. The roadway image represented by the low viaduct structure is somewhat out of place with the historic structures of the Main Post and large trees between the buildings on the left side of Halleck Street, resulting in medium/low intactness and unity ratings.

The low viaduct structure acts as a visual divider between the Presidio and Crissy Field Recreation Area and blocks views from the Main Post to the Bay. However, the somewhat low elevation of the viaduct results in medium visual dominance but still obstructs views of much of the Marin Headlands and Angel Island. The overall visual quality rating of this viewpoint is medium.

Viewpoint 14: Halleck Northwest

2.4.15 Viewpoint 15: Girard Road

Overall View

This viewpoint is located in the Richardson Avenue Exit Landscape Unit. The view is looking east toward Gorgas Avenue. The Gorgas Warehouses line the left side of the road from this view and create a historic streetscape element, with a paved parking lot adjacent to the north. Trees and scattered bushes run parallel to the warehouses in the background of this view. Beyond the trees, further in the background, the dome of the Palace of Fine Arts is visible above the trees the trees. From this viewpoint, the low viaduct of Doyle Drive is not visible, as it is hidden behind the trees. The primary viewer groups in this area are workers, residents and recreation users.

Visual Quality

From the Girard Road viewpoint, Doyle Drive is not visible and the Gorgas Warehouses and the dome of the Palace of Fine Arts are the dominant visual elements. The low (one-story) nature of the warehouses allows exposure to the slightly higher trees in the background and the Palace of Fine Arts, further in the background. The “layered” nature of the view provides unity between the landscape elements and the man-made features of the viewshed. The historic streetscape, highlighted by the Gorgas Warehouses, also adds to the vividness of the view. However, Gorgas Street and the paved parking lot are in the foreground detract from the other, more interesting elements within the view. The overall visual quality rating of this viewpoint is medium.

Viewpoint 15: Girard Road

2.4.16 Viewpoint 16: McDowell Avenue

Overall View

The view is looking north along McDowell Avenue. Doyle Drive runs across the viewshed on a high viaduct with views of Stilwell Hall, straight ahead, and two of the Calvary Stables to the left. In the distance, slight views of Crissy Field, the bay and the Marin Headlands are also visible from this viewpoint. The primary viewer groups in this area are workers and recreation users.

Visual Quality

From the McDowell Avenue viewpoint, the high viaduct portion of Doyle Drive is a dominant visual element because of its size and position. The viaduct partially obstructs the views of Stilwell Hall, Crissy Field, the Bay and the Marin Headlands. The low viaduct structure acts as a visual divider between the Calvary Stables and the Presidio and Crissy Field Recreation Area and appears somewhat “out of place” from the viewpoint, reducing the intactness and unity ratings and resulting in an overall visual quality rating of medium.

Viewpoint 16: McDowell Avenue

2.4.17 Viewpoint 17: Cavalry Stables West

Overall View

This viewpoint is located in front of the Cavalry Stables. The view is looking west from Lincoln Boulevard. The Doyle Drive high viaduct is visible from this view point. As the viaduct runs west, it disappears in the tall trees. Left of the trees, one of the Stables is visible. Between the supporting columns of the high viaduct, several Presidio buildings, the Golden Gate Bridge and the Marin Headlands can be seen. The primary viewer group in this area is Presidio employees that work in Buildings 667 and 669 as they are located off of the main roads.

Visual Quality

From this angle, the high viaduct portion of Doyle Drive is the dominant feature, as it is viewed at a near 45 degree angle, which exposes the viewer to the depth and size of the viaduct. The roadway image represented by the high viaduct structure is somewhat out of place with the high trees, grassy areas and Presidio buildings in the background. However, the view of the Golden Gate Bridge and the Marin Headlands in the distance provides connectivity between the high viaduct and the Golden Gate Bridge, resulting in medium overall visual quality rating.

Viewpoint 17: Cavalry Stables West

2.4.18 Viewpoint 18: Toward Armistead Road

Overall View

This viewpoint is located along Doyle Drive. The view is looking west toward Armistead Road. Doyle Drive is at-grade and visible from this viewpoint. Doyle Drive is lined with tall, mature trees that act as buffers on each side, creating a park-like aesthetic for motorists, the primary viewers of this viewpoint.

Visual Quality

Doyle Drive is the dominant feature within this viewpoint. The near 45 degree angle of Doyle Drive shows its width and length, which extends beyond the view. Doyle Drive appears out of place within lining of tall trees, which are contributing elements to the woodland feature of the Presidio, which results in a medium overall visual quality rating.

Viewpoint 18: Toward Armistead Road

2.4.19 Viewpoint 19: Main Post (Building 106)

Overall View

The Main Post (Building 106) viewpoint is located within the Parade Grounds of the Main Post. From this view, a portion of Doyle Drive is slightly visible through the trees. Historic Building 106 and the parking area of the Main Post/Parade Grounds are visible within this view, as well as mature cypress and palm trees and a variety of landscaping. The Marina Headlands are also visible in the distance. Main Post employees and recreational users are the primary viewer groups of this viewpoint.

Visual Quality

The parking area of the Main Post/Parade Grounds is the dominant feature within this view and Doyle Drive is hardly noticeable as it is screened by the landscaping and historic building (Building 106). The unique landscape of the Main Post and the historic building, both of which contribute the historicity of the Presidio, appear out of place adjacent to the large, paved parking area, resulting in a medium overall visual quality rating.

Viewpoint 19: Main Post (Building 106)

2.4.20 Summary of Viewpoints

Table 2.4-1 provides a summary of the existing visual quality for each viewpoint.

TABLE 2.4-1
SUMMARY OF EXISTING VISUAL QUALITY

Viewpoint Number	Viewpoint Title	Setting	Vividness	Intactness	Unity	Overall Visual Quality
1	Gorgas Gate	Looking northwest along Gorgas Avenue	High	Low	Low	Low
2	Marina Neighborhood	Looking north in front of residences along Richardson Avenue	Medium	Medium	Medium	Medium
3	Marina at Lyon	At Doyle Drive adjacent to the Palace of Fine Arts looking to the west	Medium	Medium	Low	Low
4	Halleck North	Looking north from Halleck Street	Medium	Medium	Low	Low
5	Former Burger King Restaurant	Looking north behind the former Burger King Restaurant	High	Low	Low	Low
6	Mason Street East	Northwest corner of Mason and Halleck Streets looking east	High	Low	Low	Low
7	Mason Street West	Northwest corner of Mason and Halleck Streets looking west	High	Low	Low	Low
8	Mason Street South	On Mason Street looking south across the parking lot at the PX building	High	Low	Low	Low
9	Crissy Field	Looking south across Crissy Field to Stilwell Hall and the high-viaduct	High	Low	Medium	Medium
10	Cavalry Stables	Looking north from behind the stables	High	Low	Medium	Low
11	Lincoln Boulevard	Looking west from Lincoln Blvd. towards Park Presidio elevated freeway	Medium	Low	Low	Medium

Viewpoint Number	Viewpoint Title	Setting	Vividness	Intactness	Unity	Overall Visual Quality
12	Halleck Street South	Looking south from the northeast corner of Mason and Halleck Streets	High	Low	Low	Low
13	Motorists View on Doyle Drive	From Doyle Drive looking east in the vicinity of the National Cemetery	High	Medium	Medium	Medium
14	Halleck Northwest	Looking North on Halleck Street, further north than Viewpoint 4	Low	Medium	Low	Medium
15	Girard Road	Looking east toward Gorgas Avenue towards the Palace of Fine Arts	Medium	Medium	Medium	Medium
16	McDowell Avenue	Looking north on McDowell Avenue toward high viaduct	Medium	Medium	Medium	Medium
17	Cavalry Stable West	Looking west on Lincoln Boulevard toward high viaduct	Medium	Medium	Medium	Medium
18	Toward Armistead Road	Looking west on Doyle Drive toward Armistead Road.	Low	Medium	Medium	Medium
19	Main Post (Building 106)	Looking north from the Main Post parking area.	High	Medium	Medium	Medium

2.5 REVIEW OF PLANS AND POLICIES

This section provides a review of the federal, state, and local policies and plans affecting development within the Doyle Drive study area. Presidio Area A is managed by a public partnership between the National Park Service and the Presidio Trust, each of which has published plans containing policies pertaining to the visual elements of the Presidio surrounding the project area of Doyle Drive. Located in the City and County of San Francisco, adjacent to the San Francisco Bay, any project proposed for the park is also subject to the plans that cover these regions.

2.5.1 Final General Management Plan Amendment, Presidio of San Francisco—National Park Service

The National Park Service, a federal agency, adopted the *General Management Plan Amendment* (GMPA) in 1994 to provide a vision and guidelines for future development of the Presidio as a national park. At that time, the NPS operated under the assumption that the Presidio would continue to receive federal funds. The GMPA was reviewed for policies relevant to the South Access to the Golden Gate Bridge – Doyle Drive Project. While the GMPA does not contain specific visual policies, it does include recommendations regarding visual impacts associated with the Doyle Drive Replacement Project, such as the following.

- "Preserve, enhance and restore scenic vistas; retain the regional visual quality of the Presidio." (Page 34)

- "Emphasis will be placed on respecting the visual grandeur and qualities and values of the Golden Gate." (Page 65)

- In the reconstruction of Doyle Drive, "Reopening scenic vistas from the main post, cemetery, and cavalry stables across Crissy Field to San Francisco Bay will also be promoted…. The visual and physical impacts of the new drive should be minimized to the extent possible, including limiting traffic lanes to three in each direction." (Pages 48-9)

- "The O'Reilly Avenue and Gorgas Avenue streetscapes will be preserved and the buildings rehabilitated." (Page 72)

- "The historic warehouses and their streetscape along the south side of Mason Street will be preserved and adapted for new uses." (Page 89)

2.5.2 Presidio Trust Management Plan: Land Use Policies for Area B of the Presidio of San Francisco—Presidio Trust

The U.S. Congress established the Presidio Trust in 1996 as the federal organization responsible for the long-term financial sustainability of the Presidio. Inseparable from this responsibility is the mandate to preserve and protect the park, and the Trust collaborates with the NPS to ensure that the vision of park preservation is not lost. The *Presidio Trust Management Plan* (PTMP), adopted in 2001, is a statement of policy intended to guide future implementation decisions. The PTMP was reviewed for policies relevant to the Doyle Drive Replacement Project. Chapter 1: "Preserving and Enhancing Park Resources" and Chapter 3: "Planning Districts: Concepts & Guidelines" contain policies concerning Visual Analysis.

- "Increase open space areas to enhance the park and improve the Presidio's natural, scenic, and recreational qualities. Enhance the Presidio's spectacular views and vistas. Maintain the Presidio's ecological value, and the intrinsic values to the human senses and human health…" (Chapter 1)

- "The Presidio Trust will enhance the park's spectacular views, restore historic visual connections, and provide screening of elements that disrupt historic landscapes. Future projects, such as removal of selected buildings, pavement, and vegetation, restoration of natural systems, and new trail connections and viewpoints, will increase opportunities for scenic viewing and improve the quality of scenic vistas. New construction will preserve scenic views as well as those features that make the park an important visual resource." (Chapter 1)

- "Improve pedestrian and visual connections between the Main Post and Crissy Field (Area B). Reinforce the historic connection along Halleck Street. Incorporate an open space connection to Crissy Field (Area B) as part of the planning for reconstruction of Doyle Drive." (Chapter 3)

- "Re-establish historic views and visual connections, such as those between Infantry Terrace and the Main Parade Ground. Retain and enhance views from the Main Post to the Bay." (Chapter 3)

- In the Letterman district, which corresponds to the Richardson Avenue Exit Landscape Unit, "Ensure that planning and design efforts consider connections and relationships to adjacent districts—the Main Post and Crissy Field (Area B)." (Chapter 3)

- "Restore and protect Tennessee Hollow as a vibrant ecological corridor and a unique backdrop to the developed environment of the Letterman district. Coordinate restoration of Tennessee Hollow with future planning for the Main Post, Crissy Field (Area B), Doyle Drive, and the Letterman district to ensure that the corridor provides an ecologically rich and complex buffer between planning districts." (Chapter 3)

- In the Fort Scott district, which corresponds to the Toll Plaza to Park Presidio Interchange Landscape Unit, "Maintain and enhance low trees and shrubs to provide a buffer against Doyle Drive. Selectively remove non-historic trees and landscape features, consistent with the *Vegetation Management Plan*, to re-establish views and Fort Scott's historic visual connection to the Golden Gate, San Francisco Bay, and the coast." (Chapter 3)

- In the South Hills district, which includes the National Cemetery Landscape Unit, "Maintain and improve historic and scenic views of the adjoining city, San Francisco Bay, and the Pacific Ocean from within the Presidio and from surrounding neighborhoods." (Chapter 3)

2.5.3 *San Francisco Bay Plan* – San Francisco Bay Conservation and Development Commission

The Bay Conservation and Development Commission (BCDC), a state agency, adopted the San Francisco Bay Plan in 1968 and has subsequently amended its content. The *Bay Plan* was reviewed for policies that might affect the Doyle Drive Replacement Project. The section concerning "Appearance, Design, and Scenic Views of Development around the Bay" is most relevant to the Visual Analysis of the project.

- "Structures and facilities that do not take advantage of or visually complement the Bay should be located and designed so as not to impact visually on the Bay and shoreline." (Policy 4)

- "Access routes to Bay crossings should be designed so as to orient the traveler to the Bay (as in the main approaches to the Golden Gate Bridge). Similar consideration should be given to the design of highway and mass transit routes paralleling the Bay (by providing frequent views of the Bay, if possible, so the traveler knows which way he or she is moving in relation to the Bay). Guardrails, fences, landscaping, and other structures related to such routes should be designed and located so as to maintain and to take advantage of Bay views. New or rebuilt roads in the hills above the Bay and in areas along the shores of the Bay should be constructed as scenic parkways in order to take full advantage of the commanding views of the Bay." (Policy 7)

- "Towers, bridges, or other structures near or over the Bay should be designed as landmarks that suggest the location of the waterfront when it is not visible, especially in flat areas. But such landmarks should be low enough to assure the continued visual dominance of the Bay." (Policy 10)

- "Views of the Bay from vista points and from roads should be maintained by appropriate arrangements and heights of all developments and landscaping between the view areas and the

water. In this regard, particular attention should be given to all waterfront locations, areas below vista points, and areas along roads that provide good views of the bay for travelers, particularly areas below roads coming over ridges and providing a 'first view' of the Bay (shown in Bay Plan Map No. 2, Proposed Major Uses of the Bay and Shoreline)." (Policy 14)

2.5.4 *San Francisco Master Plan*—City and County of San Francisco

The *Master Plan* is a municipal document that is constantly amended, growing with the City's plans to grow. The *Master Plan* is divided into several elements, which discuss specific topics and areas of concern. Three elements— Recreation and Open Space, Transportation, and Environmental Protection— contain policies that affect the Doyle Drive Replacement Project, but only apply to the Marina and at the Richardson Avenue end of the project where the City has jurisdiction. Those concerned with the Visual Analysis follow.

- "Preserve sunlight in public open spaces." (I.3.14)
- "Preserve the open space and natural historic, scenic and recreational features of the Presidio." (Page I.3.15)
- "No new structures should be built that would adversely affect the scenic beauty and natural character of the Presidio." (Page I.3.15)
- "Assure that new development adjacent to the shoreline capitalizes on its unique waterfront location, considers shoreline land use provisions, improves visual and physical access tot he water, and conforms with urban design policies." (Page I.3.25)
- "Protect land from changes that would make it unsafe or unsightly." (Page I.6.10)
- "Design and locate facilities to preserve the historic city fabric and the natural landscape, and to protect views. Care must be taken to ensure that street and transit improvements are made to enhance the beauty and delicate fabric of the city and to protect views of the city, the bay, the ocean and the hills." (Page I.4.12)

SECTION 3: ENVIRONMENTAL CONSEQUENCES

3.1 INTRODUCTION

The following chapter contains the analysis of the potential visual impacts of the Build Alternatives being evaluated for the Doyle Drive Study. The visual analysis is based on the methodology contained in Chapter 1.0.

Chapter 3.0 begins with an analysis of the visual effects of the Replace and Widen Alternative and the Presidio Parkway Alternative within the six landscape units, which make up the project study area. Where appropriate, construction-period visual impacts are also discussed. This is followed by an analysis of the potential visual changes from seventeen viewpoints located within the Presidio. For each of these viewpoints, computer-generated simulations of each of the build alternatives were prepared. These simulations were used to evaluate the potential change in visual quality. For each viewpoint, a summary table is included indicating the visual quality ratings for the build alternatives.

3.2 VISUAL CHANGES BY LANDSCAPE UNIT

This chapter describes the visual changes and potential visual impacts of the proposed alternatives being studied as part of the Doyle Drive Study. For each landscape unit the visual changes that would occur during construction (short-term) and operation (permanent) were analyzed. This analysis is based on the description of each alternative contained in the Introduction section of this report, diagrams of each project alternative contained in Appendix A, construction staging and detour plans contained in Appendix C, and tree cover removal diagrams contained in Appendix D.

The No Build Alternative would have no visual impact since it would not change the existing visual environment, but would instead perpetuate the visual conditions associated with the existing facility, as described in Chapter 2. Similarly, the Replace and Widen Alternative would have minimal long-term visual impacts since it involves only modest changes to the existing facility. However, the Replace and Widen Alternative would perpetuate the visual conditions associated with the existing facility. During construction, the Replace and Widen Alternative-Detour Option would result in substantial visual changes primarily due to the construction of a temporary detour structure. The Presidio Parkway Alternative would have the most noticeable construction period and long-term visual changes because both the location and profile of the roadway would change substantially.

3.2.1 Toll Plaza

The Toll Plaza Landscape Unit starts where Doyle Drive and the Golden Gate Bridge connect at a series of toll booths that span across the southern section of the bridge. The parking lot on the east side of the toll booths on Doyle Drive contains a vista point with expansive views of the Golden Gate Bridge, San Francisco Bay, and the Marin Headlands. Across Doyle Drive, on the west side of this landscape unit, a wooded area surrounds a parking lot that provides parking for Golden Gate Transit employees as well as commuters. Across from the parking lot, and on the south side of Lincoln Road, along a grassy hillside lined with eucalyptus trees, a row of vacant white houses on Storey Avenue parallels Doyle Drive. These houses are being retained for future housing. These areas are accessed from the Merchant Road off ramps south of the Toll Plaza on Doyle Drive, and Lincoln Drive which runs under Doyle Drive south of Merchant Road. Woodlands and Marsh/Coastal areas are the image types associated with this landscape unit.

Construction Period

A detailed description of the construction activities, including staging and construction detours, is provided in the Introduction chapter of this report. Appendix C contains diagrams depicting construction staging sequences and detours for the Replace and Widen Alternative. Woodlands are the dominant image type in this landscape unit.

Replace and Widen Alternative – No construction activities would take place under the Replace and Widen Alternative in this landscape unit. Therefore, no visual impacts would occur and there would be no changes to the existing visual environment.

Presidio Parkway Alternative – Option 1 – Loop Ramp and Option 2 – Hook Ramp – Visual impacts would occur during both the construction and operation period under the Presidio Parkway Alternative Options 1 and 2. The thick row of trees that lines the north side of Doyle Drive would be removed to accommodate the new onramps from northbound Park Presidio to northbound Doyle Drive, and northbound Doyle Drive to southbound Park Presidio. The apartment buildings along Armistead Road would become visible with the removal of portions of the wooded areas along the north side of Doyle Drive.

Presidio Parkway Alternative – Merchant Road Slip Ramp – The Merchant Road slip ramp would require the additional tree removal along the north side of Doyle Drive, as well as the demolition of the row of apartment buildings along Armistead Road.

Operation Period

Replace and Widen Alternative – As stated previously, the reconstruction of Doyle Drive for the Replace and Widen Alternative would begin south of the Toll Plaza, and no long-term visual impacts would occur as a result of this project in the Toll Plaza Landscape Unit. The visual intactness and unity of this landscape unit would remain the same both during and after construction.

Presidio Parkway Alternative – Option 1 – Loop Ramp and Option 2 – Hook Ramp – Long-term visual impacts would occur as a result of either Options 1 or 2 under the Presidio Parkway Alternative. Mature vegetation on the north side of Doyle Drive would be removed to accommodate the reconstructed onramps from northbound Park Presidio to northbound Doyle Drive, and northbound Doyle Drive to southbound Park Presidio. Removal of this vegetation would result in the apartment buildings located along Armistead Road to be visible to motorists traveling on Doyle Drive, which would substantially change the park-like aesthetic n this landscape unit, resulting in an adverse visual change for motorists and residents.

Presidio Parkway Alternative – Merchant Road Slip Ramp – The construction of the Merchant Road slip ramp would require the removal of the apartment buildings along Armistead Road and some mature vegetation along the north side of Doyle Drive. Removal of the apartment buildings would improve the visual aesthetic when compared to the other Presidio Parkway Alternatives, but the amount of vegetation removed and substantially widened roads in this area would still result in an adverse visual change.

3.2.2 Toll Plaza through Park Presidio Interchange

This Landscape Unit primarily contains Doyle Drive and woodland image type, consisting mostly of tall eucalyptus and pine trees.

Construction Period

A detailed description of the construction activities, including staging and construction detours, is provided in the Introduction chapter of this report. Appendix C contains diagrams depicting construction staging sequences and detours for the Replace and Widen Alternative.

Replace and Widen Alternative – Detour Option – This alternative includes improvements within the existing alignment of Doyle Drive, which would not result in substantial visual changes. However, the removal of some trees and vegetation may be necessary to allow for heavy construction equipment to access the construction site. Substantial amounts of equipment would be present during the construction of the new interchange, and would adversely affect the visual quality of the landscape unit during construction. A temporary detour facility would also be constructed to the north of Doyle Drive to maintain traffic through the construction period. The area would appear to be a construction site for the duration of the construction period, and would have a short-term adverse visual impact on this landscape unit.

Replace and Widen Alternative – No Detour Option – With this alternative, traffic would continue to flow on the existing facility while construction of new north and southbound lanes would begin on Doyle Drive. No additional vegetation removal would be required for detour lanes of traffic beyond that which would be removed for the new facility. Traffic would eventually begin to flow on the new lanes as construction is completed.

Presidio Parkway Alternative – The woodland image type is the predominant image type in this landscape unit. A thin row of trees (two to three rows deep) runs along Doyle Drive, giving the impression of dense woodland. Construction activities would include grading and the removal of vegetation and trees for the construction of the new Doyle Drive/Park Presidio interchange. This would result in an adverse change to the image type of this landscape unit.

During construction, a considerable amount of heavy construction equipment would be visible within the landscape unit. Demolition and construction of the new high viaduct would begin at the eastern end of this landscape unit.

Operation Period

Replace and Widen Alternative – To accommodate the replacing and widening of Doyle Drive, significant amounts of vegetation and mature trees may be removed from this landscape unit. The widening of Doyle Drive would bring the alignment closer to the residential structures along Storey Avenue. Removal of this vegetation would remove the existing visual buffer between residences along Storey Avenue and Doyle Drive. This would be considered an adverse effect on the views from these residences.

The motorist's view would change due to the removal of vegetation along the north side of Doyle Drive. Removal of this vegetation could create additional views of the San Francisco Bay and the Presidio. This would result in an improvement in the motorist's viewing experience.

Overall, the visual effects of the Replace and Widen Alternative on the Toll Plaza to Park Presidio Landscape Unit may be considered negligible, with some reduction in visual quality from points within the Presidio (residences along Storey Avenue), when balanced against improved views for motorists traveling on Doyle Drive.

Presidio Parkway Alternative – The Presidio Parkway Alternative would realign Doyle Drive to the north of the existing facility, further from most of the residences along Storey Avenue. However, reconstruction of the Park Presidio Interchange would bring this facility closer to two residences on Storey Avenue (Buildings

1289 and 1290). Some vegetation and tree removal would be necessary along both the north and south sides of Doyle Drive in this landscape unit.

The Presidio Parkway Alternative would result in improved visual conditions for most residences along Storey Avenue. Southbound traffic flow onto Park Presidio would run below the level of the residences, and northbound traffic from Park Presidio onto Doyle Drive would be blocked from view by existing viaducts for through-traffic along Doyle Drive.

Views for motorists traveling on Doyle Drive would be reduced. On- and off-ramps to Park Presidio from Doyle Drive would have few vantage points of the San Francisco Bay or Presidio of San Francisco because traffic would flow below the existing grade.

Overall, the visual effects of the Parkway Alternative on the Toll Plaza to Park Presidio Landscape Unit would be minimal due to the construction of sub-level lanes of traffic that would be less visible from at-grade residences or from areas within the Presidio.

3.2.3 Park Presidio Interchange to National Cemetery

The National Cemetery Landscape Unit includes four different image types: Historic, Park/Active Recreation, Woodland, and Cemetery. Below the high viaduct structure, Stilwell Hall and other historic airfield structures are located to the north of Doyle Drive. The newly restored recreation area of Crissy Field is located to the north of Stilwell Hall, along the San Francisco Bay. The historic Cavalry Stables are located to the south of the existing high viaduct structure. To the east of Stilwell Hall and the Cavalry Stables, the high viaduct touches down and enters a wooded area at-grade, passes the National Cemetery, and then transitions into the low viaduct structure. There are no residences in this landscape unit. Two historic Battery buildings (Batteries Blaney and Slaughter) would be stabilized during the construction period and retained during the operation period.

Construction Period

A detailed description of the construction activities, including staging and construction detours, is provided in the Introduction chapter of this report. Appendix C contains diagrams depicting construction staging sequences and detours for the Replace and Widen Alternative.

During the construction period, the visual quality of the National Cemetery Landscape Unit would reflect the extensive construction activity required to dismantle the existing high viaduct, construct a new high viaduct structure, and cut and cover underground segments. Large trucks and heavy equipment would be required and would be clearly visible throughout this landscape unit. As a result, substantial alteration of the visual character of this landscape unit would occur during the construction of either build alternative. However, these impacts would not continue beyond the construction period.

Replace and Widen Alternative – Detour Option – This alternative would include demolishing and reconstructing the high viaduct structure of Doyle Drive, and replacing and widening the at-grade road (to the east of the high viaduct structure) to Sheridan Avenue. Construction activities would require the presence of substantial amounts of equipment during this process and would include grading and the removal of plants and trees for construction. Under this option, a 20.4-meter (67-foot) temporary detour facility would be constructed to the north of existing Doyle Drive to maintain traffic through the construction period.

Replace and Widen Alternative – No Detour Option – The widened portion of the new facility would be constructed on both sides and above the existing viaduct and would maintain traffic on the existing structure. Traffic would continue to emerge from the bluff near the National Cemetery after the high viaduct structure along the existing facility, and construction would begin above the level of the existing roadway. Less

vegetation removal would be necessary to accommodate detour lanes of traffic, which would be a long-term beneficial visual impact in this landscape unit.

Traffic would be incrementally shifted to the new facility as it is widened over the top of the existing structure. Once all traffic is on the new structure, the existing structure would be demolished and the new portions of the facility would be connected.

Presidio Parkway Alternative – Option 1 (Loop Ramp) and Option 2 (Hook Ramp) – Construction activities would include grading and, in the case of Option 2, the removal of a row of eucalyptus trees on the southwest side of Doyle Drive to accommodate the realigned viaduct structure. Option 1 would require less removal of vegetation because the alignment of the new facility would not change substantially from the existing ramp. Option 2 would move the ramp further south, closer to the Cavalry Stables, and would require the removal of eucalyptus trees on the bluff to the west of the high viaduct structure.

Heavy excavation would be necessary in this area for the tunnel trench. The Presidio Parkway Alternative would result in a temporary impact on the visual quality of this landscape unit.

Operation Period

Replace and Widen Alternative – Under the Replace and Widen Alternative, the high viaduct structure would be widened and realigned further south, closer to the Cavalry Stables. The existing high viaduct is approximately 86 meters (286 feet) from the nearest Cavalry Stables building. Under the Replace and Widen Alternative, the high viaduct would be 69 meters (228 feet) from the nearest Cavalry Stables building. The widening of Doyle Drive would also require the removal of vegetation along the north side of Lincoln Boulevard which would affect the views from Lincoln Boulevard and the National Cemetery. Trees and vegetation removed during construction would be replanted where appropriate.

Views for motorists would not change substantially under this alternative because the alignment and profile of the high viaduct would not change, and at-grade portions of Doyle Drive near the National Cemetery would remain the same. Vegetation removal to accommodate the wider lanes may create additional views of the Presidio and Bay near the National Cemetery, which would be considered a beneficial effect on the motorist's view.

Overall, the Replace and Widen Alternative would result in a negligible change in visual quality within the National Cemetery landscape unit.

Presidio Parkway Alternative Option 1 (Loop Ramp) and Option 2 (Hook Ramp) – Upon completion of construction of Option 1, this landscape unit may look relatively the same because the new high viaduct of Doyle Drive would look similar to the existing high viaduct structure.

The realignment of Doyle Drive to the south of the existing roadway under Option 2 would have an adverse effect on views of Doyle Drive from points within the Presidio looking north. A row of eucalyptus trees (woodland image type) would be removed on the south side of the existing Doyle Drive to accommodate the new alignment of the viaduct for Option 2.

The historic image types in this landscape unit would not be directly affected; however, under Option 2 (Hook Ramp), the high viaduct and new northbound Park Presidio and eastbound Doyle Drive ramps would be much closer to the Cavalry Stables. Currently, the high viaduct is 86 meters (286 feet) at its closest point to the Cavalry Stables. Option 2 (Hook Ramp) would move the eastbound Doyle Drive onramp closer to the northwest corner of the stables to the high viaduct by approximately 42.1 meters (154.2 feet). The proximity of the realigned viaduct and ramp would result in an adverse effect on the visual continuity of the Cavalry

Stables area. However, views to Stilwell Hall from McDowell Avenue would open as a result of the new viaduct.

A tall grove of Monterey pine, which is growing in the pet cemetery, would be removed for the new high viaduct, which would detract from the visual uniqueness of the pet cemetery. A section of mature trees on the eastern hillside would be removed where the high viaduct touches down and the portal structure begins. In addition, elements of the historic landscape by Lincoln Boulevard would be removed to relocate Doyle Drive underground. This would include the removal of several large trees in this area.

On the east side, the existing at-grade sections of Doyle Drive would be removed and Doyle Drive would be reconstructed in a tunnel. Doyle Drive is visible when looking north from the National Cemetery. Removal of the at-grade sections from this landscape unit would improve views from the National Cemetery and intactness and unity of the visual elements within this landscape unit.

The effect on motorists' views within this landscape unit would be most dramatic in this landscape unit where Doyle Drive would be removed and placed in a tunnel. Views that motorists currently have of the National Cemetery and surrounding landscape would be permanently removed. This change to the motorist's view would be adverse.

The visual experience of pedestrians traveling within this landscape unit would improve in the areas where Doyle Drive would be placed in a tunnel. In areas where a new viaduct would be constructed, the visual experience would negligibly change as the new structures would be of similar scale.

The alignment and profile of the high viaduct structure would be reconstructed lower to the ground and aligned farther south, which would have a minimal affect on the motorist's view.

The overall visual quality under the Parkway Alternative varies depending on perspective. From the perspective of views and visual quality within in the Presidio, the Parkway Alternative would result in an overall beneficial change because much of Doyle Drive would be removed from sight, allowing for the reestablishment of views and visual connectivity within the Presidio. Removal of some large trees along Lincoln Boulevard to relocate Doyle Drive and moving the high viaduct structure closer to the Cavalry Stables buildings would be considered adverse visual aspects of the Parkway Alternative. However, removal of the roadway in the eastern portion of this landscape unit would be a beneficial effect on visual quality from viewpoints within the Presidio and National Cemetery. From the motorist's perspective, the Parkway Alternative would result in an adverse effect on visual quality because of the reduction in views of the Golden Gate Bridge, San Francisco Bay, and Presidio by placing Doyle Drive in a tunnel.

3.2.4 Main Post

This landscape unit consists of two basic image types: historic buildings of the Main Post, located on the south side of Doyle Drive, and the newly restored marsh and wetlands of Crissy Field. Looking south from Crissy Field, the structures of the low viaduct are very prominent and block views of the Presidio and the tree-lined hillsides. Looking from the Main Post area northward, the low viaduct partially blocks views and the traffic on Doyle Drive is plainly visible. The low viaduct of Doyle Drive is visible from thirty housing units in Swords to Plowshares (a program, which provides housing, rehabilitation and counseling to veterans in need). Doyle Drive blocks views of Crissy Field from these units.

Construction Period

A detailed description of the construction activities, including staging and construction detours, is provided in the Introduction chapter of this report. Appendix C contains diagrams depicting construction staging sequences and detours for the Replace and Widen Alternative.

Construction activities would be highly visible within this landscape unit. Construction of a detour to re-route all existing traffic around the construction would result in a substantial change to the visual character of this landscape unit during the construction period.

Replace and Widen Alternative – No Detour Option – The widened portion of the new facility would be constructed above the existing low-viaduct (approximately two meters (six feet) above the existing structure) and would maintain traffic on the existing structure. Traffic would be incrementally shifted to the new facility as it is widened over the top of the existing structure, and the existing structure would be demolished after the new facility is complete. The visual impacts of the construction period in this landscape unit would be adverse, as it would minimize existing views of the Golden Gate and Crissy field from viewpoints on the south side of Doyle Drive and in the Presidio. The lack of a detour structure transition under this option would reduce the visual intrusion during construction.

Replace and Widen Alternative – Detour Option – Construction activities would require the presence of substantial amounts of construction and grading equipment during this process. The presence of construction equipment would adversely affect the visual quality of this landscape unit, but would be less than the amount of equipment required for the Presidio Parkway Alternative.

Construction of the temporary detour would introduce a substantial new visual element to this landscape unit during construction. The elevated detour would increase the visual barrier between the Main Post/Crissy Field during the construction period.

Presidio Parkway Alternative – Substantial alteration of the visual character of this landscape unit would occur during construction. The low viaduct would be demolished, existing buildings would be underpinned or temporarily removed, and the alignment would be excavated for the underground tunnel. This would result in temporary visual impacts that would occur during the construction period. Construction would require considerable amounts of heavy construction equipment, which would be highly noticeable throughout the project area. This would result in a temporary impact to the visual quality of this landscape unit.

Construction activities would also require removal of trees and vegetation for grading and excavation activities, and the temporary storage of stockpiles of soil and materials. These temporary visual changes would be noticeable by motorists using Doyle Drive as well as people who live, work, and recreate in the Presidio and Marina neighborhoods adjacent to the project area.

Operation Period

Replace and Widen Alternative – No Detour Option – The Replace and Widen- No Detour Option would result in a low viaduct structure approximately two meters (six feet) higher than the existing viaduct. The new structure would be more visually dominant in this landscape unit.

Replace and Widen Alternative – Detour Option – Following the replacement and widening of the roadway, the landscape unit would reflect minimal change in visual quality. The low viaduct structures would exhibit a wider profile because of the addition of shoulders and the widening of travel lanes, however the height and appearance would remain relatively unchanged.

Presidio Parkway Alternative – The existing viaduct structure would be removed from this landscape unit and Doyle Drive would be placed entirely at-grade or underground. Removal of the elevated portions of Doyle Drive in this landscape unit would improve the overall intactness and unity of the visual elements, and would open up new views of the Bay and the Main Post from locations within the Presidio. This would result in an improvement in the overall visual character of the landscape unit.

Impacts on the motorist's visual experience of this landscape unit would vary. Doyle Drive would be realigned at-grade, and a landscaped median strip between north and southbound lanes would be constructed from the National Cemetery to the Post Commissary. A row of trees and landscaping would be added to the north of the realigned Doyle Drive, which would block most views of the Golden Gate and Presidio. This would, however, along with the landscaped median, increase motorists' views of vegetation from along the roadway.

Doyle Drive would be in an underground tunnel throughout the western half of this landscape unit. Views of the Golden Gate Bridge and Presidio would be removed from the motorist's view when Doyle Drive becomes a tunnel between the Post Commissary and Halleck Street. This would adversely affect the motorist's view along Doyle Drive.

The western tunnel portal would be constructed to the west of Building 106 near the Post Commissary, and the eastern tunnel portal would be constructed to the east of Halleck Street. Tunnel portals would introduce new visual elements into this landscape unit. Added landscaping over the tunnels would allow for more visual continuity between the Main Post and Crissy Field open space areas.

From the perspective of views and visual quality within in the Presidio, the Parkway Alternative would result in an overall beneficial change because a portion of Doyle Drive through this landscape unit would be placed underground, allowing for the reestablishment of views, visual connectivity within the Presidio, and extensions of open meadows from Crissy Field.

3.2.5 Marina Exit

The Marina Exit Landscape Unit includes three image types: Park/Active Recreation (Crissy Field), Light Industrial (Mason Street Warehouses) and Urban Residential (Marina neighborhood). In this area the low viaduct structures are prominent and resemble a maze of columns and cement that disperse in many directions. The landscaping itself is unmaintaned.

Construction Period

A detailed description of the construction activities, including staging and construction detours, is provided in the Introduction chapter of this report. Appendix C contains diagrams depicting construction staging sequences and detours for the Replace and Widen Alternative.

Replace and Widen Alternative – This alternative would include replacing and widening the low viaduct structure of Doyle Drive. Construction activities would require the presence of substantial amounts of equipment during this process and would include grading and removal of plants and trees for construction.

Presidio Parkway Alternative – Construction activities would require the presence of substantial amounts of construction and grading equipment during this process, especially on Richardson Avenue near the Palace of Fine Arts. Doyle Drive would merge onto Richardson Avenue after emerging from the tunnel to the east side of Halleck Street.

During the construction period, the Parkway Alternative would require the construction of minor temporary detours to route traffic around construction areas. As part of the construction, Marshall Street would be removed, Girard Road would be extended and Halleck Street would be shortened. Excavation using large trucks and heavy equipment would be required in this area during tunnel and portal construction. The Presidio Parkway Alternative would result in a substantial change in the visual quality of this landscape unit during construction.

Operation Period

Replace and Widen Alternative – Following construction, the landscape unit would reflect minimal change in visual quality. The low viaduct structures would exhibit a wider cross section because of the addition of shoulders and the widening of travel lanes. The height and appearance of Doyle Drive would remain relatively unchanged under the Detour Option, but would be slightly elevated under the No Detour option. However, under either alternative there would be a minimal change in visual quality.

The overall change in visual quality of the Marina Exit landscape unit would be negligible because minor widening of the roadway would occur.

Presidio Parkway Alternative – The existing roadway and the low viaduct structures would be removed from this landscape unit, and Doyle Drive would be reconstructed at-grade or on a low viaduct structure after a depressed Girard Road. Removal of the elevated structures of Doyle Drive would create new views from within the Presidio and from the Palace of Fine Arts. Removal of elevated portions of the roadway and replacing them with a depressed Girard Road would have an adverse effect on the motorist's view of the Golden Gate and Presidio but improved views from points within the Presidio. Landscaped buffers proposed for the at-grade sections of Doyle Drive would enhance the appearance of the roadway.

Overall, the change in visual quality within the Marina Landscape Unit would be beneficial because elevated portions of Doyle Drive would be removed, opening views and improving visual connectivity within the Presidio.

3.2.6 Richardson Avenue Exit

This landscape unit primarily consists of Light Industrial and Urban Residential image types.

Construction Period

A detailed description of the construction activities, including staging and construction detours, is provided in the Introduction chapter of this report. Appendix C contains diagrams depicting construction staging sequences and detours for the Replace and Widen Alternative. If construction schedules for other projects in the Presidio overlap with construction activities for Doyle Drive, a temporary adverse visual impact would occur due to the volume and visibility of construction equipment and detour facilities.

Replace and Widen Alternative – This alternative would include replacing and widening the low viaduct structure of Doyle Drive and re-paving Richardson Avenue. Construction activities would require the presence of substantial amounts of equipment during this process and would include grading and removal of plants and trees for construction.

Presidio Parkway Alternative – Diamond and Circle Drive Options – The Richardson Avenue Exit landscape unit would require considerable alteration. Under this alternative, two options are being considered, the Diamond Option and the Circle Drive Option.

Under the Diamond Option, direct access to the Presidio and Marina Boulevard in both directions would be provided by the access ramps from Doyle Drive connecting to a grade-separated interchange at Girard Road. East of the new Letterman garage, Gorgas Avenue would connect to Richardson Avenue with access to Palace Drive via a signalized intersection at Lyon Street.

Under the Circle Drive Option, Gorgas Avenue connects with Richardson Avenue with access to Palace Drive via a signalized intersection at Lyon Street. Westbound traffic from Richardson Avenue would access the Presidio and Palace Drive through a jug handle intersection with Gorgas Road.

Under both options, Doyle Drive would be re-aligned to the southwest, closer to the Gorgas Warehouses. The greatest change would occur between Richardson Boulevard and Gorgas Avenue. This area includes the Gorgas Street warehouses. In the Circle Drive Option, one of the historic warehouses (Building 1151) would be demolished to make room for the Gorgas Avenue and Doyle Drive intersection. In either, large trucks and heavy equipment will be required on site during construction. The landscape unit would visually appear as a construction zone during this period, and there would be a substantial change in the visual quality of the landscape unit.

Operation Period

Replace and Widen Alternative – Following construction, this landscape unit would reflect minimal change in visual quality. The low viaduct structures would be wider due to the addition of shoulders and the widening of travel lanes. The height and appearance would remain relatively unchanged, resulting in only a minor change in visual quality.

Presidio Parkway Alternative – Long-term visual changes in this landscape unit would include realigning the northbound onramp to Doyle Drive further south, and the removal of Building 1151, to accommodate the Gorgas Avenue and Doyle Drive intersection under the Circle Drive Option.

Vegetation removal to accommodate the realignment may create additional views of the Gorgas Warehouses and the Presidio, which would be considered a beneficial effect for motorists and residents in the Marina neighborhood. Additionally, views to the Palace of Fine Arts would not significantly change under this alternative. A pedestrian overcrossing would provide access across Doyle Drive to Crissy Field, which would be considered a beneficial impact on pedestrians' views of Crissy Field, the Golden Gate, and the Presidio.

Both the Diamond and Circle Drive Options of the Presidio Parkway Alternative would result in decreased visual quality for employees of the Gorgas Warehouses. Doyle Drive would be aligned in close proximity to the structures, removing the existing mature trees that run parallel to the warehouses and act as a visual buffer between the warehouses and the existing Doyle Drive. This would be considered an adverse affect to the warehouse employees.

3.3 VISUAL CHANGES AND EFFECT ON VIEWER GROUPS

The following section discusses the impacts of each alternative at the 19 viewpoints (see Figures 2.4-2 and 2.4-3). Mitigation measures for impacts to cultural resources would require relocating historic structures such as Building 201 and the Mason Street Warehouses during construction. Once construction is complete the Building would be replaced in their original locations. As decided by the Trust, NPS and Caltrans, simulations of the condition prior to replacing historic building (unmitigated) are included and analyzed for select viewpoints.

The options for Replace and Widen (No Detour, Detour) and Presidio Parkway Alternatives (Diamond, Circle Drive) are also discussed where the visual impacts of the options would differ within a viewpoint.

3.3.1 Viewpoint 1: Gorgas Gate

Summary of Existing Conditions

The Gorgas Gate Viewpoint is located in the Marina Exit Landscape Unit. The view is looking northwest along Gorgas Avenue. The Gorgas Warehouses line the right side of the road creating a historic streetscape, while paved parking lots, trees and one building line the left side. Doyle Drive is a major feature from this viewpoint because of its elevated location, which blocks the lower half of distant views in the northwest. Only the two red towers of the Golden Gate Bridge and the tops of the mountains of the Marin Headlands can be seen in the distance rising up above this elevated section of Doyle Drive. The primary viewer groups in this area are workers, residents and recreation users.

Visual Effects of Alternatives

No-Build Alternative – The No-Build Alternative would not modify any of the visual effects of Doyle Drive. There would be no significant visual changes from this viewpoint with this alternative.

Replace and Widen Alternative –Under the Replace and Widen Alternative, Doyle Drive would be slightly modified by widening the low viaduct in the vicinity and creating more space between the support columns. The widening of the support columns would slightly enhance the views of the base of the Marin Headlands. These modifications would be hardly visible from this viewpoint and the overall change in visual quality from this view point would be negligible. The Detour and No Detour Options would not differ from this viewpoint. (See Figure 3.3.1 and Table 3.3.1)

Presidio Parkway Alternative – Under the Presidio Parkway Alternative, Doyle Drive would remain on a viaduct through this area, however the viaduct would be lower than the existing structure and would be less visible under this alternative. The lowering of the viaduct would result in better views of the Golden Gate Bridge and the upper, higher elevations of the Marin Headlands. The lowering of the viaduct and construction of a wall along this portion of the Doyle Drive alignment would also obstruct views of the base of the headlands. The overall change in visual quality from this viewpoint would be minimally beneficial. (See Figure 3.3.1 and Table 3.3.1)

TABLE 3.3.1
OVERALL VISUAL QUALITY CHANGE FROM THE GORGAS GATE VIEWPOINT

Alternative	Visual Dominance of Doyle Drive	View Obstruction	Community Disruption/ Orientation/ Privacy	Vividness	Intactness	Unity	Overall Visual Quality
Existing							
No-Build	High	High	Medium	Low	Low	Low	Low
Change							
Replace and Widen	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Beneficial	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible

Existing Condition

Replace and Widen Alternative

Presidio Parkway Alternative

FIGURE 3.3.1 VIEWPOINT 1: GORGAS GATE

3.3.2 Viewpoint 2: Cow Hollow

Summary of Existing Conditions

This viewpoint is located on Richardson Avenue at Bay Street. The existing view is looking north in front of residences in the Cow Hollow Neighborhood along Richardson Avenue. Historic warehouses line the southbound side of the road. This is near where the low viaduct portion of Doyle Drive touches down onto Richardson Avenue. The Doyle Drive Viaduct is visible in the distance. The Golden Gate Bridge and the tops of the mountains in the Marin Headlands can be seen in the distance.

Visual Effects of Alternatives

No-Build Alternative – The No-Build Alternative would not modify any of the visual effects of Doyle Drive. There would be no significant visual changes from this viewpoint with these two alternatives.

Replace and Widen Alternative – Under the Replace and Widen Alternative, Doyle Drive would be slightly modified by widening the low viaduct in this area. These modifications would not be visible from this viewpoint. The No Detour and Detour Options would not differ from this viewpoint. (See Figure 3.3.2 and Table 3.3.2)

Presidio Parkway Alternative – Diamond and Circle Drive Options –The Circle Drive Option of the Presidio Parkway Alternative would lower Doyle Drive out of view. One of the historic warehouses (Building 1151) would be removed and an intersection would be created within the view. This would open views of the other historic buildings of the Presidio and of the Golden Gate Bridge. This would increase the vividness of the view and increase the overall visual quality.

The Diamond Option of the Presidio Parkway Alternative would make minor improvements on Richardson Avenue and slightly modify Doyle Drive by widening and lowering the low viaduct in the distance. The widening would not be visible from this viewpoint. The lowering of the viaduct would remove the viaduct from view, increasing the views of the Marin Headlands. The removal of the viaduct would increase the intactness and unity of the view by removing the Doyle Drive viaduct, which acts as a physical divider between the low landscape in the distance and the Marin Headlands. This would result in beneficial changes to the overall visual quality of the view. (See Figure 3.3.2 and Table 3.3.2)

TABLE 3.3.2:
OVERALL VISUAL QUALITY CHANGE FROM THE COW HOLLOW VIEWPOINT

Alternative	Visual Dominance of Doyle Drive	View Obstruction	Community Disruption/ Orientation/ Privacy	Vividness	Intactness	Unity	Overall Visual Quality
Existing							
No-Build	Low	Medium	Medium	Low	Low	Medium	Low
Change							
Replace and Widen	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway (Diamond Option)	Beneficial	Beneficial	Beneficial	Slightly Beneficial	Beneficial	Beneficial	Beneficial
Presidio Parkway (Circle Drive Option)	Beneficial	Beneficial	Beneficial	Slightly Beneficial	Beneficial	Beneficial	Beneficial

Existing Condition

Parkway Alternative – Diamond Option

Replace and Widen Alternative

Parkway Alternative – Circle Drive Option

FIGURE 3.3.2 VIEWPOINT 2: MARINA NEIGHBORHOOD

3.3.3 Viewpoint 3: Marina at Lyon

Summary of Existing Conditions

This viewpoint is located at Doyle Drive adjacent to the Palace of Fine Arts looking to the west. The existing view is of the Marina Boulevard connection with Doyle Drive. The warehouses that line Mason Street are visible on the right. The primary viewer groups from this vantage point are motorists, residents and recreation users at the Marina Green and Crissy Field.

Visual Effects of Alternatives

No-Build Alternative – The No-Build Alternative would not modify any of the visual effects of Doyle Drive. There would be no significant visual changes from this viewpoint with this alternative.

Replace and Widen Alternative - Under the Replace and Widen Alternative, Doyle Drive would be slightly modified by adding a concrete median and widening the low viaduct. The latter would not be visible from this viewpoint. The No Detour and Detour Options would not differ from this viewpoint. (See Figure 3.3.3 and Table 3.3.3)

Presidio Parkway Alternative – From this viewpoint, Doyle Drive, which is the key visual element, would be slightly modified to include a grassy center median. Modifying Doyle Drive under this alternative would require the removal of many of the mature trees within this view. Views of the Presidio Buildings would open under this alternative as would additional views of Doyle Drive. Removal of the trees and natural landscape would greatly reduce the woodland element of the view, exposing the man made structures behind it. Although the man made elements introduced into the view are historic, the removal of trees reduces the unity of the view in relation to the woodland elements further in the background. This alternative would result in adverse changes to the overall visual quality of the view. (See Figure 3.3.3 and Table 3.3.3)

TABLE 3.3.3:
OVERALL VISUAL QUALITY CHANGE FROM THE MARINA AT LYON VIEWPOINT

Alternative	Visual Dominance of Doyle Drive	View Obstruction	Community Disruption/ Orientation/Privacy	Vividness	Intactness	Unity	Overall Visual Quality
Existing							
No-Build	High	Low	Medium	Medium	Low	Low	Low
Change							
Replace and Widen	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Adverse	Negligible	Negligible	Adverse	Adverse	Adverse	Adverse

Existing Condition

Replace and Widen Alternative

Presidio Parkway Alternative

FIGURE 3.3.3 VIEWPOINT 3: MARINA AT LYON

3.3.4 Viewpoint 4: Halleck Street North

Summary of Existing Conditions

This viewpoint is located on Halleck Street looking north. In this view, Doyle Drive is a distinct feature because of its elevated location, which spans Halleck Street. Presidio buildings line both sides of the street, giving this view an historic feel, while the mountaintops of the Marin Headlands are visible in the distance. The primary viewer groups in this area are workers, residents and recreation users (i.e. tennis courts in this area).

Visual Effects of Alternatives

No-Build Alternative - The No-Build Alternative would not modify any of the visual effects of Doyle Drive. There would be no significant visual changes from this viewpoint with this alternative.

Replace and Widen Alternative – Under the Replace and Widen Alternative, Doyle Drive would be modified by widening the high viaduct. The No Detour Option would elevate the viaduct and would result in the increased visual dominance of Doyle Drive. The support columns would be placed further apart, slightly increasing views of the Bay and the Marin Headlands. With the Detour Option, modifications made to the structure would not be very apparent from this viewpoint. The columns that support the low viaduct in this viewpoint would be modified and would be less visible, creating a slightly more unified view. (See Figure 3.3.4 and Table 3.3.4)

Presidio Parkway Alternative – Under the Presidio Parkway Alternative, the low viaduct of Doyle Drive, which stretches across Halleck Street and acts as a visual barrier, would be removed and placed in a tunnel. The removal of the viaduct would create a clearer view of the Marin Headlands in the distance. Removal of the above ground elements of Doyle Drive would improve the intactness and unity of the view from this location by linking the historic Presidio Buildings with Crissy Field and the Marin Headlands. Additional connectivity to the Marin Headlands is also created by the elevated tunnel cover through a “rolling hills’ element, further improving the unity and intactness of the view. The overall visual quality of this viewpoint would improve under this alternative. With implementation of cultural resource mitigation, Building 201 would be returned to its place. (See Figure 3.3.4 and Table 3.3.4)

Presidio Parkway Alternative (Unmitigated) – Under this alternative, mitigation recommended by the cultural resources analysis would not be implemented. Mitigation measures for impacts to cultural resources would require relocating historic structures such as building 201 during construction. Once construction is complete the Building would be replaced in its original location. Under this alternative, the removal of Building 201 would result in slightly adverse effects to the unity and intactness of the view by reducing the historic streetscape. The slightly adverse effect on unity and intactness would result in a slightly adverse effect on the overall visual quality of the view. (See Figure 3.3.4 and Table 3.3.4)

TABLE 3.3.4:
OVERALL VISUAL QUALITY CHANGE FROM THE HALLECK NORTH VIEWPOINT

Alternative	Visual Dominance of Doyle Drive	View Obstruction	Community Disruption/ Orientation/ Privacy	Vividness	Intactness	Unity	Overall Visual Quality
Existing							
No-Build	High	High	Low	Low	Medium	Low	Low
Change							
Replace and Widen (No Detour Option)	Slightly Adverse	Slightly Adverse	Negligible	Negligible	Negligible	Negligible	Slightly Adverse
Replace and Widen (Detour Option)	Slightly Adverse	Minimally Beneficial	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Beneficial	Beneficial	Beneficial	Beneficial	Beneficial	Beneficial	Beneficial
Presidio Parkway (Unmitigated)	Beneficial	Beneficial	Beneficial	Beneficial	Slightly Adverse	Slightly Adverse	Slightly Adverse

Replace and Widen Alternative – No Detour Option

Existing Condition

Presidio Parkway Alternative (Unmitigated)

Replace and Widen Alternative – Detour Option

Presidio Parkway Alternative

FIGURE 3.3.4 VIEWPOINT 4: HALLECK NORTH

3.3.5 Viewpoint 5: From the Former Burger King (Building 211)

Summary of Existing Conditions

This viewpoint is located behind the Former Burger King Restaurant facing north. The existing view is the low viaduct portion of Doyle Drive with two of the Presidio buildings, Crissy Field, the Bay and the Marin Headlands beyond.

Visual Effects of Alternatives

No-Build Alternative – The No-Build Alternative would not modify any of the visual effects of Doyle Drive. There would be no significant visual changes from this viewpoint with this alternative.

Replace and Widen Alternative - Under the Replace and Widen Alternative, Doyle Drive would be modified by widening the low viaduct. The No Detour Option alternative would, elevate the viaduct resulting in increased dominance of Doyle Drive and obstruction of views of the Bay and the Marin Headlands. Modifications from the Detour Option would not be visible from this viewpoint. The columns that support the low viaduct in this viewpoint would be modified and would be less visible, creating a slightly more unified view. (See Figure 3.3.5 and Table 3.3.5)

Presidio Parkway Alternative – From this viewpoint, the low viaduct portion of Doyle Drive, which acts as a visual barrier to visual resources in the background, would be removed and replaced in a tunnel. The PX Building and the parking lot next to the Interpretive Center would also be removed under this alternative. Removal of the low viaduct structure would open up views to the water of the San Francisco Bay, Crissy Field Interpretive Center and hills of the North Bay.

The visual intactness and unity of this view would greatly improve by visually linking the historic Interpretive Center with Crissy Field and the Bay beyond. Landscaping along Mason Street and around the interpretive Center would also become visible. Removal of the above-ground elements of Doyle Drive, the PX Building, and the parking lot would improve the intactness and unity of the view from this location by leaving only one man made structure in the view, maintaining its historic element. Under this alternative, the visual quality of the view from this location would improve dramatically. (See Figure 3.3.5 and Table 3.3.5)

TABLE 3.3.5:
OVERALL VISUAL QUALITY CHANGE FROM THE FORMER BURGER KING VIEWPOINT

Alternative	Visual Dominance of Doyle Drive	View Obstruction	Community Disruption/ Orientation/ Privacy	Vividness	Intactness	Unity	Overall Visual Quality
Existing							
No-Build	High	High	High	Low	Low	Low	Low
Change							
Replace and Widen (No Detour Option)	Slightly Adverse	Slightly Adverse	Negligible	Negligible	Negligible	Negligible	Slightly Adverse
Replace and Widen (No Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial

3.3.6 Viewpoint 6: Mason Street East

Summary of Existing Conditions

This viewpoint is located on the northwest corner of Mason and Halleck Streets looking east. The existing view is the low viaduct portion of Doyle Drive with the Palace of Fine Arts just beyond the elevated section of Doyle Drive. Crissy Field Recreation Area is on the left and Marina Green is beyond that. The primary viewer groups in this area are workers and recreation users.

Visual Effects of Alternatives

No-Build Alternative – The No-Build Alternative would not modify any of the visual effects of Doyle Drive. There would be no significant visual changes from this viewpoint with this alternative.

Replace and Widen Alternative – The No Detour Option would lower the viaduct slightly and have similar, slightly noticeable visual effects as the Detour Option. Under the Detour Option, Doyle Drive would be modified by widening the viaduct structure in this area. Only slight visual effects would be noticed such as the simpler architectural aesthetic on the façade and fewer columns of the reconstructed viaduct structure. (See Figure 3.3.6 and Table 3.3.6)

Replace and Widen Alternative (Detour Option) (Unmitigated) – Under this alternative, the Mason Street warehouses are not replaced after construction. From this vantage point, the Mason Street Warehouses are fairly distant in this view and their removal has little effect on the overall visual quality. Their removal would however, would have a slight effect on the unity and intactness of this view.

Presidio Parkway Alternative – This Alternative would result in a dramatic effect on the view from this location. The once visually dominant low viaduct structure would be removed and placed underground. The only visible roads from this viewpoint would be Gorgas Avenue, Mason Street and the realigned Halleck Street. This would greatly open up views of the Palace of Fine Arts which, under this alternative, would provide visual orientation in this view. The grassy knoll, that would cover he tunnel, would create unity to the Palace of Fine Arts and its surrounding landscape consisting of mature trees. The removal of Doyle Drive would greatly increase the intactness and unity of the elements within the view and improve the overall visual quality of the viewpoint. (See Figure 3.3.6 and Table 3.3.6)

TABLE 3.3.6:
OVERALL VISUAL QUALITY CHANGE FROM THE MASON STREET EAST VIEWPOINT

Alternative	Visual Dominance of Doyle Drive	View Obstruction	Community Disruption/ Orientation/ Privacy	Vividness	Intactness	Unity	Overall Visual Quality
Existing							
No-Build	High	High	Medium	Low	Low	Low	Low
Change							
Replace and Widen (No Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Replace and Widen (Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Replace and Widen (Detour Option) (Unmitigated)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial

Replace and Widen Alternative – No Detour Option

Existing Condition

Replace and Widen Alternative – Detour Option

Presidio Parkway Alternative

FIGURE 3.3.5 VIEWPOINT 5: FROM THE FORMER BURGER KING BUILDING

Replace and Widen Alternative – No Detour Option

Existing Condition

Replace and Widen Alternative – Detour Option (Unmitigated)

Replace and Widen Alternative – Detour Option

Presidio Parkway Alternative

FIGURE 3.3.6 VIEWPOINT 6: MASON STREET EAST

3.3.7 Viewpoint 7: Mason Street West

Summary of Existing Conditions

This viewpoint is located on Mason Street near Halleck. The existing view includes the low viaduct portion of Doyle Drive with the high viaduct in the distance. The prominent building in the distance is the Crissy Field Interpretive Center. Crissy Field is to the right of the Interpretive Center. The primary viewer groups in this area are workers and recreation users.

Visual Effects of Alternatives

No-Build Alternative – The No-Build Alternative would not modify any of the visual effects of Doyle Drive. There would be no significant visual changes from this viewpoint with these two alternatives.

Replace and Widen Alternative – The No Detour Option would lower the viaduct which would open slight views of the mature landscaping in the background. Although lowered, Doyle Drive would remain the dominant visual element of this view. Under the Detour Option of the Replace and Widen Alternative, Doyle Drive would be modified by widening the low viaduct in this vicinity. No visual aspects of these modifications would be visible from this viewpoint. (See Figure 3.3.7 and Table 3.3.7)

Presidio Parkway Alternative – The low viaduct structure, which is a dominant visual feature from this viewpoint, would be removed and placed in a tunnel. A grassy area would be included under this alternative as well to cover the tunnel. The realigned Halleck Street would be visible, running across the grassy area covering the tunnel. A visual connection with tree covered hillsides, grassy knoll and historic Presidio buildings (particularly 201 and 228) would be created. Additional connectivity to the hills in the background is also created by the elevated tunnel cover through a “rolling hills’ element, further improving the unity and intactness of the view. The entrance to the tunnel, which is visible from this view would detract from the intactness of the viewpoint, however, removing the viaduct would remain strongly beneficial to the intactness view and would improve the overall visual quality within the view. (See Figure 3.3.7 and Table 3.3.7)

TABLE 3.3.7:
OVERALL VISUAL QUALITY CHANGE FROM THE MASON STREET WEST VIEWPOINT

Alternative	Visual Dominance of Doyle Drive	View Obstruction	Community Disruption/ Orientation/ Privacy	Vividness	Intactness	Unity	Overall Visual Quality
Existing							
No-Build	High	High	High	Low	Low	Low	Low
Change							
Replace and Widen (No Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Replace and Widen (Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial

Replace and Widen Alternative – No Detour Option

Existing Condition

Replace and Widen Alternative – Detour Option

Presidio Parkway Alternative

FIGURE 3.3.7 VIEWPOINT 7: MASON STREET WEST

3.3.8 Viewpoint 8: Mason Street South

Summary of Existing Conditions

This viewpoint is located on Mason Street looking across the parking lot at the PX building. The existing view is of the low viaduct structure. The primary viewer groups in this area are workers and recreation users.

Visual Effects of Alternatives

No-Build Alternative – The No-Build Alternative would not modify any of the visual effects of Doyle Drive. There would be no visual changes from this viewpoint because the 'no build' alternative would not modify Doyle Drive.

Replace and Widen Alternative – Under the Replace and Widen Alternative, No Detour Option, Doyle Drive would be slightly elevated, and the parking area visible in the foreground would be removed and replaced with grass, which would increase the visual unity and intactness of this viewpoint. Under the Detour Option, Doyle Drive would be modified by widening the low viaduct in the vicinity. The visual aspects of these modifications would not be visible from this viewpoint. The parking area would be removed as well, resulting in similar visual benefits as the No Detour Option. (See Figure 3.3.8 and Table 3.3.8)

Presidio Parkway Alternative – The low viaduct would be removed and placed in a tunnel under this alternative, thereby eliminating it from view. The tunnel would be covered by a grassy hill. The intactness and unity of the area would be improved through the removal of the low viaduct structure, and would be further enhanced by the grassy hill and reduction of the parking lot. The historic brick buildings of Main Post, seen atop the east bluff, would become a more central attraction from this viewpoint. Some of the mature trees would be removed under this alternative; however, the removal of the viaduct would greatly improve the overall visual quality within the view. (See Figure 3.3.8 and Table 3.3.8)

TABLE 3.3.8:
OVERALL VISUAL QUALITY CHANGE FROM THE MASON STREET SOUTH VIEWPOINT

Alternative	Visual Dominance of Doyle Drive	View Obstruction	Community Disruption/ Orientation/ Privacy	Vividness	Intactness	Unity	Overall Visual Quality
Existing							
No-Build	High	High	High	Medium	Low	Low	Low
Change							
Replace and Widen (No Detour Option)	Minimally Beneficial	Minimally Beneficial	Minimally Beneficial	Beneficial	Beneficial	Beneficial	Beneficial
Replace and Widen (Detour Option)	Minimally Beneficial	Minimally Beneficial	Minimally Beneficial	Beneficial	Beneficial	Beneficial	Beneficial
Presidio Parkway	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial

Replace and Widen Alternative – No Detour Option

Existing Condition

Replace and Widen Alternative – Detour Option

Presidio Parkway Alternative

FIGURE 3.3.8 VIEWPOINT 8: MASON STREET SOUTH

3.3.9 Viewpoint 9: Crissy Field

Summary of Existing Conditions

This viewpoint is located on the northwest side of Crissy Field. The view is to the south looking across Crissy Field to Stilwell Hall with the high viaduct of Doyle Drive in the background.

Visual Effects of Alternatives

No-Build Alternative – The No-Build Alternative would not modify any of the visual elements of Doyle Drive. The high viaduct structure stands tall above Stilwell Hall and the level green meadow of Crissy Field. There would be no visual changes with the No-Build Alternative.

Replace and Widen Alternative -–In this vicinity, the Replace and Widen Alternative would involve the construction of a new, wider high viaduct in the same location as the existing structure. Because of its larger size, the reconstructed high viaduct would increase obstruction of views to the natural landscape within the Presidio behind the viaduct. It is assumed that the relationship in appearance with the Golden Gate Bridge would be retained. The No Detour and Detour Options would not differ from this viewpoint. (See Figure 3.3.9 and Table 3.3.9)

Presidio Parkway Alternative – In this vicinity, the Presidio Parkway Alternative would involve construction of a new, high viaduct south of the existing structure, slightly further from the viewer. The new structure would remain a dominant visual element from this viewpoint. The high viaduct under this alternative would be of the same approximate scale as the existing viaduct. It is assumed that its relationship in appearance with the Golden Gate Bridge would be retained. The construction of the new viaduct would result in negligible change to the overall visual quality of the viewpoint. (See Figure 3.3.9 and Table 3.3.9)

TABLE 3.3.9:
OVERALL VISUAL QUALITY CHANGE FROM THE CRISSY FIELD VIEWPOINT

Alternative	Visual Dominance of Doyle Drive	View Obstruction	Community Disruption/ Orientation/ Privacy	Vividness	Intactness	Unity	Overall Visual Quality
Existing							
No-Build	High	Medium	Low	Medium	Low	Medium	Medium
Change							
Replace and Widen	Negligible	Minimally Adverse	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible

Existing Condition

Replace and Widen Alternative

Presidio Parkway Alternative

FIGURE 3.3.9 VIEWPOINT 9: CRISSY FIELD

3.3.10 Viewpoint 10: Cavalry Stables North

Summary of Existing Conditions

The Cavalry Stables are located on McDowell Avenue just south of Doyle Drive. The view is from behind the stables looking north, with the stables in the foreground. From this viewpoint the high viaduct structure stands tall above the rooftops of the Cavalry Stables and partially obstructs views of Crissy Field and the water. The horizontal lines of the roofs of the Cavalry Stables combined with the horizontal lines of the high viaduct to create an interesting geometric unity from this viewpoint, which would not change substantially under either of these alternatives. However, the intactness of the area from this viewpoint remains low, due to the mixture of architectural elements, designs and colors.

Visual Effects of Alternatives

No-Build Alternative – The No-Build Alternative would not modify any of the visual effects of Doyle Drive. There would be no visual changes from this viewpoint with this alternative.

Replace and Widen Alternative – In this vicinity, the Replace and Widen Alternative would involve the construction of a new, wider high viaduct in the same location as the existing structure. The new structure would be visible from this viewpoint, but changes in overall visual quality would be negligible because the new structure would be similar in scale to the existing viaduct. The No Detour and Detour Options would not differ from this viewpoint. (See Figure 3.3.10 and Table 3.3.10)

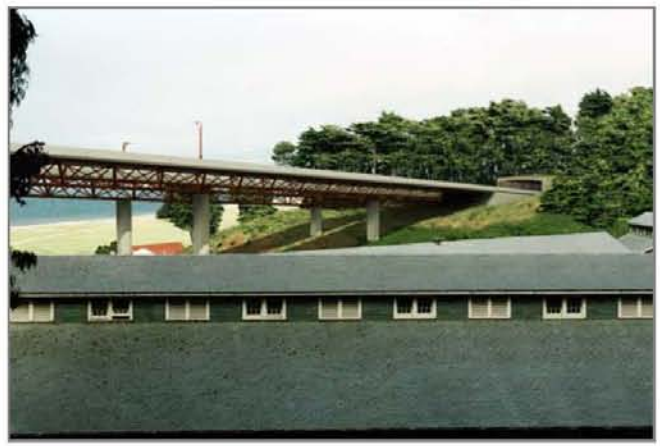
Presidio Parkway Alternative – Under the Presidio Parkway Alternative, the high viaduct would be reconstructed closer to the Calvary Stables. Although the proposed viaduct would be lower in elevation, the views from this viewpoint would remain relatively the same although some of the forested area near the entrance of the tunnel would be removed. Under these alternatives, the overall visual quality of the view would remain approximately the same. (See Figure 3.3.10 and Table 3.3.10)

TABLE 3.3.10:
OVERALL VISUAL QUALITY CHANGE FROM THE CAVALRY STABLES VIEWPOINT

Alternative	Visual Dominance of Doyle Drive	View Obstruction	Community Disruption/ Orientation/ Privacy	Vividness	Intactness	Unity	Overall Visual Quality
Existing							
No-Build	High	Medium	Low	Medium	Low	Medium	Medium
Change							
Replace and Widen	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible

Existing Condition

Replace and Widen Alternative



Presidio Parkway Alternative

FIGURE 3.3.10 VIEWPOINT 10: CAVALRY STABLES

3.3.11 Viewpoint 11: Lincoln Boulevard

Summary of Existing Conditions

This viewpoint is looking west from Lincoln Boulevard toward the Park Presidio elevated freeway. Doyle Drive is not visible within this view.

Visual Effects of Alternatives

No-Build Alternative – The No-Build Alternative would not modify any of the visual elements of Doyle Drive. There would be no visual changes from this viewpoint with this alternative.

Replace and Widen Alternative – Under this alternative, the elevated structure of Doyle Drive would be slightly modified. The visual aspects of these modifications would not be visible from this viewpoint. The No Detour and Detour Options would not differ from this viewpoint. (See Figure 3.3.11 and Table 3.3.11)

Presidio Parkway Alternative – Visual changes from this viewpoint would be limited to slight modifications to the elevated structure. There would be six slender columns and a thicker bridge deck that would result in some additional view obstruction underneath the elevated structure.

Since the visual changes to the elevated structure would be minimal, the overall visual quality of the view at this location would remain unchanged. (See Figure 3.3.11 and Table 3.3.11)

TABLE 3.3.11:
OVERALL VISUAL QUALITY CHANGE FROM THE LINCOLN BOULEVARD VIEWPOINT

Alternative	Visual Dominance of Doyle Drive	View Obstruction	Community Disruption/ Orientation/ Privacy	Vividness	Intactness	Unity	Overall Visual Quality
Existing							
No-Build	High	Medium	Low	Medium	Low	Low	Medium
Change							
Replace and Widen	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible

Existing Condition

Replace and Widen Alternative

Presidio Parkway Alternative

FIGURE 3.3.11 VIEWPOINT 11: LINCOLN BOULEVARD

3.3.12 Viewpoint 12: Halleck South

Summary of Existing Conditions

This viewpoint is located on the northeast corner of Mason Street and Halleck Street looking south. The existing view includes the low viaduct portion of Doyle Drive. The primary viewer groups in this area are workers and recreation users.

Visual Effects of Alternatives

No-Build Alternative – The No-Build Alternative would not modify any of the visual elements of Doyle Drive. There would be no visual changes from this viewpoint with this alternative.

Replace and Widen Alternative – The No Detour Option would slightly elevate the viaduct and would result in only minor visual effects, similar to the Detour Option. Under the Detour Option, only minor visual changes would be apparent such as the simpler architectural aesthetic on the façade and columns of the reconstructed viaduct structure. (See Figure 3.3.12 and Table 3.3.12)

Presidio Parkway Alternative –Under this alternative, the low viaduct structure would be demolished and Doyle Drive would be reconstructed in a tunnel. Removal of the low viaduct would create a visual connection between Crissy Field and the lower Tennessee Hollow/Main Post Area, although the elevated grassy knoll obstructs complete views of these buildings. Removal of the viaduct would improve the overall visual quality within the viewpoint. (See Figure 3.3.12 and Table 3.3.12)

Presidio Parkway Alternative (Unmitigated) –Under this alternative, building 201 would not be relocated to its original location. From this viewpoint however, only the roof top would be visible if the building were to be relocated. (See Figure 3.3.12, Presidio Parkway Alternative). As a result, the visual effects of this alternative, from this viewpoint only, would be improved when compared to the Presidio Parkway Alternative because, from this viewpoint, the historic elements and context of this building are not visible.(See Figure 3.3.12 and Table 3.3.12)

TABLE 3.3.12:
OVERALL VISUAL QUALITY CHANGE FROM THE HALLECK STREET SOUTH VIEWPOINT

Alternative	Visual Dominance of Doyle Drive	View Obstruction	Community Disruption/ Orientation/ Privacy	Vividness	Intactness	Unity	Overall Visual Quality
Existing							
No-Build	High	High	Medium	Low	Low	Low	Low
Change							
Replace and Widen (No Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Replace and Widen (Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial
Parkway Presidio (Unmitigated)	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Beneficial	Beneficial	Strongly Beneficial

Replace and Widen Alternative – No Detour Option

Replace and Widen Alternative – Detour Option

Existing Condition

Presidio Parkway Alternative (Unmitigated)

Presidio Parkway Alternative

FIGURE 3.3.12 VIEWPOINT 12: HALLECK SOUTH

3.3.13 Viewpoint 13 Motorist View on Doyle Drive

Summary of Existing Conditions

This viewpoint is from Doyle Drive in the vicinity of the National Cemetery looking east. This view represents motorists at this point traveling on Doyle Drive. Section 2.2.3, Landscape Units, provides descriptions of the motorist's views while traveling along Doyle Drive.

Visual Effects of Alternatives

No-Build Alternative – The No-Build Alternative would not modify any of the visual elements of Doyle Drive. There would be no visual changes from this viewpoint with this alternative.

Replace and Widen Alternative – The No Detour Option would slightly elevate the viaduct. This would only slightly change the visual effects which would not be readily visible from this viewpoint. Under the Replace and Widen Alternative, Detour Option, a center divider would be constructed on Doyle Drive. Doyle Drive would also be widened and restriped under this alternative. These changes would have a minimal effect on the overall visual quality, as the changes would not be readily visible from this viewpoint. (See Figure 3.3.13 and Table 3.3.13)

Presidio Parkway Alternative – Under the Presidio Parkway Alternative, at-grade and above-ground portions of Doyle Drive would be removed and placed in a tunnel at this viewpoint. As motorists approach the end of the tunnel, views begin to open, however, while in the tunnel, the motorist's view would change dramatically as the existing views of the National Cemetery, woodlands, Main Post and Crissy Field would be completely obstructed. Additionally, architectural features of Doyle Drive, such as lighting standards matching those of the Golden Gate Bridge would be replaced by tunnel lighting. (See Figure 3.3.13 and Table 3.3.13)

This would affect approximately 105,000 to 108,000 vehicles a day in the year 2030. This change in motorists' views under the Presidio Parkway Alternative would be considered adverse.

TABLE 3.3.13:
OVERALL VISUAL QUALITY CHANGE FROM THE MOTORIST'S VIEW ON DOYLE DRIVE

Alternative	Visual Dominance of Doyle Drive	View Obstruction	Community Disruption/ Orientation/ Privacy	Vividness	Intactness	Unity	Overall Visual Quality
Existing							
No-Build	High	Low	None	Medium	Medium	Medium	Medium
Change							
Replace and Widen (No Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Replace and Widen (Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Negligible	Strongly Adverse	Strongly Adverse	Strongly Adverse	Strongly Adverse	Strongly Adverse	Strongly Adverse

Replace and Widen Alternative – No Detour Option

Existing Condition

Replace and Widen Alternative – Detour Option

Presidio Parkway Alternative

FIGURE 3.3.13 VIEWPOINT 13: MOTORIST VIEW ON DOYLE DRIVE

3.3.14 Viewpoint 14: Halleck Northwest

Summary of Existing Conditions

This viewpoint is located on Halleck looking north, further north along Halleck Street than Viewpoint 4. Similar to Viewpoint 4, Doyle Drive is a major feature because of its elevated location in this view. Presidio buildings line both sides of the street and the mountaintops of the Marin Headlands and Angel Island are seen in the distance. The primary viewer groups in this area are workers, residents and recreation users.

Only slight visual effects would be noticed such as the simpler architectural aesthetic on the façade and columns of the reconstructed viaduct structure. The No Detour Option would slightly elevate the viaduct and would result in only slight visual effects, similar to the Detour Option.

Visual Effects of Alternatives

No-Build Alternative – The No-Build Alternative would not modify any of the visual elements of Doyle Drive. There would be no visual changes from this viewpoint with this alternative.

Replace and Widen Alternative – The Replace and Widen – No Detour Option would slightly elevate the viaduct and would result in visual effects similar to the Detour Option. Under the Detour Option, Doyle Drive would be widened and re-striped, and would remain in its current alignment. These changes would have a minimal effect on the overall visual quality, as the changes would not be readily visible from this viewpoint. (See Figure 3.3.14 and Table 3.3.14)

Presidio Parkway Alternative – Under the Presidio Parkway Alternative, the Doyle Drive low viaduct would be removed and placed underground. Removal of the low viaduct would provide an open view to the bay, the Marin Headlands, and Angel Island. One of the Presidio buildings would be removed to accommodate the tunnel and replaced with a grassy field. Removal of the viaduct would improve the vividness of the viewpoint, making the bay and the Marin Headlands the dominant elements of the view. Connectivity to the Marin Headlands is also created by the elevated tunnel being covered by a “rolling hills’ element, improving the unity and intactness of the view. The overall visual quality of the viewpoint would improve under the Presidio Parkway Alternative. (See Figure 3.3.14 and Table 3.3.14)

Presidio Parkway Alternative (Unmitigated) – Under this alternative, the removal of Building 201 would result in slightly adverse effects to the unity and intactness of the view by reducing the historic streetscape. However, removal of the building would reduce view obstruction and improve views to the Bay and Angel Island in the distance. From an overall visual quality perspective, the slightly adverse effect on unity and intactness would result in a slightly adverse effect on the overall visual quality of the view. (See Figure 3.3.14 and Table 3.3.14)

TABLE 3.3.14:
OVERALL VISUAL QUALITY CHANGE FROM HALLECK NORTHWEST

Alternative	Visual Dominance of Doyle Drive	View Obstruction	Community Disruption/ Orientation/ Privacy	Vividness	Intactness	Unity	Overall Visual Quality
Existing							
No-Build	Medium	High	Low	Low	Medium	Low	Medium
Change							
Replace and Widen (No Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Replace and Widen (Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Beneficial	Beneficial	Beneficial	Beneficial	Beneficial	Beneficial	Beneficial
Presidio Parkway (Unmitigated)	Beneficial	Beneficial	Beneficial	Beneficial	Slightly Adverse	Slightly Adverse	Slightly Adverse

3.3.15 Viewpoint 15: Girard Road

Summary of Existing Conditions

This viewpoint is located in the Richardson Avenue Exit Landscape Unit. The view is looking east toward Gorgas Avenue. The Gorgas Warehouses line the left side of the road from this view, creating a historic streetscape element with a paved parking lot adjacent to the north. Trees and scattered bushes run parallel to the warehouses in the background of this view. Beyond the trees in the background the dome of the Palace of Fine Arts, which stands higher than the trees, is visible. From this viewpoint, Doyle Drive is not visible. At this point, it is in a low viaduct hidden behind the trees. The primary viewer groups in this area are workers, residents and recreation users.

Visual Effects of Alternatives

No-Build Alternative – The No-Build Alternative would not modify any of the visual elements of Doyle Drive. There would be no visual changes from this viewpoint with this alternative.

Replace and Widen Alternative – The Replace and Widen – No Detour Option would place Doyle Drive into the view, partially obstructing the views of the trees as well. This would reduce the vividness of the view and the overall visual quality. Under the Detour Option, Doyle Drive would be widened and re-striped, and would remain in its current alignment. A new structure would be constructed in front of the existing parking area which would require the removal of mature trees in the background and obstruct views of the remaining trees. This would reduce the vividness of the view and the overall visual quality. (See Figure 3.3.15 and Table 3.3.15)

Presidio Parkway Alternative – Under the Presidio Parkway Alternative, Doyle Drive would be moved closer to the warehouses and into the view. The existing parking lot would be removed and replaced by the realigned Girard Avenue. The view of the Palace of Fine Arts and the Gorgas Warehouses would remain, maintaining the orientation of the view. Views of the mature trees would become partially obstructed by the low viaduct. The addition of Doyle Drive and the Girard Avenue and Gorgas Road intersection, with traffic signals, to the view would reduce the intactness and unity of the view and detract from the historic streetscape element of the Gorgas Warehouses, resulting in adverse changes to the overall visual quality of the view. (See Figure 3.3.15 and Table 3.3.15)

TABLE 3.3.15:
OVERALL VISUAL QUALITY CHANGE FROM GIRARD ROAD

Alternative	Visual Dominance of Doyle Drive	View Obstruction	Community Disruption/ Orientation/ Privacy	Vividness	Intactness	Unity	Overall Visual Quality
Existing							
No-Build	Low	Low	Low	Medium	Medium	Medium	Medium
Change							
Replace and Widen (No Detour Option)	Adverse	Slightly Adverse	Slightly Adverse	Slightly Adverse	Negligible	Negligible	Slightly Adverse
Replace and Widen (Detour Option)	Negligible	Adverse	Negligible	Adverse	Negligible	Negligible	Slightly Adverse
Presidio Parkway	Strongly Adverse	Adverse	Negligible	Adverse	Adverse	Adverse	Adverse

Replace and Widen Alternative – No Detour Option

Existing Condition

Replace and Widen Alternative – Detour Option

Presidio Parkway Alternative

FIGURE 3.3.15 VIEWPOINT 15: GIRARD ROAD

3.3.16 Viewpoint 16: McDowell Avenue

Summary of Existing Conditions

The view is looking north along McDowell Avenue. Doyle Drive runs across the viewshed on a high viaduct with views of Stilwell Hall, straight ahead, and two of the Calvary Stables to the left. In the distance, views of Crissy Field, the bay, and the Marin Headlands are also visible from this viewpoint. The primary viewer groups in this area are workers, residents and recreation users.

Visual Effects of Alternatives

No-Build Alternative – The No-Build Alternative would not modify any of the visual elements of Doyle Drive. There would be no visual changes from this viewpoint with this alternative.

Replace and Widen – Under the Replace and Widen Alternative, Doyle Drive would be removed and reconstructed closer to the Calvary Stables. Because of the proximity to the stables, the structure would appear larger. The support columns would be placed at a distance that would allow a clearer view of Stilwell Hall, the Marin Headlands and the Bay beneath Doyle Drive and between the support columns. However, the increased dominance of Doyle Drive within this view would result in low intactness, unity, and overall low visual quality. The No Detour and Detour Options would not differ from this viewpoint. (See Figure 3.3.16 and Table 3.3.16)

Presidio Parkway Alternative – Under the Presidio Parkway Alternative Option, Doyle Drive would be removed and reconstructed closer to the Cavalry Stables. Because of the proximity to the Cavalry Stables, the structure would appear larger. The distance between support columns would be larger and allow for a clearer view of Stilwell Hall, the Marin Headlands and the Bay beneath Doyle Drive. However, the increased dominance of the Doyle Drive within this view results in low intactness, unity, and overall visual quality. (See Figure 3.3.16 and Table 3.3.16)

TABLE 3.3.16:
OVERALL VISUAL QUALITY CHANGE FROM MCDOWELL AVENUE

Alternative	Visual Dominance of Doyle Drive	View Obstruction	Community Disruption/ Orientation/ Privacy	Vividness	Intactness	Unity	Overall Visual Quality
Existing							
No-Build	High	Medium	Low	Medium	Medium	Medium	Medium
Change							
Replace and Widen	Minimally Adverse	Negligible	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse
Presidio Parkway	Minimally Adverse	Negligible	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse

Replace and Widen Alternative – No Detour Option

Existing Condition

Presidio Parkway Alternative (Unmitigated)

Replace and Widen Alternative – Detour Option

Presidio Parkway Alternative

FIGURE 3.3.14 VIEWPOINT 14: HALLECK NORTHWEST

Existing Condition

Replace and Widen Alternative

Presidio Parkway Alternative

FIGURE 3.3.16 VIEWPOINT 16: MCDOWELL AVENUE

3.3.17 Viewpoint 17: Cavalry Stables West

Summary of Existing Conditions

This viewpoint is located in front of the Cavalry Stables. The view is looking west along on Lincoln Boulevard. Doyle Drive, on a high viaduct, is visible from this view point. As the viaduct runs west, it disappears in the tall trees. Left of the trees, one of the Stables is visible. Through the supporting columns of the high viaduct, several presidio buildings are also visible. Small views of the Golden Gate Bridge and the Marin Headlands can be seen in the far distance. The primary viewer group in this area is presidio employees that work in Buildings 667 and 669.

Visual Effects of Alternatives

No-Build Alternative – The No-Build Alternative would not modify any of the visual elements of Doyle Drive. There would be no visual changes from this viewpoint with this alternative.

Replace and Widen Alternative – Under the Replace and Widen Alternative, the Doyle Drive high viaduct would be removed and reconstructed closer to the viewpoint. Because of its closer proximity, the high viaduct becomes more visually dominant in this view. The architectural design of the new viaduct should maintain its connectivity to the Golden Gate Bridge in the background. However, moving the viaduct closer to the viewpoint would increase Doyle Drive's visual dominance and reduce the intactness and unity of the view and overall visual quality of the view. The No Detour and Detour Options would not differ from this viewpoint. (See Figure 3.3.17 and Table 3.3.17)

Presidio Parkway Alternative – Under the Presidio Parkway Alternative, the Doyle Drive high viaduct would be removed and reconstructed closer to the viewpoint. Because of its closer proximity, the high viaduct would become more visually dominant in this view. The architectural design of the new viaduct, particularly the metal support beams, would maintain its visual connectivity to the Golden Gate Bridge in the background. However, moving the viaduct closer to the viewpoint would increase Doyle Drive's visual dominance and reduce the intactness and unity of the view and overall visual quality of the view. (See Figure 3.3.17 and Table 3.3.17)

TABLE 3.3.17:
OVERALL VISUAL QUALITY CHANGE FROM THE CALVARY STABLES WEST

Alternative	Visual Dominance of Doyle Drive	View Obstruction	Community Disruption/ Orientation/ Privacy	Vividness	Intactness	Unity	Overall Visual Quality
Existing							
No-Build	High	Medium	Low	Medium	Medium	Medium	Medium
Change							
Replace and Widen	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse
Presidio Parkway	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse

Existing Condition

Replace and Widen Alternative

Presidio Parkway Alternative

FIGURE 3.3.17 VIEWPOINT 17: CAVALRY STABLES WEST

3.3.18 Viewpoint 18: Toward Armistead Road

Summary of Existing Conditions

This viewpoint is located along Doyle Drive. The view is looking west toward Armistead Road. Doyle Drive is at-grade and visible from this viewpoint. Doyle Drive is lined with tall, mature trees that act as buffers on each side, creating a park-like aesthetic for motorists, the primary viewers of this viewpoint.

Visual Effects of Alternatives

No-Build Alternative – The No-Build Alternative would not modify any of the visual elements of Doyle Drive. There would be no visual changes from this viewpoint with this alternative.

Replace and Widen Alternative – The Replace and Widen Alternative would not modify any of the visual elements of Doyle Drive at this location. There would be no visual changes from this viewpoint with this alternative. (See Figure 3.3.18 and Table 3.3.18)

Presidio Parkway Alternative – The No Slip Ramp Option would remove some of the large trees to accommodate the wider road creating a gap in vegetation, exposing the apartment buildings along Armistead Road to view. This greatly decreases the park-like aesthetic for motorists traveling along this portion of Doyle Drive resulting in an adverse change in overall visual quality. Exposing the apartment buildings to motorists would also create privacy issues for the residents.

The Merchant Road Slip Ramp Option would place a slip ramp adjacent to Doyle Drive which would require the removal of trees along Doyle Drive as well as the apartment buildings along Armistead Road that would be visible under the No Slip Ramp Option resulting in a consistent landscaped/green corridor, similar to the existing aesthetic. However, the removal of some of the vegetation would result in minimally adverse changes to the vividness of the viewpoint. (See Figure 3.3.18 and Table 3.3.18)

TABLE 3.3.18:
OVERALL VISUAL QUALITY CHANGE FROM THE TOWARD ARMISTEAD ROAD VIEWPOINT

Alternative	Visual Dominance of Doyle Drive	View Obstruction	Community Disruption/ Orientation/ Privacy	Vividness	Intactness	Unity	Overall Visual Quality
Existing							
No-Build	High	Low	Low	Low	Medium	Medium	Medium
Change							
Replace and Widen-No Detour Option	No Change	No Change	No Change	No Change	No Change	No Change	No Change
Presidio Parkway (No Slip Ramp Option)	Negligible	Negligible	Adverse	Adverse	Adverse	Adverse	Adverse
Presidio Parkway (Merchant Slip Ramp Option)	Negligible	Negligible	Negligible	Minimally Adverse	Negligible	Negligible	Negligible

Replace and Widen Alternative

Existing Condition

Presidio Parkway Alternative – Merchant Road Slip Ramp Option

Presidio Parkway Alternative

FIGURE 3.3.18 VIEWPOINT 18: TOWARD ARMISTEAD ROAD

3.3.19 Viewpoint 19: Main Post (Building 106)

Summary of Existing Conditions

The Main Post (Building 106) viewpoint is located within the Parade Grounds of the Main Post. From this view, a portion of Doyle Drive is slightly visible through the trees. Historic Building 106 and the parade grounds parking area are visible within this view, as well as eucalyptus, cypress and palm trees and a variety of landscaping. The Marina Headlands are also visible in the distance. Main Post employees and recreational users are the primary viewer groups of this viewpoint.

Visual Effects of Alternatives

No-Build Alternative – The No-Build Alternative would not modify any of the visual elements of Doyle Drive. There would be no visual changes from this viewpoint with this alternative.

Replace and Widen Alternative – The Replace and Widen No Detour Option would elevate the Doyle Drive Viaduct by two meters (six feet), increasing the viaduct's visibility within this view. The elevated structure would decrease the unity of the view established by Building 106 and unique landscaping of the Presidio. Elevating Doyle Drive would also slightly obstruct views to the headlands in the distance. The increased view of the viaduct would result in adverse changes to the vividness, intactness, and unity of the viewpoint resulting in adverse changes to the overall visual quality of the view.

Under the Replace and Widen Detour Option, Doyle drive would remain at its current elevation. Modifications to Doyle Drive under this option would not be visible from this viewpoint resulting I negligible changes to the overall visual quality of the viewpoint. (See Figure 3.3.19 and Table 3.3.19)

Presidio Parkway Alternative – The Presidio Parkway Alternative would place Doyle Drive into a tunnel at this segment and remove the viaduct from this view. Removing Doyle Drive from this viewpoint would result in slightly increased views of the headlands and minimally beneficial changes to the vividness, unity, and overall visual quality of the viewpoint. (See Figure 3.3.19 and Table 3.3.19)

TABLE 3.3.19:
OVERALL VISUAL QUALITY CHANGE FROM THE MAIN POST (BUILDING 106) VIEWPOINT

Alternative	Visual Dominance of Doyle Drive	View Obstruction	Community Disruption/ Orientation/ Privacy	Vividness	Intactness	Unity	Overall Visual Quality
Existing							
No-Build	Low	Low	Low	High	Medium	Medium	Medium
Change							
Replace and Widen (No Detour Option)	Adverse	Adverse	Negligible	Adverse	Adverse	Adverse	Adverse
Replace and Widen (Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Minimally Beneficial	Minimally Beneficial	Negligible	Minimally Beneficial	Minimally Beneficial	Minimally Beneficial	Minimally Beneficial

Replace and Widen Alternative – No Detour Option

Existing Condition

Replace and Widen Alternative – Detour Option

Presidio Parkway Alternative

FIGURE 3.3.19 VIEWPOINT 19: MAIN POST (BUILDING 106)

3.4 CONSISTENCY WITH SCENIC/VISUAL RESOURCE PLANS AND POLICIES

The project alternatives vary with regard to consistency with federal, state, and local plans and policies regarding scenic/visual resources. Appendix B contains a complete evaluation of the consistency of each alternative with relevant scenic/visual plans and policies. In general, Alternative 1 (No-Build) would result in no change to the existing visual quality and character of the project area. The Replace and Widen Alternative would result in substantial visual change during construction, but long-term the visual change would be minor (with the Detour Option) to moderate (with the No Detour Option) through the Main Post/Crissy Field and Letterman areas of the Presidio. However, each of these alternatives would perpetuate the existing visual conditions associated with Doyle Drive, which in some locations involve view blockage and visual separation of adjacent areas of the Presidio. Since they would not improve views and visual quality, they are considered inconsistent with a number of NPS and Presidio Trust planning policies regarding scenic/visual resources. At the same time, these alternatives preserve scenic views and vistas of the Presidio, the Bay, and the Golden Gate Bridge that occur from Doyle Drive, consistent with scenic/visual resources policies of other agencies.

Presidio Parkway Alternative (Presidio Parkway) would be generally consistent with scenic/visual resources policies because much of Doyle Drive would be removed from the landscape and placed in a tunnel. This would restore historic vistas and improve views from certain areas within the Presidio, consistent with NPS and Presidio Trust planning policies. However, these benefits would be achieved at the expense of views enjoyed by motorists on Doyle Drive, which is inconsistent with other planning policies.

SECTION 4: MITIGATION MEASURES

During the 4-5 year construction period, all build alternatives would result in a substantial adverse change in the visual character of the study area. All build alternatives would require the removal of substantial amounts of existing landscaping and vegetation during construction, resulting in a substantial negative visual impact. The Replace and Widen, Detour Option would also require the construction of a detour road and structure north of the existing Doyle Drive alignment to re-route traffic around construction areas. After construction is complete the detour road and structure would be removed and all temporarily affected areas restored to their appropriate native vegetation in natural areas, or appropriate ornamental vegetation type in landscaped areas. In some areas full restoration of mature natural species may take between ten and twenty years.

Design Guidelines for restoration of temporarily affected areas will be developed with the Trust, the National Park Service, and the State Office of Historic Preservation. The Design Guidelines will be a collaborative effort, and will provide a planning and design framework for the new construction and associated landscaping for Doyle Drive. The Design Guidelines will incorporate the Secretary of Interior's Standards for Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes (National Parks Service, 1995). The Design Guidelines will provide a framework to ensure that the design and construction of Doyle Drive will be compatible with the Presidio as a National Historic Landmark District. The Design Guidelines will include sections on context and history, guidelines, design review, and other relevant background information. Within the Design Guidelines, restoration criteria will include general restoration concepts and methods, including matching the original lighting standards of Doyle Drive which match those of the Golden Gate Bridge.

Additional Design Guidelines will include vegetation and landscaping restoration in accordance with the Presidio Vegetation Management Plan and in coordination with the Presidio trust. Based on the principles in the Presidio Vegetation Management Plan and the Presidio Trust Management Plan, some vegetation could be selectively removed to enhance views where appropriate and in consultation with the Presidio Trust.

Monitoring of restored areas will occur for five consecutive years following plant installation using standard ecological methods that qualitatively estimate plant cover and to document survival rates and growth characteristics.

SECTION 5: REFERENCES

The following documents were referenced in the preparation of this Draft Visual Impact Assessment:

Federal Highway Administration Guidelines, US Department of Transportation, no date.

Secretary of Interior's Standards for Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes, US National Parks Service, 1996.

South Access to the Golden Gate Bridge – Doyle Drive Final Public Meeting and Outreach Summary Report, Prepared by Public Affairs Management, April 2004.

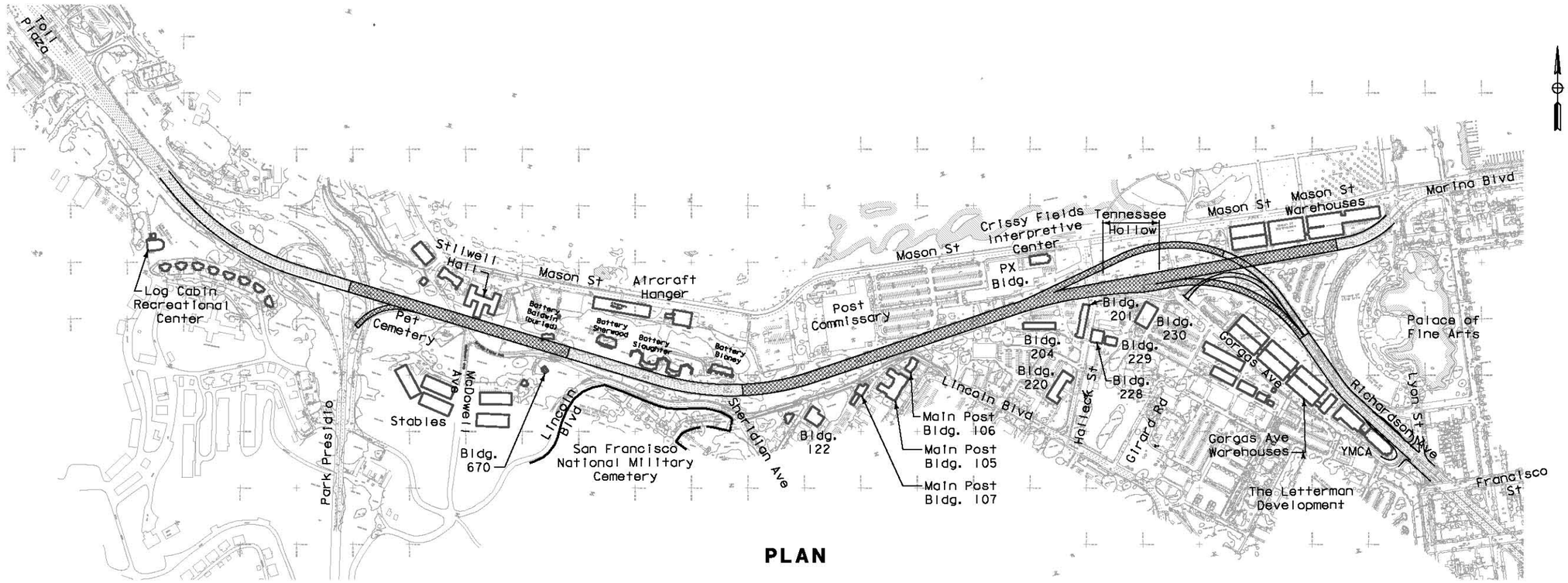
Coast Highway Management Plan Scenic Qualities Inventory Report. Prepared by Public Affairs Management for Caltrans District 5, January 2002.

I680 Auxiliary Lanes Visual Assessment, Prepared by Public Affairs Management, July 1998.

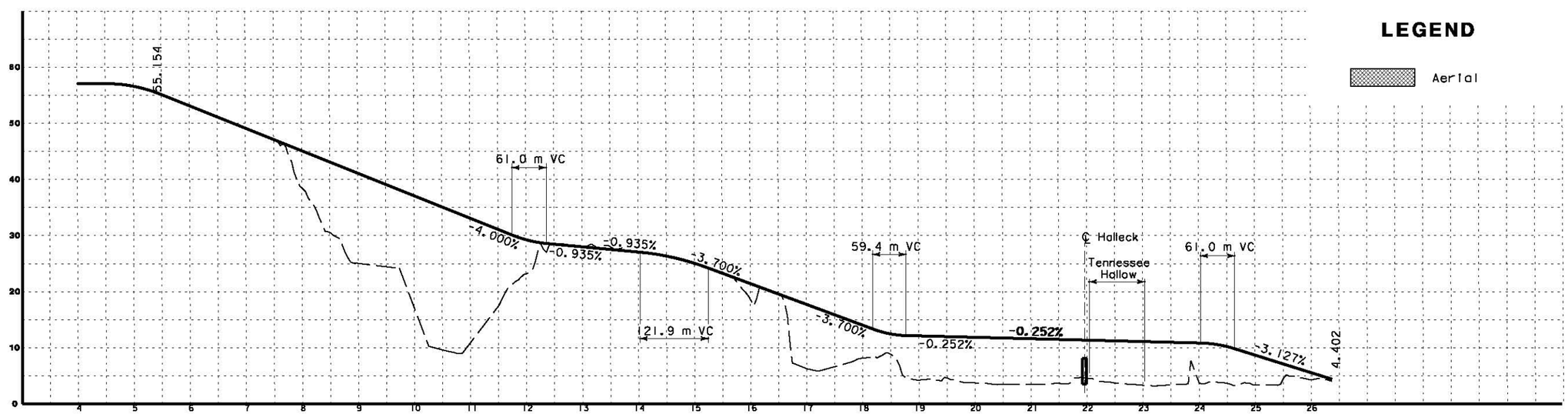
APPENDIX A

MAPS

1. No Build



PLAN



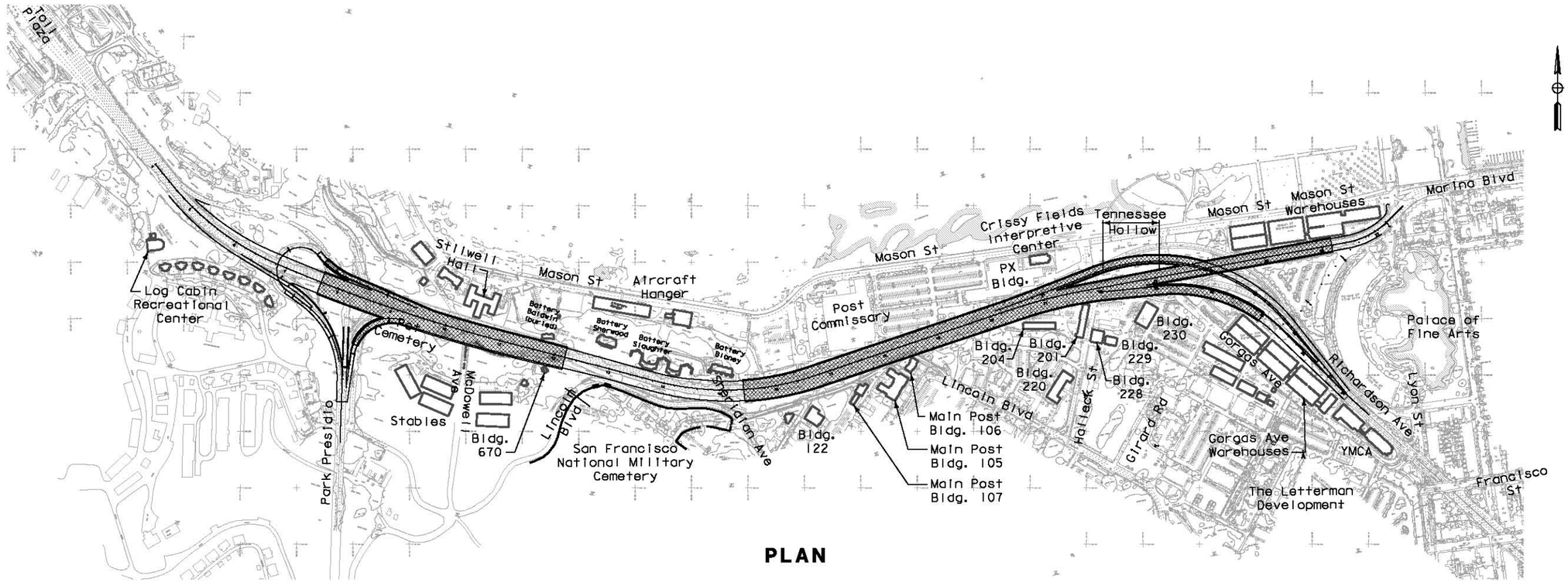
PROFILE

LEGEND

Aerial

0 75 150 300

2a. Replace and Widen - No Detour



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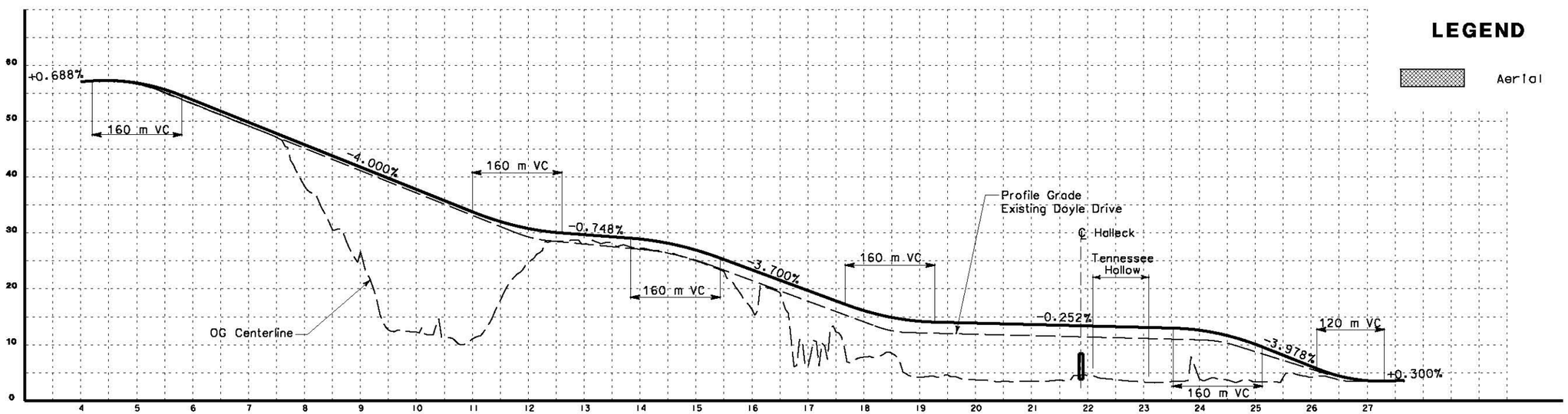

PROFILE

LEGEND

Aerial

0 75 150 300

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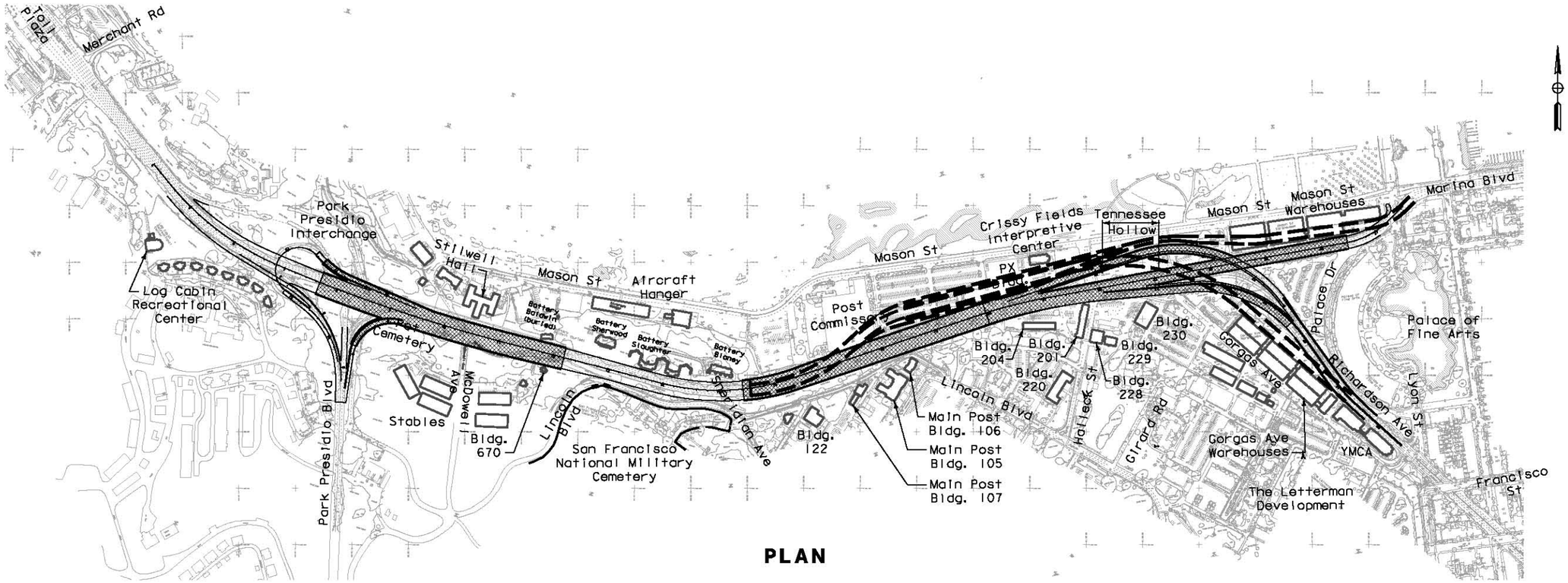

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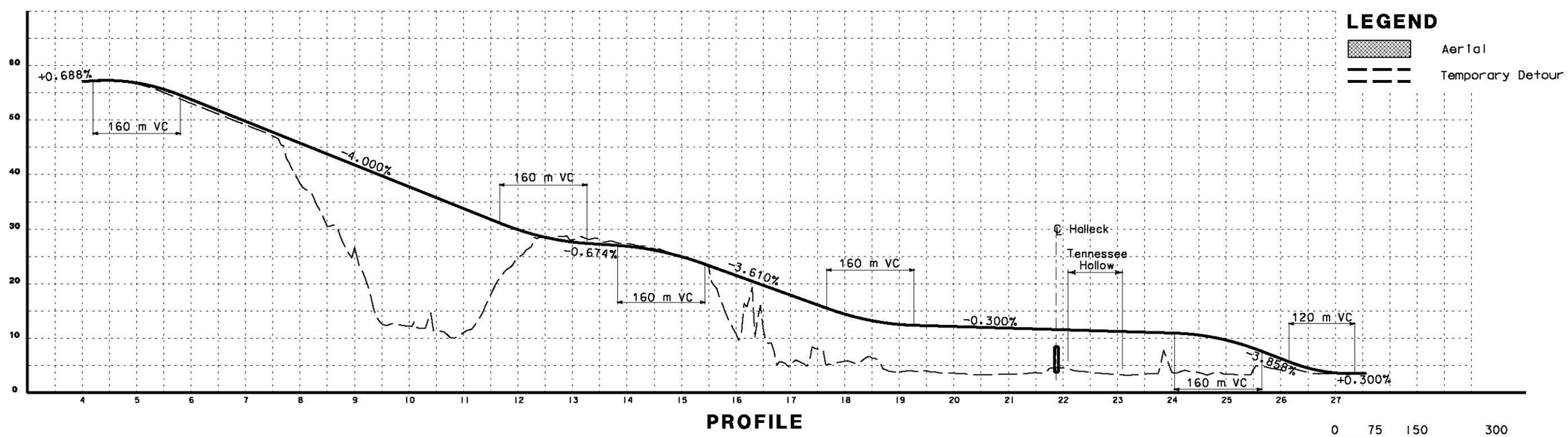

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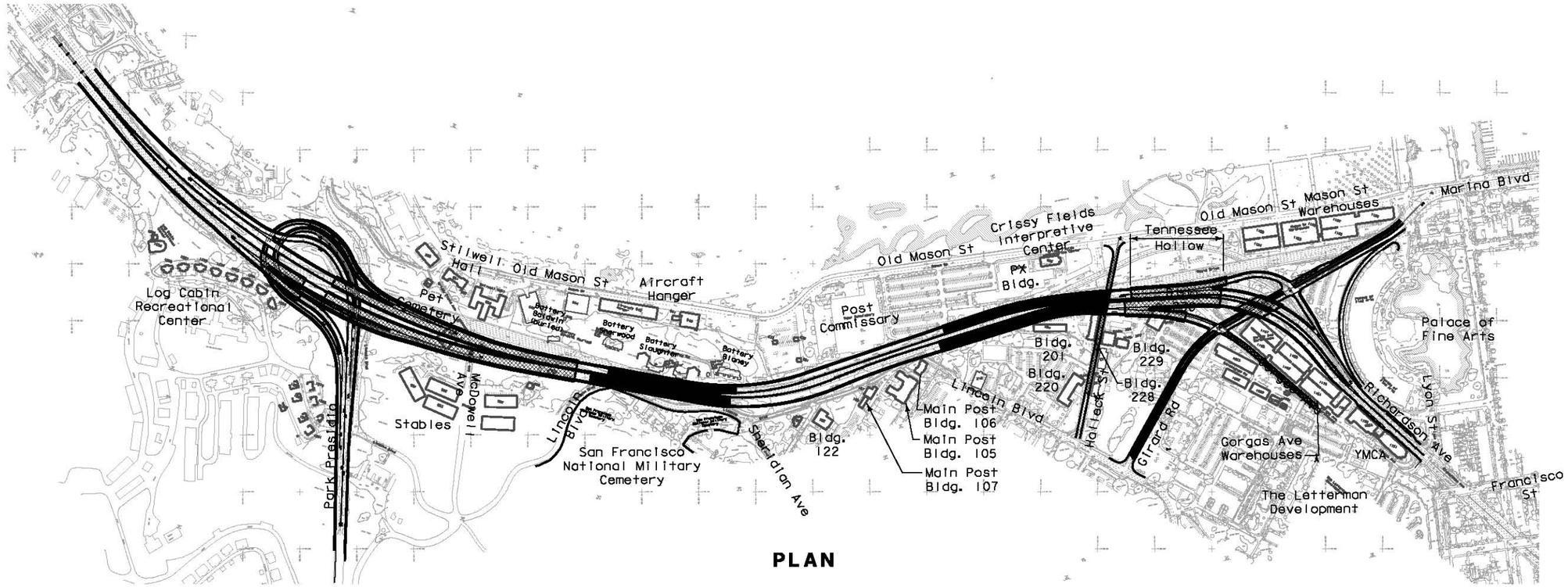
5. Presidio Parkway



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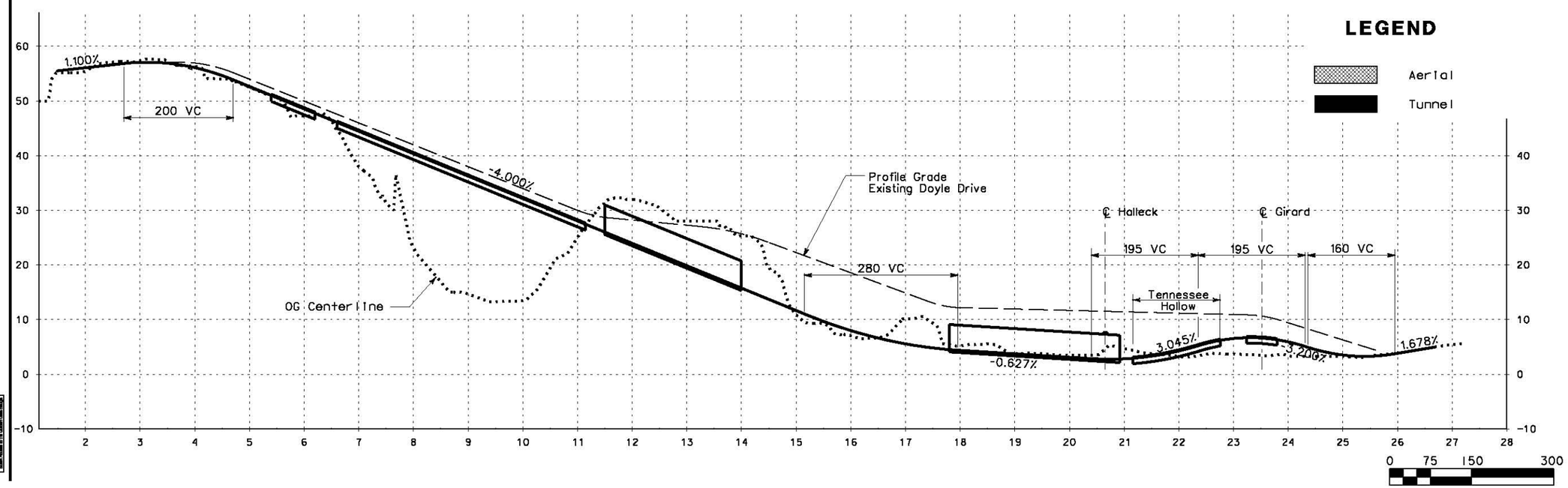

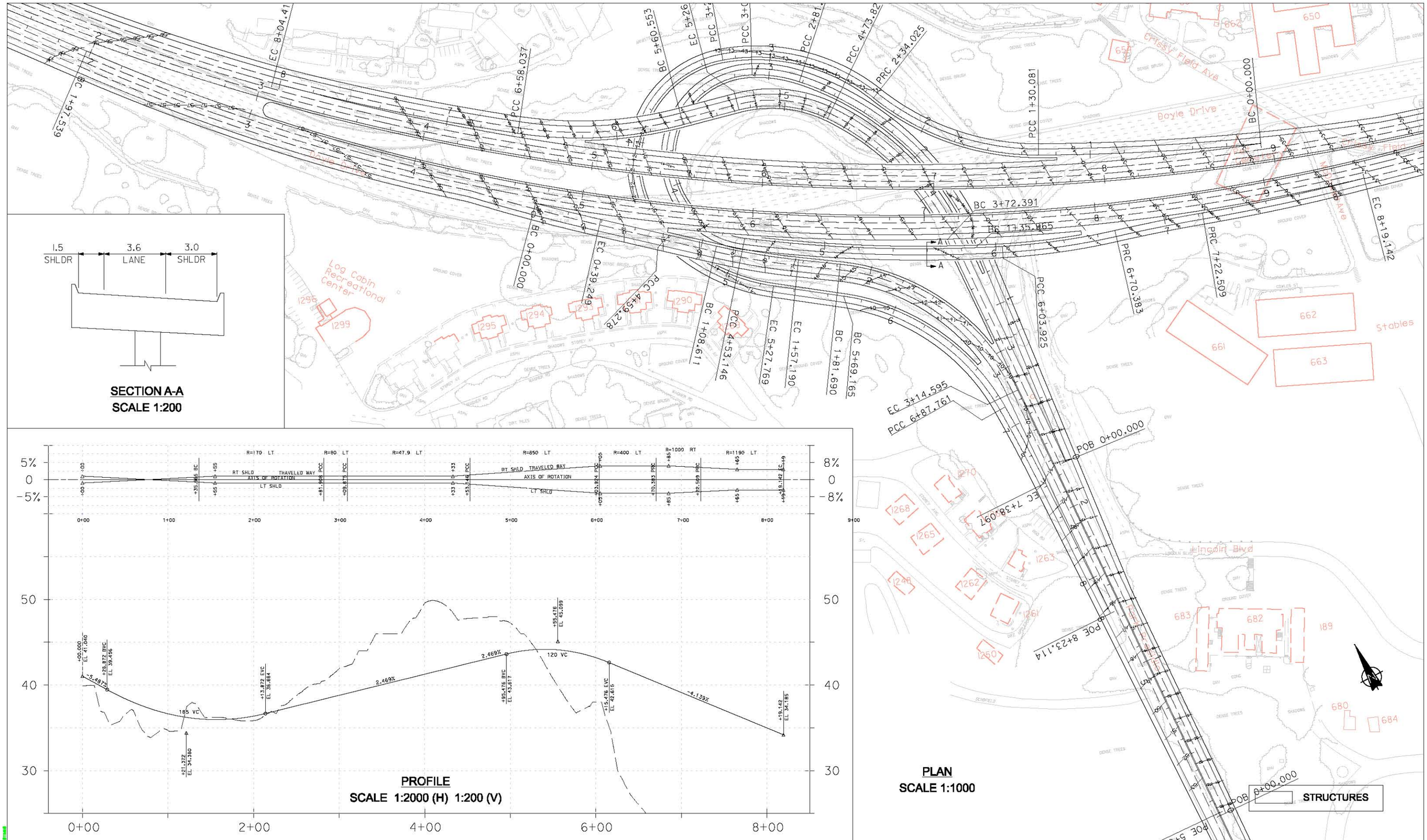

Caltrans

Issue	Date	By	Chkd	Appd

Job Title: ALTERNATIVE 5 PRESIDIO PARKWAY

Drawing Title: OPTION 1: LOOP RAMP

Scale: AS SHOWN

File Name:

Drawing Status: PRELIMINARY

Job No: 130168-00

Drawing No: SFSK-054A

Issue:

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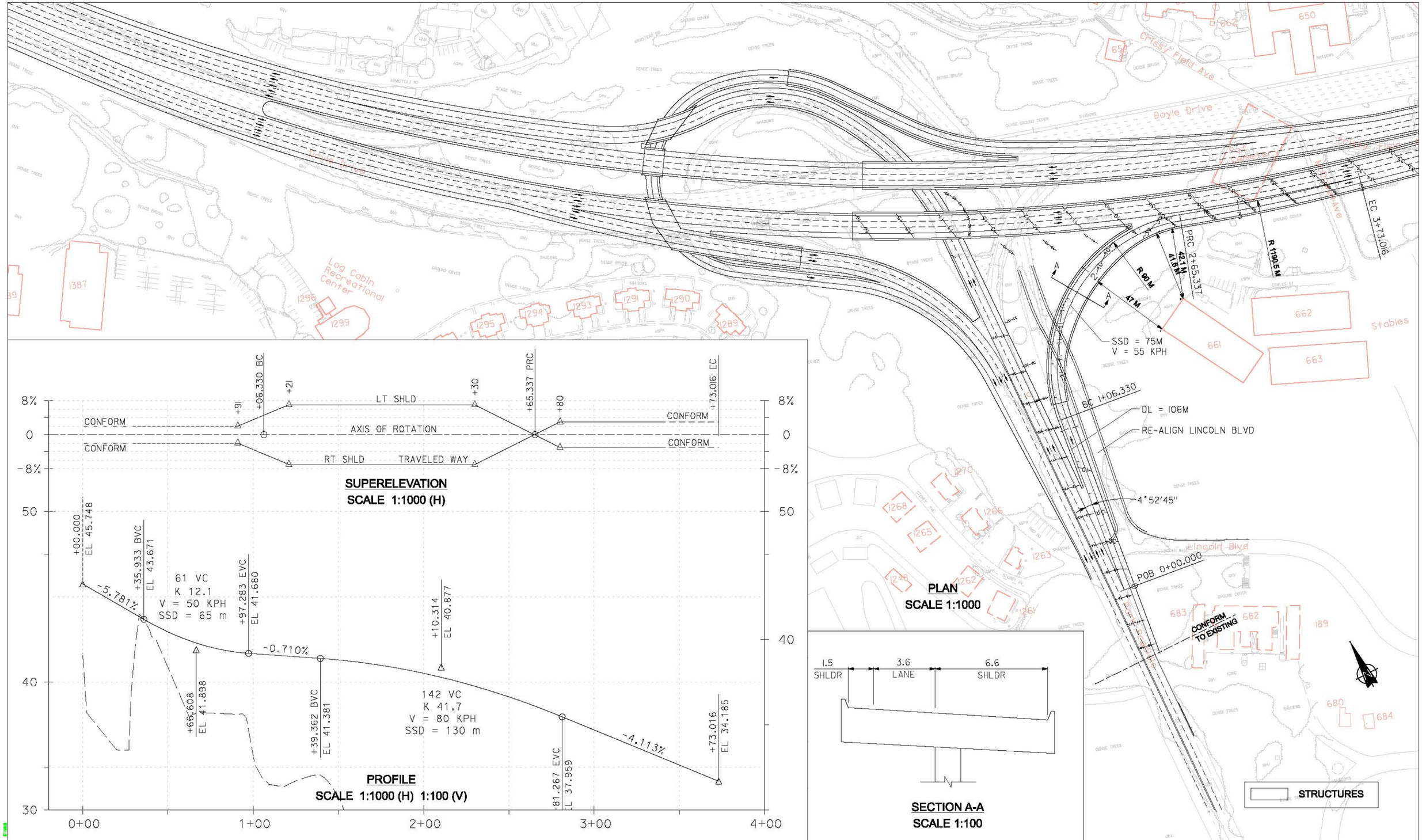

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Issue	Date	By	Chkd	Appd

Job Title: ALTERNATIVE 5 PRESIDIO PARKWAY

Drawing Title: OPTION 2: HOOK RAMP (WITH GEOMETRIC REFINEMENTS)

Scale: AS SHOWN

File Name:

Drawing Status: PERLIMINARY

Job No: 130168-00

Drawing No: SFSK-054

Issue:

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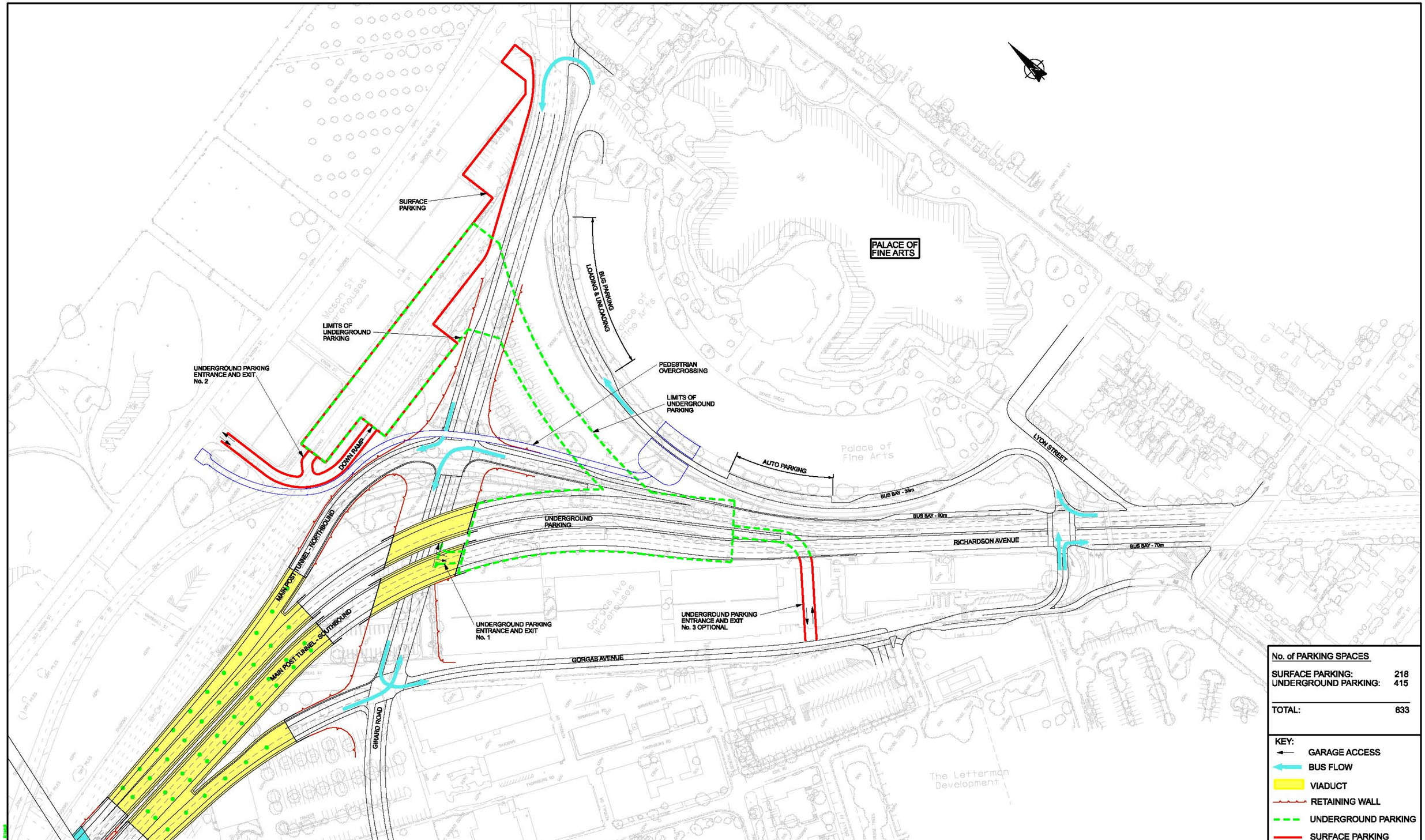

NOTES.

1. AUTO PARKING ESTIMATE IS BASED ON THE GUIDLINE OF 32.5 m2 per VEHICLE.
2. VEHICLE CLEARANCE:

1m Structure

3m Min

Issue	Date	By	Chkd	Appd

Job Title: ALTERNATIVE 5 PRESIDIO PARKWAY

Drawing Title: LAYOUT PLAN DIAMOND OPTION EAST END PARKING & CIRCULATION

Scale: 1:1000

File Name: SFSK-052.DGN

Drawing Status: DRAFT

Job No: 130168-00

Drawing No: SFSK-052

Issue: -

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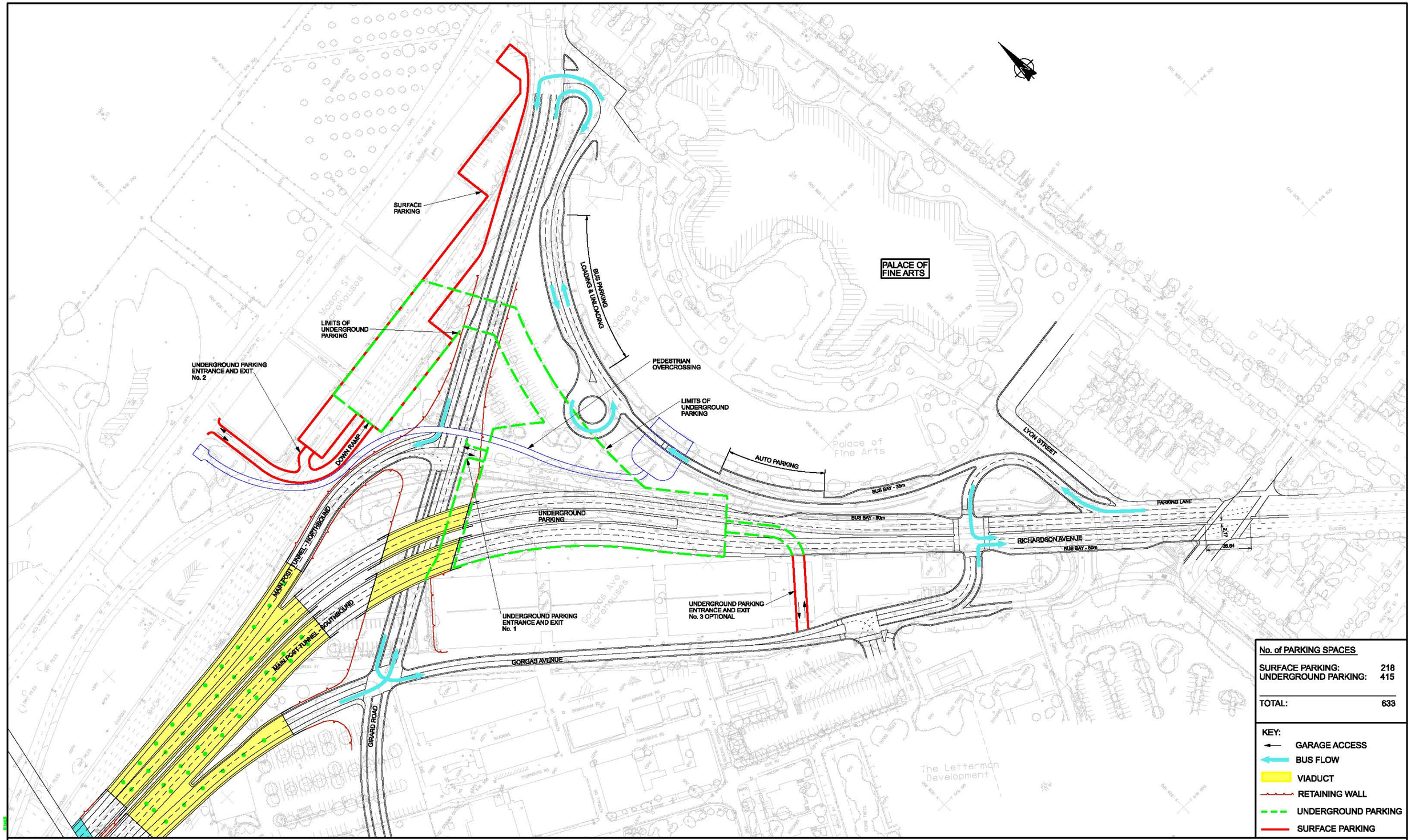

NOTES.

1. AUTO PARKING ESTIMATE IS BASED ON THE GUIDLINE OF 32.5 m2 per VEHICLE.
2. VEHICLE CLEARANCE:

1m Structure
3m Min

Issue	Date	By	Chkd	Appd

Job Title: ALTERNATIVE 5 PRESIDIO PARKWAY

Drawing Title: LAYOUT PLAN CIRCLE DRIVE EAST END PARKING & CIRCULATION

Scale: 1:1000

File Name: SFSK-051.DGN

Drawing Status: DRAFT

Job No: 130168-00 | Drawing No: SFSK-051 | Issue: -

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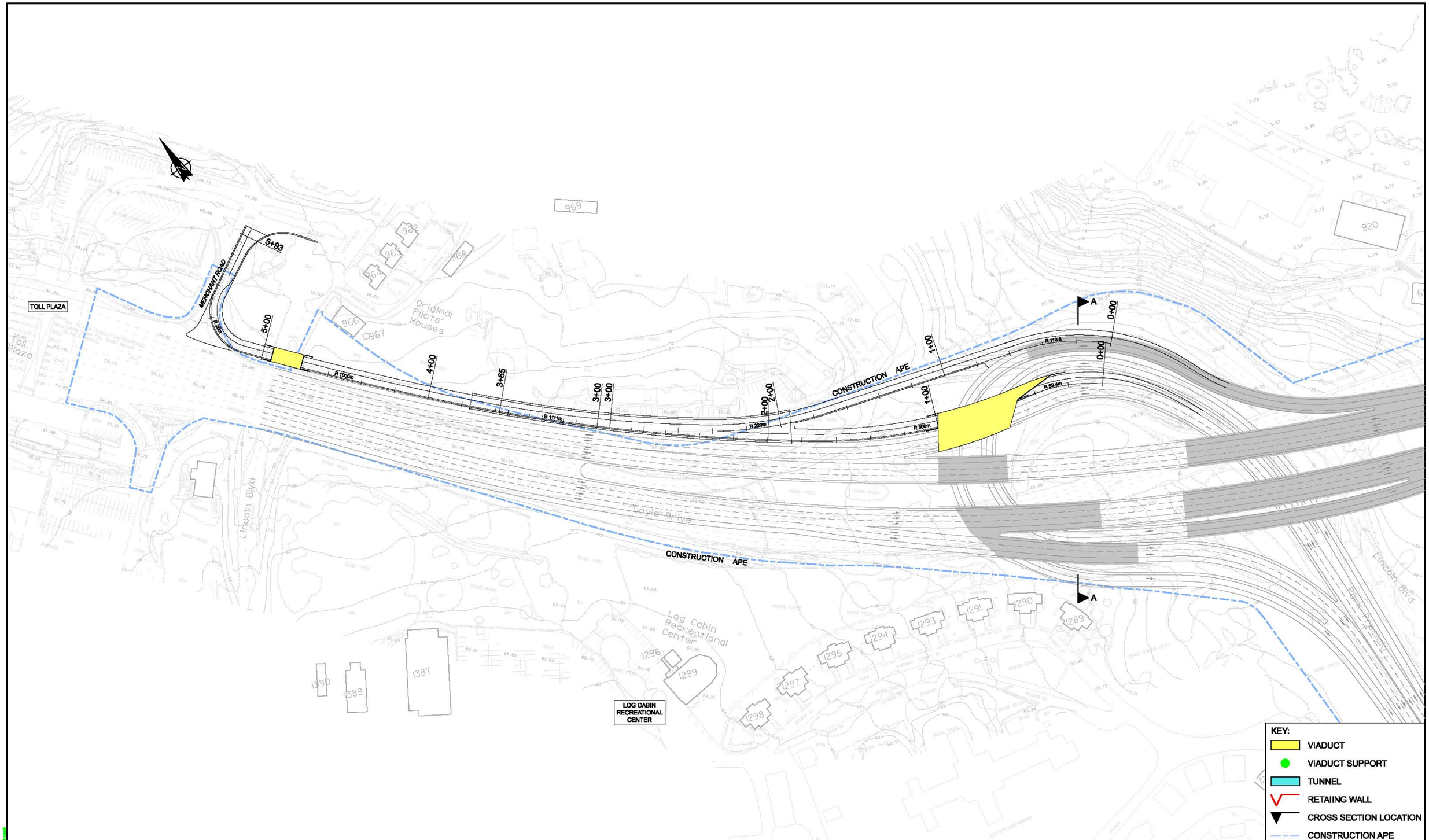

Issue	Date	By	Chkd	Appd

Job Title
ALTERNATIVE 5
PRESIDIO PARKWAY

Drawing Title
LAYOUT PLAN
MERCHANT ROAD OFF-RAMP

Scale: 1:1000
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Job No: 130168-00
Drawing No: SFSK-M01
Issue: -

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APPENDIX B

CONSISTENCY WITH SCENIC/VISUAL RESOURCE PLANS

APPENDIX B – Consistency with Scenic/Visual Resource Plans and Policies

Table 1: General Management Plan - Presidio of San Francisco - National Park Service

Policies	Alt 1 - No Build	Alt 2 – Replace and Widen	Alt 5 – Presidio Parkway
Preserve, enhance and restore scenic vistas; retain the regional visual quality of the Presidio.	***Inconsistent*** –No changes would be made to Doyle Drive and therefore it would not preserve, enhance or restore scenic vistas. The visual quality of the Presidio would be retained with no improvements.	***Inconsistent*** – Doyle Drive would be widened in its current location and would have an adverse affect on visual quality.	***Consistent*** – Portions of Doyle Drive would be underground and would not be visible from the surface. It would preserve, enhance and restore scenic vistas; and it would help restore the regional visual quality of the Presidio.
Emphasis will be placed on respecting the visual grandeur and qualities and values of the Golden Gate	***Inconsistent*** –No changes would be made to Doyle Drive and therefore it would not preserve, enhance or restore scenic vistas. The visual quality of the Presidio would be retained with no improvements.	***Inconsistent*** – Focus is placed on replacing and widening Doyle Drive with little emphasis on respecting the visual grandeur and qualities and values of the Golden Gate. The high viaduct would try and reflect the Golden Gate Bridge colors and design qualities.	***Consistent*** – Views would be opened up and there would be great emphasis on respecting visual grandeur and qualities and values of the Golden Gate.
In the reconstruction of Doyle Drive, "Reopening scenic vistas from the main post, cemetery, and cavalry stables across Crissy Field to San Francisco Bay will also be promoted…. The visual and physical impacts of the new drive should be minimized to the extent possible, including limiting traffic lanes to three in each direction	***Inconsistent*** –No changes would be made to Doyle Drive and therefore it would not reopen any scenic vistas.	***Inconsistent*** – Doyle Drive would be widened in its current location and alignment.	***Consistent*** – Portions of Doyle Drive would be underground and would create no visual impacts. It would reopen scenic vistas from the main post, cemetery, and across Crissy Field to San Francisco Bay. The Cavalry Stables would remain the same because the high viaduct structure would remain. Doyle Drive would be limited to three lanes in each direction.

Policies	Alt 1 - No Build	Alt 2 – Replace and Widen	Alt 5 – Presidio Parkway
The O'Reilly Avenue and Gorgas Avenue streetscapes will be preserved and the buildings rehabilitated.	***Consistent*** - No changes would be made to Doyle Drive and therefore it would not change the O'Reilly Avenue and Gorgas Avenue streetscapes.	***Consistent*** – Doyle Drive would be widened in its current location and it would not change the O'Reilly Avenue and Gorgas Avenue streetscapes.	***Inconsistent*** –A portion of the YMCA facility would be removed in this alternative.
The historic warehouses and their streetscape along the south side of Mason Street will be preserved and adapted for new uses."	***Consistent*** - No changes would be made to Doyle Drive and therefore it would not change the historic warehouses or their streetscape.	***Consistent*** – Doyle Drive would be widened in its current location and it would not change the historic warehouses or their streetscape.	***Consistent*** – The historic warehouses and their streetscape along the south side of Mason Street will be preserved.

Table 2: *Presidio Trust Management Plan: Land Use Policies for Area B of the Presidio of San Francisco*—Presidio Trust

Policies	Alt 1 - No Build	Alt 2 – Replace and Widen	Alt 5 – Presidio Parkway
Increase open space areas to enhance the park and improve the Presidio's natural, scenic, and recreational qualities. Enhance the Presidio's spectacular views and vistas. Maintain the Presidio's ecological value, and the intrinsic values to the human senses and human health…"	***Inconsistent*** –No changes would be made to Doyle Drive and therefore it would not further enhance the park and improve the Presidio's natural, scenic, and recreational qualities	***Inconsistent*** – Doyle Drive would be widened in its current location and in some places would have an adverse affect on visual quality.	***Consistent*** – Portions of Doyle Drive would be underground and would create no visual impacts. It would Increase open space areas to enhance the park and improve the Presidio's natural, scenic, and recreational qualities. Enhance the Presidio's spectacular views and vistas. Maintain the Presidio's ecological value, and the intrinsic values to the human senses and human health
New construction will preserve scenic views as well as those features that make the park an important visual resource."	See above	See above	See above

Policies	Alt 1 - No Build	Alt 2 – Replace and Widen	Alt 5 – Presidio Parkway
Improve pedestrian and visual connections between the Main Post and Crissy Field (Area B). Reinforce the historic connection along Halleck Street. Incorporate an open space connection to Crissy Field (Area B) as part of the planning for reconstruction of Doyle Drive."	***Inconsistent*** –No changes would be made to Doyle Drive and therefore it would not improve visual connections between the Main Post and Crissy Field, reinforce the historic connection along Halleck Street or incorporate an open space connection to Crissy Field as part of the planning for reconstruction of Doyle Drive.	***Inconsistent*** –Doyle Drive would be widened in its current location and would not improve visual connections between the Main Post and Crissy Field, reinforce the historic connection along Halleck Street or incorporate an open space connection to Crissy Field reconstruction of Doyle Drive. as part of the planning for	***Consistent*** – Portions of Doyle Drive would be underground and would improve pedestrian and visual connections between the Main Post and Crissy Field. It would reinforce the historic connection along Halleck Street. And incorporate an open space connection to Crissy Field as part of the planning for reconstruction of Doyle Drive
Re-establish historic views and visual connections, such as those between Infantry Terrace and the Main Parade Ground. Retain and enhance views from the Main Post to the Bay."	***Inconsistent*** –No changes would be made to Doyle Drive and therefore it would not re-establish historic views and visual connections or retain or enhance views from the Main Post to the Bay.	***Inconsistent*** –Doyle Drive would be widened in its current location and would not re-establish historic views and visual connections or retain or enhance views from the Main Post to the Bay.	***Consistent*** – Portions of Doyle Drive would be underground and would re-establish historic views and visual connections and would retain and enhance views from the Main Post to the Bay.
In the Letterman district, which corresponds to the Richardson Avenue Exit Landscape Unit, "Ensure that planning and design efforts consider connections and relationships to adjacent districts—the Main Post and Crissy Field (Area B).	***Inconsistent*** –No changes would be made to Doyle Drive and therefore it would not consider connections and relationships to adjacent districts.	***Inconsistent*** –Doyle Drive would be widened in its current location and would not consider connections and relationships to adjacent districts.	***Consistent*** – Relationships to adjacent districts—the Main Post and Crissy Field - were considered in the planning and design efforts. Portions of Doyle Drive would be underground in this alternative and therefore would create a natural relationship to adjacent districts.
Restore and protect Tennessee Hollow as a vibrant ecological corridor and a unique backdrop to the developed environment of the Letterman district. Coordinate restoration of Tennessee Hollow with future planning for the Main Post, Crissy Field (Area B), Doyle Drive, and the Letterman district to ensure that the corridor provides an ecologically rich and complex buffer between planning districts."	***Inconsistent*** –No changes would be made to Doyle Drive and therefore it would not restore and protect Tennessee Hollow as a vibrant ecological corridor and a unique backdrop to the developed environment of the Letterman district.	***Inconsistent*** –Doyle Drive would be widened in its current location and would not restore and protect Tennessee Hollow as a vibrant ecological corridor and a unique backdrop to the developed environment of the Letterman district.	***Consistent*** – Because portions of Doyle Drive would be underground it would contribute to restoring and protecting Tennessee Hollow as a vibrant ecological corridor and a unique backdrop to the developed environment of the Letterman district. Restoration of Tennessee Hollow was discussed in planning for Doyle Drive.

Policies	Alt 1 - No Build	Alt 2 – Replace and Widen	Alt 5 – Presidio Parkway
In the Fort Scott district, which corresponds to the Toll Plaza to Park Presidio Interchange Landscape Unit, "Maintain and enhance low trees and shrubs to provide a buffer against Doyle Drive. Selectively remove non-historic trees and landscape features, consistent with the *Vegetation Management Plan*, to re-establish views and Fort Scott's historic visual connection to the Golden Gate, San Francisco Bay, and the coast."	***Inconsistent*** –No changes would be made to Doyle Drive and therefore it would not maintain or enhance low trees and shrubs to provide a buffer against Doyle Drive.	***Consistent*** – In replacing and widening Doyle Drive, maintenance of affected trees and shrubs would be managed.	*Consistent* – Low trees and shrubs would be maintained and mitigation is provided that would require consistency with the Vegetation Management Plan.
In the South Hills district, which includes the National Cemetery Landscape Unit, "Maintain and improve historic and scenic views of the adjoining city, San Francisco Bay, and the Pacific Ocean from within the Presidio and from surrounding neighborhoods.	***Inconsistent*** –No changes would be made to Doyle Drive and therefore it would not maintain or improve scenic views of the adjoining city, San Francisco Bay, and the Pacific Ocean from within the Presidio and from surrounding neighborhoods.	***Inconsistent*** –Doyle Drive would be widened in its current location and would not maintain or improve scenic views of the adjoining city, San Francisco Bay, and the Pacific Ocean from within the Presidio and from surrounding neighborhoods in fact it may be detrimental.	***Consistent*** – On the west end of this landscape unit, Doyle Drive would be underground and therefore there would maintain and improve historic and scenic views of the adjoining city, San Francisco Bay, and the Pacific Ocean from within the Presidio and from surrounding neighborhoods. ***Inconsistent*** – The eastern end of this landscape unit would remain the same as the existing.

Table 3: *San Francisco Bay Plan* – San Francisco Bay Conservation and Development Commission

Policies	Alt 1 - No Build	Alt 2 – Replace and Widen	Alt 5 – Presidio Parkway
Structures and facilities that do not take advantage of or visually complement the Bay should be located and designed so as not to impact visually on the Bay and shoreline	***Inconsistent*** –No changes would be made to Doyle Drive and therefore the current visual impact of Doyle Drive on the Bay and shoreline would remain the same.	***Inconsistent*** –Doyle Drive would be widened in its current location and would visually impact the Bay and shoreline.	***Consistent*** – Doyle Drive would be underground for most of this alternative and would not visually impact the Bay or shoreline.

Policies	Alt 1 - No Build	Alt 2 – Replace and Widen	Alt 5 – Presidio Parkway
Access routes to Bay crossings should be designed so as to orient the traveler to the Bay (as in the main approaches to the Golden Gate Bridge). Similar consideration should be given to the design of highway and mass transit routes paralleling the Bay (by providing frequent views of the Bay, if possible, so the traveler knows which way he or she is moving in relation to the Bay). Guardrails, fences, landscaping, and other structures related to such routes should be designed and located so as to maintain and to take advantage of Bay views. New or rebuilt roads in the hills above the Bay and in areas along the shores of the Bay should be constructed as scenic parkways in order to take full advantage of the commanding views of the Bay."	Inconsistent **–**No changes would be made to Doyle Drive and therefore the current conditions would remain.	***Inconsistent*** –Doyle Drive would be widened in its current location and therefore the current visual conditions would remain.	***Inconsistent*** – Portions of this alternative would be underground and there would be no Bay views for the traveler.
Towers, bridges, or other structures near or over the Bay should be designed as landmarks that suggest the location of the waterfront when it is not visible, especially in flat areas. But such landmarks should be low enough to assure the continued visual dominance of the Bay	***Inconsistent*** –No changes would be made to Doyle Drive and therefore the current conditions would remain.	***Inconsistent*** –Doyle Drive would be widened in its current location and therefore the current visual conditions would remain.	***Inconsistent*** – Portions of this alternative would be underground and there would be no landmarks that suggest the location of the waterfront.
Views of the Bay from vista points and from roads should be maintained by appropriate arrangements and heights of all developments and landscaping between the view areas and the water. In this regard, particular attention should be given to all waterfront locations, areas below vista points, and areas along roads that provide good views of the bay for travelers, particularly areas below roads coming over ridges and providing a 'first view' of the Bay (shown in Bay Plan Map No. 2, Proposed Major Uses of the Bay and Shoreline)."	***Inconsistent*** –No changes would be made to Doyle Drive and therefore the current conditions would remain.	***Inconsistent*** –Doyle Drive would be widened in its current location and therefore the current visual conditions would remain.	***Consistent*** – Views of the Bay would be maintained and improved and particular attention would be given to all waterfront locations. ***Inconsistent*** –Attention would not be given to views of the bay for travelers because Doyle Drive would be underground.

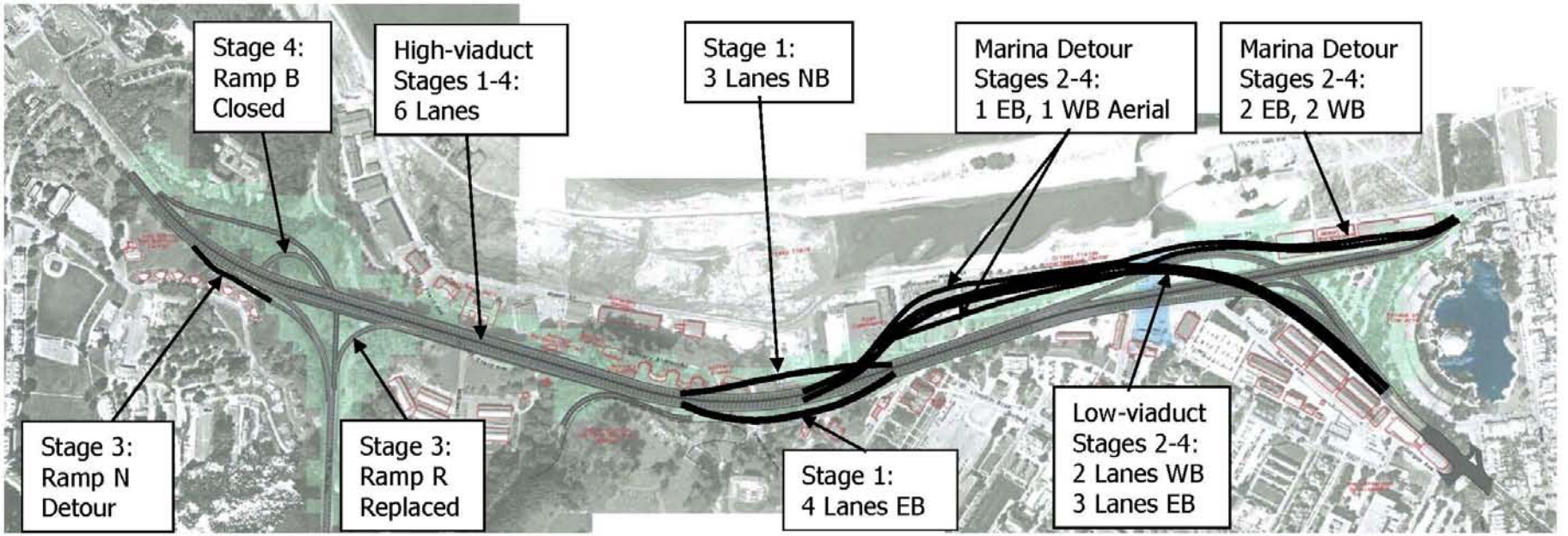
Table 4: *San Francisco Master Plan*—City and County of San Francisco

Policies	Alt 1 - No Build	Alt 2 – Replace and Widen	Alt 5 – Presidio Parkway
Preserve sunlight in public open spaces	***Inconsistent*** –No changes would be made to Doyle Drive and therefore the current conditions would remain.	***Inconsistent*** –Doyle Drive would be widened in its current location and therefore the current visual conditions would remain.	***Consistent*** – Doyle Drive would be underground for most of this alternative and would preserve sunlight in public open spaces. The only exception may be the high viaduct over the Pet Cemetery.
Preserve the open space and natural historic, scenic and recreational features of the Presidio	***Inconsistent*** –No changes would be made to Doyle Drive and therefore the current conditions would remain.	***Inconsistent*** –Doyle Drive would be widened in its current location and therefore the current visual conditions would remain.	***Consistent*** – Because portions of Doyle Drive would be underground, it would preserve the open space and natural historic, scenic and recreational features of the Presidio.
No new structures should be built that would adversely affect the scenic beauty and natural character of the Presidio	***Consistent*** –No changes would be made to Doyle Drive and therefore no new structures should be built that would adversely affect the scenic beauty and natural character of the Presidio	***Consistent*** –Doyle Drive would be widened in its current location and therefore no new structures should be built that would adversely affect the scenic beauty and natural character of the Presidio	***Consistent*** –No new structures would be built that would adversely affect the scenic beauty and natural character of the Presidio.
Assure that new development adjacent to the shoreline capitalizes on its unique waterfront location, considers shoreline land use provisions, improves visual and physical access to t he water, and conforms with urban design policies.”	***Consistent*** –There would be no new development close to the shoreline.	***Consistent*** –There would be no new development close to the shoreline.	***Consistent*** –There would be no new development close to the shoreline.
Protect land from changes that would make it unsafe or unsightly.”	***Inconsistent*** –No changes would be made to Doyle Drive and therefore the current conditions would remain.	***Inconsistent*** –Doyle Drive would be widened in its current location and therefore the current visual conditions would remain.	***Consistent –*** Since portions of Doyle Drive would be underground it would protect land from changes that would make it unsafe or unsightly.

Policies	Alt 1 - No Build	Alt 2 – Replace and Widen	Alt 5 – Presidio Parkway
Design and locate facilities to preserve the historic city fabric and the natural landscape, and to protect views. Care must be taken to ensure that street and transit improvements are made to enhance the beauty and delicate fabric of the city and to protect views of the city, the bay, the ocean and the hills."	***Inconsistent*** –No changes would be made to Doyle Drive and therefore the current conditions would remain.	***Inconsistent*** –Doyle Drive would be widened in its current location and therefore the current visual conditions would remain.	***Consistent –*** This alternative would ensure that transit improvements are made to enhance the beauty and delicate fabric of the city and to protect views of the city, the bay, the ocean and the hills.

APPENDIX C

CONSTRUCTION STAGING AND DETOUR DIAGRAMS FOR THE REPLACE AND WIDEN ALTERNATIVE



Stage 1

Construction: Replace west portion of Low Viaduct between the Cemetery and Main Post.

Detours: WB and EB Doyle Dr. traffic diverted on to temporary detours north and south of construction area.

Stage 2

Construction: Construct southern portion of High Viaduct and replace Low Viaduct.

Detours: East of the Cemetery, WB and EB traffic is diverted on to a temporary structure north of the low-viaduct. The detour goes over Halleck St., the existing structure, and connects to Richardson Ave. near the Palace of Fine Arts. Marina traffic splits off the main detour west of Halleck St. on to a separate temporary structure that goes over Halleck and Marshall streets and connects to Marina Blvd. at Lyon St.

Stage 3

Construction: Demolish Ramps N and R. Complete construction of southern portion of high-viaduct, replacement of Ramp R and replacement of low-viaduct.

Detours: Divert EB Doyle Dr. to SB Park Presidio Blvd. traffic on to temporary Ramp N. New Ramp R is opened to traffic. WB and EB traffic remains on the detour north of the low-viaduct

Stage 4

Construction: Demolish old high-viaduct and construct north portion of new structure.
Detours: Traffic is moved on to the southern portion of the new high-viaduct. Ramp B is closed.

Stage 5

Construction: Replacement of Ramp B. Remove temporary detour structures.

Detours: Shift all traffic on to new facility.

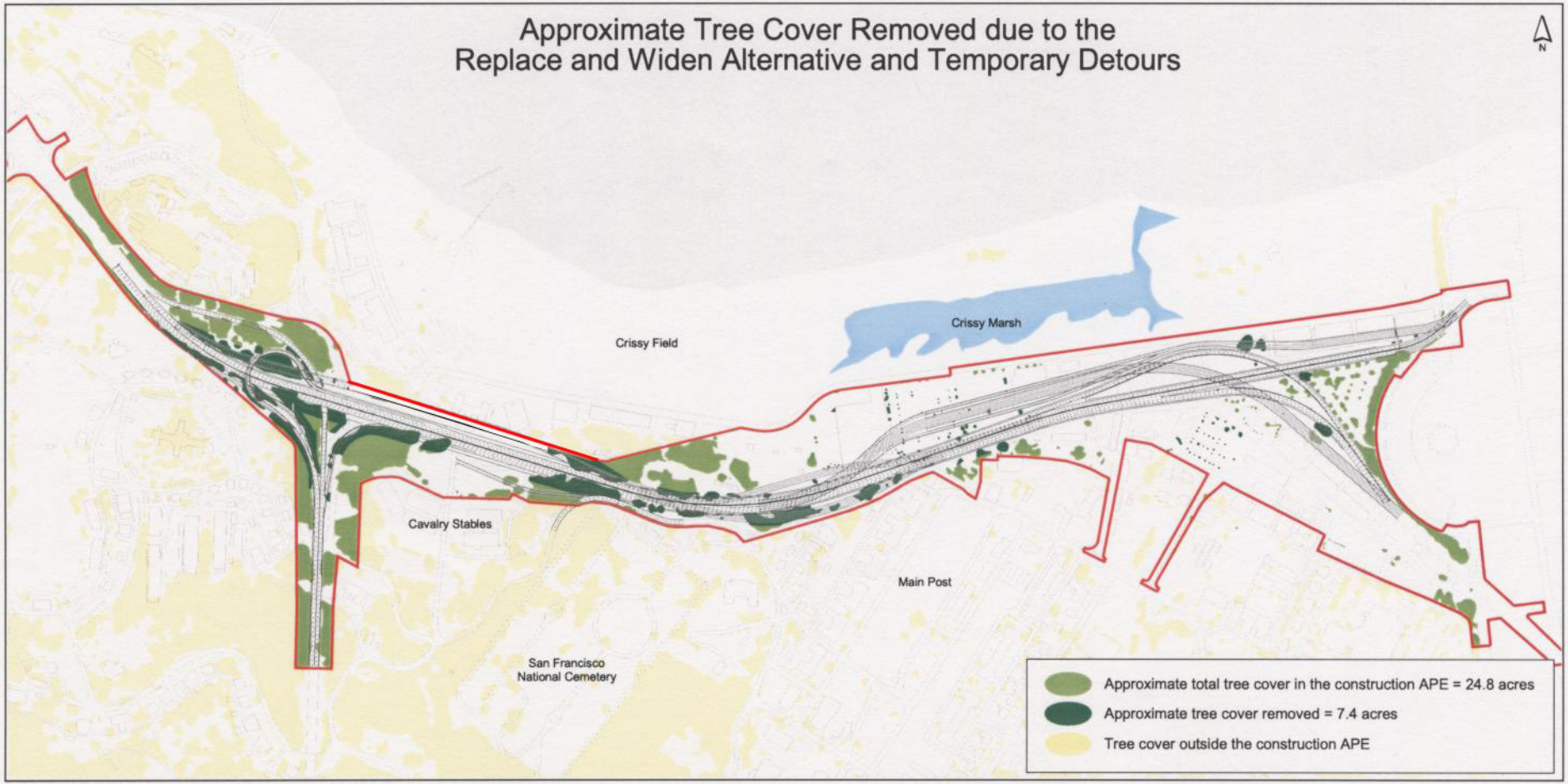
FHWA Caltrans Doyle Drive Project

Construction Staging Alternative 2-Replace & Widen

APPENDIX D

TREE COVER REMOVAL DIAGRAMS FOR EACH BUILD ALTERNATIVE

Approximate Tree Cover Removed due to the Replace and Widen Alternative and Temporary Detours



Data Source: National Park Service and Presidio Trust

Data Source: National Park Service and Presidio Trust

APPENDIX E

PHOTOS REPRESENTING DRIVER'S VIEW WHILE TRAVELING ON DOYLE DRIVE

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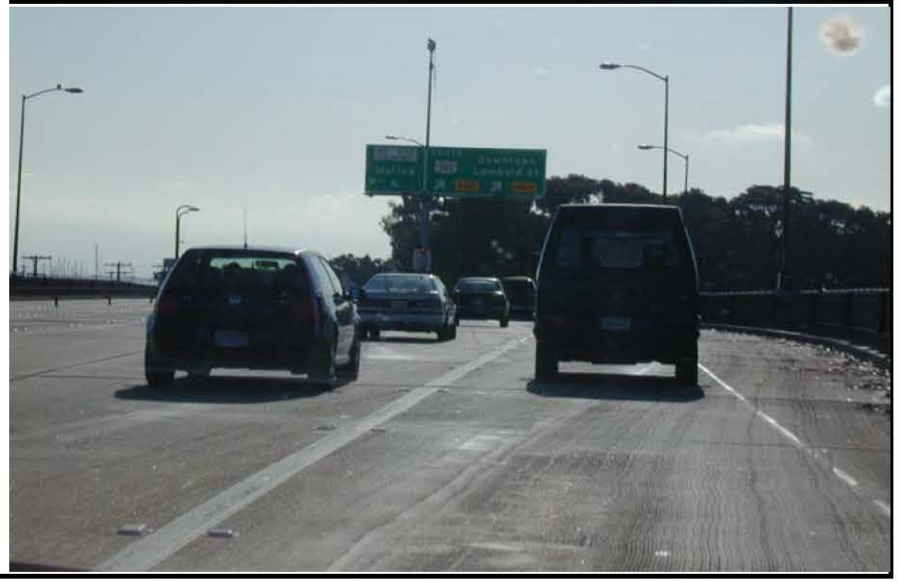

APPENDIX E
PHOTOS REPRESENTING DRIVER'S VIEW WHILE TRAVELING ON DOYLE DRIVE