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Final
SECTION 4(f) DE MINIMIS FINDING

Golden Gate Bridge Moveable Median Barrier Project
City and County of San Francisco and County of Marin, California

Project 2008-B-5
04-SF-101 to 04-MRN-101
Federal Project #: STPL-6003(037)

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The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

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ENGINEERING DEPARTMENT

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1. INTRODUCTION

1.1 Section 4(f)

Existing properties adjacent to the proposed Golden Gate Bridge Moveable Median Barrier Project (MMB Project), which is located along the Golden Gate Bridge (GGB or Bridge) between the City and County of San Francisco and Marin County, may warrant protection under Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966. The properties are evaluated for potential direct and indirect (proximity) impacts resulting from the proposed project. In instances where there is a potential use of a 4(f) resource, this impact is evaluated with references to Section 4(f) use criteria.

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by the California Department of Transportation (Caltrans) under its assumption of responsibility pursuant to 23 U.S.C. 327 and the Golden Gate Bridge Highway and Transportation District (District).

Section 4(f) of the USDOT Act of 1966, codified in federal law as 49 U.S.C. 303, declares that “[it] is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

Section 4(f) specifies that the Secretary [of Transportation] may approve a transportation program or project...requiring the use of any publicly owned land from a public park, recreation area, wildlife and waterfowl refuge of national, State or local significance, or land of an historic site of national, State, or local significance (as determined by the Federal, State or local officials having jurisdiction over the park, area, refuge, or site) only if:

1. There is no prudent and feasible alternative to using that land; and
2. The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from such use.

In general, a Section 4(f) use occurs when:

1. Section 4(f) land is permanently incorporated into a transportation facility;
2. There is temporary occupancy of Section 4(f) land that is adverse in terms of preservation purposes as determined by specific criteria; or
3. Section 4(f) land is not incorporated into the transportation project, but the project’s proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for Section 4(f) protection are substantially impaired (constructive use).

Section 4(f) also requires consultation with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and Housing and Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer (SHPO) is typically required.

1.2 Section 4(f) and Section 106

The consideration of historic resources under Section 4(f) differs from their consideration under Section 106 of the National Historic Preservation Act. Section 4(f) applies only to programs and projects undertaken by the U.S. Department of Transportation and only to publicly owned public parks, recreation areas, and wildlife refuges, and to historic sites on or eligible for the National Register for Historic Places (NRHP). For protected historic sites, Section 4(f) is triggered by the "use" or occupancy of an historic site by a proposed project.

Section 106 is a different requirement that applies to any federal agency and addresses direct and indirect "effects" of an action on historic properties. Section 106 evaluates "effects" on an historic site, while Section 4(f) protects an historic site from "use" by a project. Therefore, even though there may be an "adverse effect" under Section 106 because of the effects upon the site, the provisions of Section 4(f) are not triggered if the project would not result in an "actual use" (permanent or certain temporary occupancy of land) or a "constructive use" (substantial impairment of the features or attributes which qualified the site for the NRHP).

2. DESCRIPTION OF THE PROPOSED PROJECT

2.1 Purpose and Need

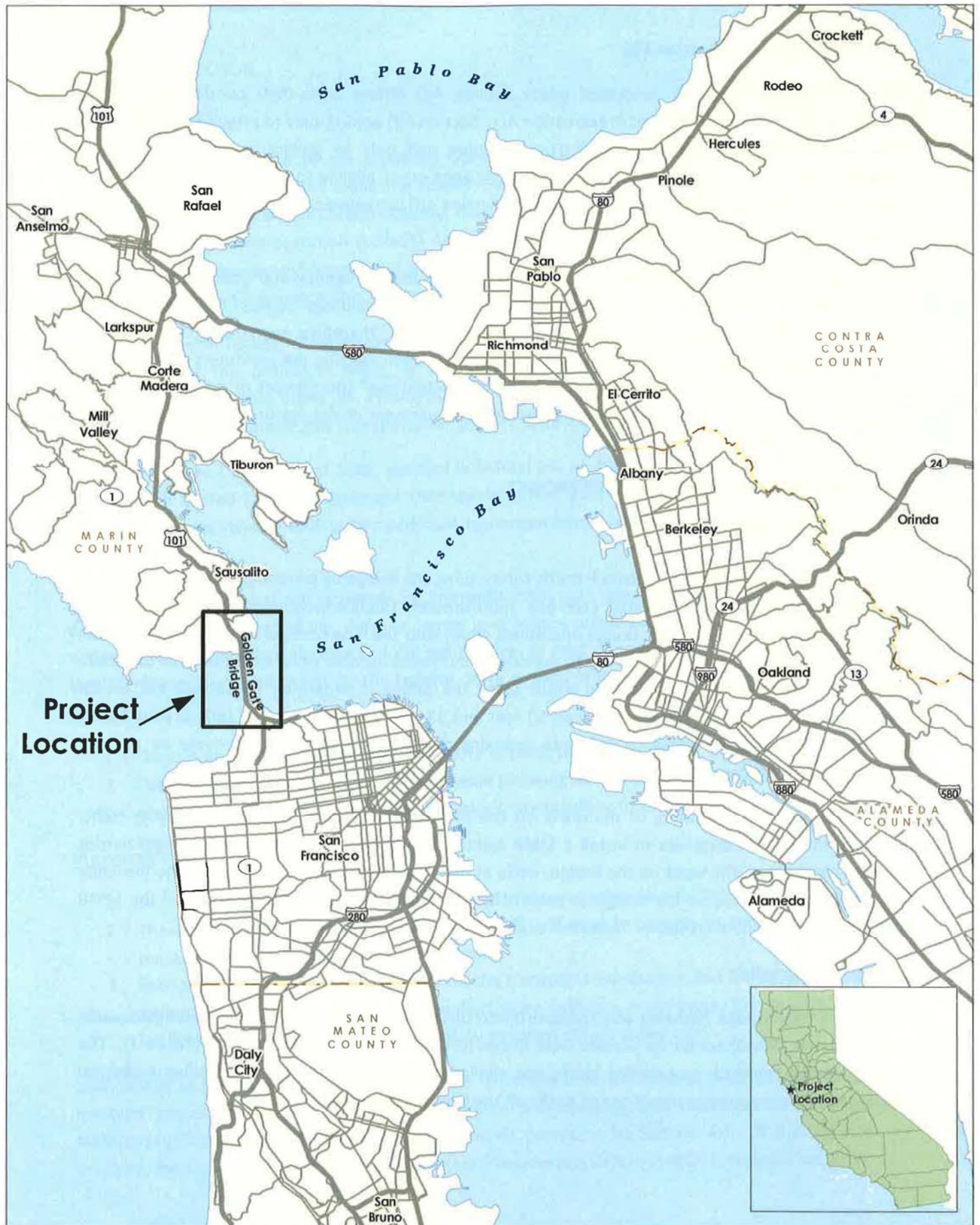
The purpose of the Project is to enhance traffic safety along the Bridge by providing a physical barrier to separate opposing directions of traffic. Each day, approximately 120,000 vehicles traverse the Bridge. To accommodate this many vehicles, Bridge operations crews alter the lane configuration in both the north and south directions throughout the day to provide an increased number of lanes in the peak direction. Currently, northbound and southbound traffic along the Bridge is separated by 19-inch tall, 4-inch diameter yellow hollow plastic tubes placed 50 feet and 25 feet apart on tangent and curve sections, respectively. These tubes serve to delineate opposing directions of traffic, but provide no physical protection against crossover collisions.

In order to increase the safety of motorists on the Bridge, as well as accommodate varying traffic demands, the District proposes to install a MMB system. This system will provide a semi-rigid barrier between opposing traffic lanes on the Bridge, while at the same time allowing the District the flexibility to reconfigure the lanes on the Bridge to meet the peak capacity demands. Installation of the MMB would virtually eliminate crossover "head on" accidents on this highway facility.

2.2 Project Description

The Golden Gate Bridge Highway and Transportation District (District) proposes to install a Moveable Median Barrier (MMB) across the Golden Gate Bridge (Bridge) above San Francisco Bay (Figure 1). The purpose of this project is to enhance safety and eliminate crossover collisions by installing a physical barrier to separate opposing directions of traffic on the Golden Gate Bridge.

**Figure 1:
Project Location**



The proposed MMB Project would be located along the Golden Gate Bridge and would extend across the 1.7-mile-long Bridge above San Francisco Bay, between the City and County of San Francisco and Marin County. The Bridge is a 6-lane, undivided highway with four 10-foot-wide and two 11-foot-wide lanes, and 10-foot-wide sidewalks on both sides. The Bridge itself is not part of U.S. 101, per Section 401 of the California Streets and Highways Code. North of the Bridge the roadway becomes U.S. 101 and widens to an eight-lane controlled access divided freeway. South of the Bridge, U.S. 101 begins as Doyle Drive, a six-lane undivided highway. The MMB Project would remove a portion of the permanent median barrier on U.S. 101, north of the Bridge and would be integrated into the median of U.S. 101, south of the Bridge. In the near term (prior to the completion of the South Access to the Golden Gate Bridge [Doyle Drive] Project), the MMB Project would extend from approximately 2,100 feet north of the Marin abutment to the existing toll booth area. Once the Doyle Drive Project is completed, the MMB Project would extend to just north of the tunnel at the northbound U.S. 101 off-ramp to State Highway 1 in San Francisco. The moveable median barrier that would be installed by the project is approximately 2.5 miles long. However, the entire project area is approximately 2.9 miles in length (Figure 2), which includes additional areas north and south of the Bridge which would include a changeable message sign that would be installed once the long term option is implemented on the south end.

Currently, northbound (NB) and southbound (SB) traffic along the Bridge are separated by 19-inch-tall, 4-inch-diameter hollow plastic tubes placed 50 feet and 25 feet apart on tangent and curve sections, respectively. These tubes are manually placed in sockets in the Bridge roadway to identify the San Francisco outbound lanes and San Francisco inbound lanes and are reconfigured up to four times per day by hand using a truck to match the direction of peak traffic flows. This is done primarily to address rush hour traffic conditions in the early morning and evening during the week which typically requires two lane configuration shifts. The bridge typically has equal lanes in each direction over the weekend and therefore no lane shift configurations are necessary, unless there is a special event. Adjustments are made to the lane configurations when special events take place on a particular day when traffic flow is impeded in a particular direction.

The goal is to eliminate crossover, "head-on" accidents on the Bridge. Installation of a MMB would replace the tube system with a concrete and steel barrier rail system which would be approximately 33 inches tall and 12 inches thick at the top and 24 inches at the base. The Barrier is made up of a series of inter-linked high strength steel structures filled with concrete, each weighing approximately 1,500 lbs. The system is put in place through the use of a Barrier Transfer Machine (BTM) which is a vehicle that can accommodate the length, weight and placement equipment of the movable barrier. The MMB would be positioned within the roadway via the BTM to accommodate 2-4 lane configurations shifts a day. The BTM is approximately 9.5 feet wide and 51 feet long, and is capable of moving the barrier laterally by one lane width as the BTM travels along the roadway. Once the BTM travels across the Bridge and positions the barrier, the barrier would remain on the Bridge (except for maintenance) and within the U.S. 101 right-of way. Two BTMs would be required as part of the project so that lane shifts can be accomplished without a BTM having to travel back to the other side of the bridge to shift the barrier later in the day. Only one BTM would be driven at a given time in one direction.

Figure 2:
Limits of the Project Area



The BTMs would be stored at two locations near the north and south ends of the Bridge, within the roadway right-of-way, but out of the main flow of traffic. The number of BTMs stored in these two locations would vary over the course of the day as different lane configurations are deployed. During the evening commute hours, when the 4NB/2SB lane configuration would be used, both BTMs would be stored at the Bridge Toll Plaza. During morning commute, when the 2NB/4SB lane configuration would be used, both BTMs would be stored in the highway median, south of the Waldo Tunnel. In between commute periods and most of the weekends, when the 3NB/3SB lane configuration would be used, one BTM would be stored at each of the storage areas. Once the Doyle Drive Project is completed, the BTM storage at the Toll Plaza would be relocated approximately 1,800 feet south of the Toll Plaza within the Presidio Parkway median.

The project would require the demolition of the four easternmost toll booths. One toll booth would be permanently removed and the other three toll booths would be reconstructed to electronic toll collection only, with a lower total width. One of the three rebuilt toll booths would be reconstructed in a slightly higher profile to allow larger vehicles to pass. North of the Bridge, a portion of the existing permanent median barrier on U.S. 101 would be removed. The pavement at the toll booth demolition area and barrier removal location would be reconstructed. The total area of excavation at the north end is approximately 11,200 square feet (sf) and the total area of excavation at the toll plaza is approximately 3,500 sf.

Five construction staging areas are proposed. Four of the staging areas are located within the Golden Gate National Recreation Area (GGNRA), on the northern side of the Bridge in Marin County below the Marin Approach and Span 4 backspan (Figure 3). The fifth staging area is located south of the Bridge, in the vicinity of the toll plaza within the Presidio (Figure 3). These staging areas were previously developed and already in use for other construction projects. The northern staging areas include an existing gravel area in a switchback of Conzelman Road and three existing gravel areas located under the northern span of the Bridge. The southern staging area is an existing paved employee/visitor parking lot, located just west of the Toll Plaza off Merchant Road. Project-related construction equipment and materials would be stored within one or more of these staging areas for up to approximately nine weeks during project construction. No expansion of the construction staging areas beyond their existing footprint will be required.

3. DESCRIPTION OF SECTION 4(F) PROPERTIES

The MMB Project is located in proximity to several publicly owned parks and recreational facilities of national and international prominence and local value. Additionally, several historic properties are located in the project area, including the Golden Gate Bridge. The following discussion of Section 4(f) properties includes properties within approximately one-half mile of the project area, which are listed in Table 1. Figure 4 shows the location of these Section 4(f) resources.

No properties were found to be significantly affected by the proposed project. Three of the 21 potential Section 4(f) resources are proposed for *de minimis* impacts.

Figure 3:
Staging Areas



● Approximate Staging Area Location

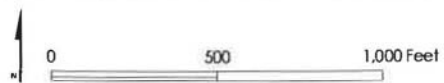


Table 1. Section 4(f) Resources within One-half Mile of the MMB Project Area

Resource	Jurisdiction	Distance from Proposed Project (feet)	Section 4(f) Resource Type
Coastal Trail (North)	GGNRA	645	Recreational
Vista Point and Trail	GGNRA	207	Recreational
Point Cavallo	GGNRA	2,034	Recreational
Horeshoe Cove	GGNRA	1,229	Recreational
Conzelman Road	GGNRA	587	Recreational
Bridge Road	GGNRA	165	Recreational
Bluff Road	GGNRA	273	Recreational
Moore Road (Lime Point Trail)	East Fort Baker	137	Recreational
Lime Point	East Fort Baker	148	Recreational
Marine Drive	Presidio of San Francisco	1,057	Recreational
Battery East Road Bike and Pedestrian Turnouts	Presidio of San Francisco	324	Recreational
Golden Gate Promenade/SF Bay Trail	Presidio of San Francisco	1,226	Recreational
Overlook at Fort Scott	Presidio of San Francisco	917	Recreational
Crissy Field	Presidio of San Francisco	1,615	Recreational
Coastal Trail (South)	Presidio of San Francisco	1,976	Recreational
Golden Gate Bridge	Golden Gate Bridge	0	Recreational and Historic
Fort Point National Historic Site	Presidio of San Francisco	228	Recreational and Historic
Battery Spencer	GGNRA	659	Historic
Roundhouse Gift Center	Golden Gate Bridge	30	Historic
Toll Plaza Undercrossing	Golden Gate Bridge	0	Historic
Doyle Drive	Presidio of San Francisco	1,368	Historic

3.1 Golden Gate Bridge

3.1.1 Golden Gate Bridge

The Bridge is a Section 4(f) resource because it is a publicly owned historic resource and a recreation resource with uses occurring on and around the Bridge. It is a multicomponent historic structure that has been determined eligible for listing in the National Register of Historic Places (NRHP), is California State Historic Landmark No. 974, and is on the California Register of Historical Resources. It is also San Francisco City Landmark No. 222. Historic resources that are listed on the NRHP and resources that are eligible for it are viewed similarly under the provisions of Section 4(f) in that all such resources are protected by Section 4(f). Listing on the NRHP, while conferring a certain distinction, does not result in additional protections to historic resources under the provisions of Section 4(f).

Figure 4: Potential Section 4(f) Resources



- 1 Coastal Trail (north)
- 2 Vista Point and Trail
- 3 Point Cavallo
- 4 Horseshoe Cove
- 5 Conzelman Road
- 6 Bridge Road
- 7 Bluff Road
- 8 Moore Road (Lime Point Trail)
- 9 Battery Spencer
- 10 Lime Point
- 11 Golden Gate Bridge
- 12 Fort Point National Historic Site
- 13 Marine Drive
- 14 Battery East Road and Bike Turnouts
- 15 Golden Gate Promenade/SF Bay Trail
- 16 Roundhouse Gift Center
- 17 Toll Plaza Undercrossing
- 18 Overlook at Fort Scott
- 19 Crissy Field
- 20 Doyle Drive
- 21 Coastal Trail (south)

The Bridge provides recreational function through visitor serving facilities, lookout areas, and use of the Bridge sidewalks by bicyclists, joggers, and sightseers. It is one of the most well-known, frequently visited, and internationally recognized suspension bridges in the world, spanning the Golden Gate Strait at the mouth of the San Francisco Bay and connecting San Francisco and Marin Counties (see Figure 1), and receiving approximately 10 million visitors yearly. The Bridge has been recognized by the American Society of Civil Engineers on at least three occasions: as one of the Seven [Engineering] Wonders of the World in 1955, as a National Civil Engineering Landmark in 1984, and as a Monument of the Millennium in 2001.

The Bridge is widely considered one of the most beautiful examples of bridge engineering, both as a structural design challenge and for its aesthetic appeal. It was the largest suspension bridge in the world when it was completed in 1937 and has become an internationally recognized symbol of San Francisco. The Bridge is distinctive because of its striking design reflected by its unique and distinguishing architectural qualities and characteristics. It represents the great period of suspension bridge engineering of the 1920s and 1930s, with never-before-seen suspension bridge aesthetics that emphasized light and simplicity, rather than solidity and complexity. The Bridge embodies new shapes and forms that transcend previous bridge designs and showcase its tremendous scale and beauty.

Combining Art Deco and Streamline Moderne design with advanced engineering technologies, and situated against a dramatic coastal backdrop, the Bridge has been described as an environmental sculpture and is widely noted for its harmonious blending of the natural and built environment. The extraordinary setting intensifies the visual power of the Bridge. From its north-south alignment, the Bridge provides panoramic views of the rugged beauty and urban diversity that surround it, encompassing the Marin hills, the Presidio of San Francisco Historic Landmark District, the skyline of San Francisco, Alcatraz and Angel Islands of San Francisco Bay, and the wide expanse of the Pacific Ocean and coastline. It is one of the most photographed places in the world, with views of the Bridge typically taken from Golden Gate National Recreation Area (GGNRA) beaches and trails southwest of the Bridge, San Francisco Bay, the Presidio, Fort Point, Fort Baker, the Marin Headlands, and from the air. The setting and the views contribute to the popularity of the sidewalks and to people's affection toward the structure.

3.1.2 Character-Defining Features of the Bridge

The primary character-defining elements and decorative features of the Bridge and its contributing elements are its major structural elements (the suspension Bridge anchorages, pylons, towers, main cables, suspender ropes, main span, and side spans), the plate girder bridge, arch bridge, and truss bridges of the approaches, the southern approach roadway, Round House, and Toll Crossing Underpass.

The Art Deco / Moderne design of these structures is a high-ranking character-defining feature of all of these structures and their use within the overall Bridge. The outside handrail from the original construction and outside handrail replicated to match original, as well as the layout of the sidewalks – width and construction around towers and pylons – that allow pedestrian use of Bridge, are essential character-defining features of the property. The sidewalks have been extended and widened, and serve

as important, humanscale features of the Bridge that make it readily accessible to the commuting and visiting public. Pedestrians have access to the eastern pathway during daylight hours (from 5:00 a.m. to 6:00 p.m. or 9:00 p.m. depending on the season). Bicyclists have toll-free 24-hour access to either the eastern or the western pathways depending on the day, hour, and season.

Other character-defining features that are important in conveying the artistic value of the property are the electroliers (light posts), the International Orange paint color, and the remaining concrete railings. The outside handrails are simplified modest, uniform elements placed far enough apart to allow motorists an unobstructed view. The electroliers (light posts) have a lean, angled form and the portal bracing of the main towers have decorative cladding.

3.1.3 Contributing Elements of the Bridge

The basic components of the main suspension span and side spans, the pylons, approach viaducts, and Fort Point Arch, are also interconnected with the other contributing elements: the Presidio Approach Road, the Roundhouse, and the Toll Plaza Undercrossing (Bridge Number 34 0069). The bridge number is the official structure number assigned by the Department to track structure maintenance. The underpass is an original component of the Bridge that appears to be eligible as a contributing element of the Bridge, but was not individually evaluated in the 1993 or 1997 survey.

Roundhouse Gift Center

The Roundhouse Gift Center is a Section 4(f) resource because it is a contributing element of the Golden Gate Bridge historic property (MacDonald, 1993) and was determined eligible for the NRHP (MacDonald, 1995). The Roundhouse Gift Center is part of a complex of buildings designed and built as part of the original Bridge project (see Number 16, Figure 4). It was designed and built in 1939. It was remodeled in 1955 and again in 1987. Although the interior was completely altered, the exterior of the building has changed very little.

Toll Plaza Undercrossing

The Toll Crossing Underpass (Bridge Number 34 0069) is a Section 4(f) resource because it is a contributing element of the Golden Gate Bridge. It is an original component of the Bridge, completed in 1936. The tunnel-like undercrossing is a single span concrete tee beam structure designed to allow vehicular traffic and pedestrians to cross from one side of the roadway to the other underneath the Toll Plaza using surface streets (see Number 17, Figure 4). Department bridge logs indicate that the undercrossing is about 33 feet long and 291 feet wide, and that it has not undergone major widening or extension since it was completed.

3.2 Presidio of San Francisco

The Presidio of San Francisco (the Presidio) is a Section 4(f) resource because it is a publicly owned recreation area and historic property and a unit of the GGNRA national park. It is also listed in the NRHP (Register # 66000232) and is a National Historic Landmark District (NHL). It is located in the northwesternmost point of the San Francisco peninsula, bordered in the north and the west by the San

Francisco Bay and the Pacific Ocean, respectively. The property is approximately 600-hectares (1,491 acres) and includes several significant historic sites and recreation areas. In 1998, management of the Presidio was divided between two federal agencies: the Presidio Trust manages the inland 1,168 acres of the Presidio and the National Park Service retains management of the 323 waterfront acres. The Trust's mission is to preserve and enhance the natural, cultural, scenic, and recreation resources of the Presidio for public use in perpetuity, and to achieve long-term financial sustainability.

The Presidio's diverse points of interest include historic military forts and batteries, forests, beaches, and spectacular vistas. Along the approximately 37 miles of trails within the Presidio, recreational activities include walking, jogging, biking, camping, sightseeing, and bird watching. On the waterfront, visitors can surf and windsurf, sail, fish, and swim. The Presidio Trails and Bikeways Plan is the guide for directing a network of trails and bikeways that would enhance the public's exploration and experience of the Presidio, while also protecting its natural and cultural resources. The plan identifies three basic trail classifications: pedestrian trails, multi-use trails, and on-street bikeways. The Presidio also includes the following recreational facilities: a golf course; swimming pool; volleyball, basketball, and tennis courts; gymnasium; bowling center; several small playgrounds, athletic fields, and picnic areas; and a group camping area. More than five million visitors enjoy the Presidio annually.

Pedestrian, bicycle, and vehicular access to the Presidio is provided at the following locations: Lincoln Boulevard (at the southwest), Arguello Boulevard (at the south), Presidio Boulevard and Broadway (at the southeast), Lombard Street and Gorgas Avenue (at the east), and Marina Boulevard (at the northeast). Vehicular access to the Presidio is also available from Doyle Drive via the off-ramp to Merchant Road at the Golden Gate Bridge Toll Plaza. U.S. 101 crosses through the northern part of the Presidio, from the Toll Plaza to the eastern boundary of the Presidio. Veterans Boulevard carries Highway 1 on a north-south alignment through the Presidio NHLD and intersects with Doyle Drive just northwest of the Cavalry Stables buildings. In addition, the Presidio provides 11 miles of pedestrian trails and 14 miles of bicycle access including The Coastal Trail, the Golden Gate Promenade, and the Presidio trail system.

3.2.1 Fort Point National Historic Site

Fort Point is a publicly owned historic and recreation resource, is listed on the NRHP, is a part of the Presidio NHLD and is, therefore, a Section 4(f) resource. It is also a National Historic Site (CA-SFr-48H). The fort is located under the Fort Point Arch of the Bridge on the eastern side (see Number 12, Figure 4). The fort is a Civil War-era structure built between 1853 and 1861 and is the only brick casemated coastal defense fort on the Pacific Coast of its kind. It is listed on the California Register of Historical Resources and is a Civil Engineering Landmark (Garaventa, 1993). The fort is an important educational resource and provides recreational opportunities including, fishing, surfing, and views of the Bay.

3.2.2 Battery East Road Bike and Pedestrian Turnouts

The Battery East Road Bike and Pedestrian Turnouts are used for recreational purposes, are a part of the GGNRA, and are thus considered a Section 4(f) resource. The area includes a collection of Civil War-era batteries, which extend along the area parallel to Battery East Road (see Number 14, Figure 4). The area

provides views of the Bridge, the Bay, and downtown San Francisco. It also includes picnic tables available for public use and interpretive signs describing the historic value of the batteries.

3.2.3 Marine Drive

Marine Drive is a Section 4(f) resource because it is a publicly owned road within the GGNRA with significant recreational function. It runs concurrently with the Golden Gate Promenade/SF Bay Trail from the Bridge until just before Torpedo Wharf, offering visitors walking, jogging, biking, and sightseeing opportunities (see Number 13, Figure 4).

3.2.4 Doyle Drive

Doyle Drive is a publicly owned historic resource eligible for the NRHP and is considered a Section 4(f) property. It is the south approach to the Golden Gate Bridge carrying Route 101 through the project area (see Number 20, Figure 4). Doyle Drive is also a contributing element of the Golden Gate Bridge and of the Presidio NHLHD because it was originally constructed in conjunction with the Bridge.

3.2.5 Crissy Field

Crissy Field is a Section 4(f) resource because it is a publicly owned recreation area within the Presidio NHLHD. It is a beach and public walkway located east of the Bridge (see Number 19, Figure 4). During the Presidio's military use, Crissy Field was an important airfield. Today it consists of a 22-acre tidal marsh restoration area, a promenade, and a beach area. Recreational opportunities include walking, jogging, and biking along the promenade trail, waterfront and beach activities, picnicking, bird watching, and sightseeing, including views of the Bridge.

3.2.6 The Coastal Trail (South of Bridge)

The Coastal Trail is a Section 4(f) resource because it is a publicly owned trail within the GGNRA national park and the Presidio NHLHD. It runs through the Presidio west of Lincoln Boulevard, along the windswept Coastal Bluffs, past historic batteries, down to Baker Beach, and farther south to Ocean Beach (see Number 21, Figure 4).

3.2.7 The Golden Gate Promenade / San Francisco Bay Trail

The Golden Gate Promenade / San Francisco Bay Trail is a Section 4(f) resource because it is a publicly owned paved pedestrian walkway and a recreational resource within the Presidio NHLHD and the GGNRA national park. It is located to the east of the Bridge, and runs east from Fort Point to Fort Mason and on to Aquatic Park, hugging the Bay's edge (see Number 15, Figure 4). This bicycle and pedestrian path also connects the Bay Trail with the east and west sidewalks of the Golden Gate Bridge and provides views of the Bridge and the Bay.

3.2.8 Overlook at Fort Scott (off Coastal Trail)

The overlook at Fort Scott is a Section 4(f) resource because it is a publicly owned overlook located within the Presidio NHLHD. It is located west of Lincoln Boulevard off the Coastal Trail and offers

recreational sightseeing opportunities including views of the Pacific Ocean and the Marin Headlands (see Number 18, Figure 4).

3.3 Golden Gate National Recreation Area

The Golden Gate National Recreation Area (GGNRA) is a Section 4(f) resource because it is a publicly owned national park. It is the world's largest urban national park and covers a total area of 75,500, acres of land and water, including approximately 28 miles of coastline. It is used extensively by the public for a variety of recreational uses and has numerous trails and vista points on the Marin and San Francisco portions bordering the Bay. The GGNRA receives 17 million recreational visitors annually. The area also includes several historically significant sites.

There is a broad range of recreational opportunities available on GGNRA lands, including camping, hiking, visiting historic structures, visiting natural area, sightseeing, bird watching, participating in public programs, beach activities, water sports, and fishing, among others. Recreational facilities include the Crissy Field Center, Alcatraz Island Visitor Center, Fort Point Bookstore, Marin Headlands Visitor Center, Muir Woods Visitor Center, Presidio Visitor Center, and many other smaller facilities.

Access to the GGNRA is provided by Highways 1, 101, and 280 from the north and south San Francisco Bay Area, and by Highway 880 from the East Bay. Pedestrian and bicycle access points are numerous, and include local streets and trail networks.

All land immediately surrounding the Bridge and its approaches (including the Presidio and East Fort Baker) is part of the GGNRA. The Golden Gate Bridge, Highway and Transportation District (District) was granted a right-of-way easement across the Presidio of San Francisco and Fort Baker Military Reservation in 1931 for construction, operation, and maintenance of the Bridge (Payne, 1931). This right still exists and is administered by the GGNRA. The proposed construction staging areas are located on GGNRA lands.

3.3.1 Bluff Road

Bluff Road is a Section 4(f) resource because it is a publicly owned road within the GGNRA national park. It is located in the Marin Headlands, west of U.S. 101 (see Number 7, Figure 4). Currently this road is not open to the public due to security needs.

3.3.2 Bridge Road

Bridge Road is a Section 4(f) resource because it is a publicly owned road within the GGNRA national park. It is located in the Marin Headlands, west of U.S. 101 (see Number 6, Figure 4). Currently this road is not open to the public due to security needs.

3.3.3 Conzelman Road

Conzelman Road is a Section 4(f) resource because it is a publicly owned road with recreational function within the GGNRA national park. It runs beneath U.S. 101 just south of Vista Point, connecting East Fort

Baker and the Marin Headlands (see Number 5, Figure 4), and providing lookouts and views of the Bridge, the San Francisco skyline, and the Pacific Ocean.

3.3.4 The Coastal Trail (North)

The Coastal Trail is a Section 4(f) resource because it is a publicly owned trail with significant recreational function, located within the GGNRA national park. The trail, accessible from the Conzelman Road lookout parking lot on the west side of the Bridge, runs northwest through the Marin Headlands and connects with a system of other trails, including the Dipsea Trail (see Number 1, Figure 4). Following the Coastal Trail north, it leads to Muir Beach, Fort Cronkhite, and Stinson Beach (via the Dipsea Trail) and continues north. The Coastal Trail and connecting trail system provide hiking and sightseeing opportunities including visual access to the Bridge, the San Francisco skyline, the surrounding coastal bluffs, and the Pacific Ocean. The Coastal Trail is part of a larger statewide system of trails designed to offer visual and physical access to the state's coastal resources.

3.3.5 The Bay Trail

The Bay Trail is a Section 4(f) resource because it is a publicly owned trail with significant recreational function, located within the GGNRA national park, East Fort Baker and the Presidio (see Number 15, Figure 4). The trail segment within the GGNRA provides a connection from the pedestrian and bicycle paths on the Bridge to the trail alignment proposed within East Fort Baker. It extends from the northern end of the Bridge sidewalks and loops around following Conzelman Road before extending beneath the Bridge and into East Fort Baker.

3.3.6 Battery Spencer

Battery Spencer is a Section 4(f) resource because it is a publicly owned historic site and a part of the GGNRA national park. It is located in the Marin Headlands, west of the Bridge and is accessible by a trail off Conzelman Road (see Number 9, Figure 4). Completed in 1897, the battery provided important protection to the Golden Gate; it was disarmed by 1943. Today it remains a popular point of public and historic interest.

3.4 East Fort Baker

East Fort Baker is a Section 4(f) resource because it is a publicly owned historic and recreation resource, is part of the GGNRA national park, and is listed on the NRHP. It is a 335-acre property at the center of the GGNRA system located in Marin County at the northeast foot of the Bridge. It includes the Horseshoe Cove waterfront area with over a mile of rocky bay shoreline, Lime Point, Cavallo Point, many historic army buildings, and several historic batteries. The Army acquired Fort Baker in 1866. Forts Baker, Barry, and Cronkhite Military Reservations, dating back to the mid-1800s, functioned as important coastal defense elements. Between 1872 and 1876, barbette batteries were constructed at Point Cavallo (Battery Cavallo) on the ridge above Lime Point (Cliff and Ridge Batteries), and on Gravelly Beach to the west (Gravelly Beach Battery). The NRHP lists the forts together (USNPS 1992a:12/12/73, #73000255) due to their significant architecture, landscape architecture, and part in the history of the

U.S. Army for the period 1850-1960. The forts are also included on the California Register of Historical Resources (CAL/OHP 1976:150,185).

Recreational activities at Fort Baker include active land-based activities such as bicycling, dog activities, and jogging/ running; water-based activities like fishing/crabbing, boating/kayaking, and wind surfing; and passive land-based activities such as hiking/walking, sightseeing, photography, and picnicking. Other activities include flying model planes and kites, beach play, roller-blading, and wading.

3.4.1 Vista Point and Trail

As a publicly owned recreation area, Vista Point is considered a Section 4(f) resource. Vista Point is a scenic overlook area and visitor turnout from the highway on the northern approach to the Bridge, accessible from northbound US 101 only. It is located in Marin County at the northern end of the Bridge (see Number 2, Figure 4), also known as the Golden Gate Observation Area. The Department designed and built this facility adjacent to the North Abutment in 1961-1962. It was not part of the original Bridge design and construction project and is not a contributing element of the Bridge property.

It is, however, a popular visitor attraction because of its views of the Bridge and the San Francisco skyline. It also provides a parking area, free up to four hours, and restroom facilities for persons who walk on the Bridge or the nearby trails and sightseers.

Vista Point is also the location of the Lone Sailor Naval Memorial, dedicated on April 14, 2002, to all of the Sea Services – Navy, Marine Corps, Coast Guard, and Merchant Marine. A memorial was constructed and dedicated on the scenic overlook with a replica of *The Lone Sailor*®. Improvement to Vista Point included statue placement, the creation of a memorial, and other site enhancements.

3.4.2 Lime Point

Lime Point is a Section 4(f) resource because it is a recreational resource that is part of the core area of East Fort Baker (see Number 10, Figure 4). Lime Point is one of the first peninsulas of land seen when traveling under the Bridge by water. It houses the U.S. Coast Guard Light Station, established in 1883. The trail along this peninsula is currently closed to the public due to security needs.

3.4.3 Moore Road (Lime Point Trail)

Moore Road is a Section 4(f) resource because it is a publicly owned road and trail within East Fort Baker and the GGNRA. It is located east of U.S. 101 and runs along a small peninsula between Lime Point and the core area of East Fort Baker (see Number 8, Figure 4). Moore Road was constructed to connect Lime Point with Horseshoe Cove and the developed area of East Fort Baker. Today it provides a recreational trail from the Lime Point Lighthouse along the Bay's edge to Horseshoe Cove and into East Fort Baker, with views of the Bridge looking south. Currently this road is closed to the public due to security needs.

3.4.4 Horseshoe Cove

Horseshoe Cove is a Section 4(f) resource because it is a publicly owned recreation resource and a part of East Fort Baker and the GGNRA national park. The cove and associated waterfront extend around the shoreline between Lime Point on the west and Point Cavallo on the east (see Number 4, Figure 4). It is a core area of the fort and offers recreational functions including, walking, biking, jogging, waterfront activities, and sightseeing, with views of the Bay and the Bridge.

3.4.5 Point Cavallo

Point Cavallo is a Section 4(f) resource because it is a publicly owned recreation resource within East Fort Baker and the GGNRA national park. The point is the peninsula to the east of Horseshoe Cove (see Number 3, Figure 4). Its recreational functions include walking, hiking, and sightseeing opportunities, with views of the Bay and the Bridge.

3.4.6 The Bay Trail

The Bay Trail is a Section 4(f) resource because it is a publicly owned trail with significant recreational function, located within the GGNRA national park, East Fort Baker and the Presidio (see number 15, Figure 4). The trail segment within East Fort Baker consists of existing and proposed segments. The proposed segments will connect with the trail segment extending beneath the Bridge and follow the edge of Horseshoe Cove before continuing north towards Sausalito.

4. SECTION 4(F) PROPERTIES PROPOSED FOR *DE MINIMIS* IMPACTS

4.1 Process for Determining *De Minimis* Impacts on Section 4(f) Properties

Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), amends existing Section 4(f) legislation to allow the USDOT to determine that certain uses of Section 4(f) land will have no adverse affect (*de minimis*) on the protected resource. This revision provides that once the USDOT determines that a transportation use of a Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement features, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete.

FHWA's responsibility for environmental review, consultation, and any other actions required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to Section 6005 of SAFETEA-LU codified at 23 United States Code (U.S.C) 327(a)(2)(A). Effective July 1, 2007, FHWA has assigned, and Caltrans has assumed, all the USDOT Secretary's responsibilities under NEPA. The assignment applies to all projects on the State Highway System (SHS) and all Local Assistance Projects off the SHS within the State of California, with the exception of the responsibilities concerning certain categorical exclusions, which were assigned to Caltrans under the June 7, 2007 MOU, renewed on June 7, 2010 and extended to June 2013 and includes projects excluded by definition or specific project exclusions. Refer to Chapter 38 of the Standard Environmental Reference for more information.

In addition, Section 6004(a) of SAFETEA-LU, codified as Section 326 of amended Chapter 3 of title 23, United States Code (23 U.S.C § 326) allows the USDOT Secretary to assign, and a State to assume, responsibility for determining whether certain designated activities are included within classes of action that are categorically excluded from requirements for environmental assessments or environmental impact statements pursuant to regulations promulgated by the Council on Environmental Quality under part 1500 of title 40, Code of Federal Regulations.

Therefore, consultation and any other action required in accordance with applicable Federal laws for this project, including Section 4(f) of the USDOT Act of 1966, is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

De minimis impacts on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not adversely affect the activities, features, and attributes of the Section 4(f) resource.

De minimis impacts on historic sites are defined as the determination of either “no adverse effect” or “no historic properties impacted” in compliance with Section 106 regulations, including SHPO’s written concurrence.

With the Programmatic Agreement in place for Section 106, the Department (Caltrans) must inform the SHPO in writing that a non-response for the purposes of a “no adverse affect” or a “no historic properties affected” determination will be treated as the written concurrence for the *de minimis* determination; to streamline the process this may be combined with the Section 106 PA notification letter to SHPO regarding the finding of effect. No separate noticing or public review is required. For this project, separate Section 106 consultation with SHPO has been performed to address historic issues related to the Bridge. The SHPO consultation and concurrence is attached as Appendix A.

4.2 Constructive Use and Proximity Impacts

Constructive use (23 CFR 774.15) involves indirect or “proximity impacts” to a Section 4(f) resource. No actual use or “take” is involved. A constructive use occurs when the project’s proximity impacts are so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are “substantially impaired.” Substantial impairment occurs only when the protected activities, features, or attributes are substantially diminished by the proposed project.

Proximity impacts to the three Section 4(f) properties for which a *de minimis* finding is proposed are discussed below. Proximity impacts to the other 18 Section 4(f) properties within approximately one-half mile of the project area are described in Section 5 below.

4.3 Properties Proposed for *De Minimis* Impacts

4.3.1 Golden Gate Bridge

The following impacts discussion is based on the analysis presented in the *Finding of Effect, Golden Gate Bridge Moveable Median Barrier Project*, prepared by JRP Historical Consulting, LLC for the Golden Gate

Bridge Highway and Transportation District, dated October 2011, and the *Traffic Engineering and Analysis Report, Golden Gate Bridge Moveable Median Barrier Study*, prepared by AECOM for the Golden Gate Bridge Highway and Transportation District, dated July 22, 2011.

Impacts on the Golden Gate Bridge Historic Property

Once installed across the Golden Gate Bridge, the MMB would rest, unattached, on the surface of the roadway, held in place by its own weight and friction. Additionally, the roadbed itself, an orthotropic steel plate installed to replace the original reinforced concrete roadway, is a modern element (1982-1985) and not a character-defining feature of the Bridge historic property. Likewise, the four toll booths on the south end of the Bridge and existing permanent median barrier and vegetated median strip north of the Bridge that would be removed to accommodate the MMB system are all modern, non-character-defining features. None of the project elements, therefore, would alter the property's use or character-defining physical features. The proposed project would not have a direct adverse effect on the Golden Gate Bridge historic property because the integrity of its original design, materials, and workmanship would not be diminished.

Construction at Northern Approach to the Bridge

At the northern approach to the Bridge, a portion of the existing barrier would be removed to provide enough space for the MMB to terminate safely and to store the BTM when not in use. Any construction that would reduce the number of lanes on the Bridge would be conducted at night. The Bridge could be reduced to two lanes in each direction without interfering with traffic operations on the northern approach between the following hours:

- Weekdays from 8:00 pm to 6:00 am (10-hour work window)
- Friday from 8:00 pm to Saturday at 9:00 am (13-hour work window)
- Saturday from 8:00 pm to Sunday at 9:00 am (13-hour work window)
- Sunday from 9:00 pm to Monday at 6:00 am (9-hour work window)

The existing barrier that would be partially removed is located north of the Bridge, and it is not a character-defining feature of the historic Bridge property. Therefore, project construction at the northern approach to the Bridge would not alter the property's use or character-defining physical features.

Construction at Southern Approach to the Bridge

At the southern approach to the Bridge, the easternmost toll booths would be demolished to accommodate the MMB system, reducing the Toll Plaza to six or seven functioning toll booths. Once demolished, the new toll booths and equipment would be constructed. Construction may require the Toll Plaza to be reduced to six or seven toll booths for a minimum of one week. Additionally, the Toll Plaza may need to be reduced at night to five lanes occasionally, for less than eight hours per occurrence.

As stated above, the toll booths that would be demolished are modern, non-character-defining features of the historic Bridge property. Therefore, project construction at the southern approach to the Bridge would not alter the property's use or character-defining physical features.

Construction Impacts on Sidewalks

The proposed project occurs within the existing Caltrans road right-of-way and would not impede bicycle and pedestrian access along the Golden Gate Bridge sidewalks when they are open to the public. Pedestrian and bicycle access along the Bridge would be maintained during project construction. Project construction would not alter the sidewalks' use or character-defining physical features.

Operation Impacts

The proposed project would not impact roadway operations, and the level of service at all of the ramp junctions would remain the same or improve with implementation of the project. Pedestrian and bicycle access would not be affected, and project operation would not alter the historic property's use or character-defining physical features.

Constructive Use and Proximity Impacts

The proposed project would not cause a constructive use of the Bridge because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic resource.

4.3.2 Roundhouse Gift Center

The proposed MMB Project occurs within the existing Caltrans road right-of-way and would not impact the Roundhouse Gift Center during normal hours of operation. Project elements would not alter the historic property's use or character-defining physical features.

The proposed project would not cause a constructive use of the Roundhouse Gift Center because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic resource.

4.3.3 Toll Plaza Undercrossing

The proposed MMB Project occurs within the existing road right-of-way and would not impact the Toll Plaza Undercrossing. Project elements would not alter the historic property's use or character-defining physical features.

The proposed project would not cause a constructive use of the Toll Bridge Undercrossing because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic resource.

4.4 Measures to Minimize Harm

Construction activities, including demolition, reconstruction of toll booths, and restriping activities, would occur 6 days per week (Monday through Saturday) from 8:00 pm to 5:00 am, outside of commute

hours, so commute traffic on the Bridge would not be affected. The sidewalks along the east and west sides of the Bridge would remain open during regular hours throughout the construction period, so pedestrian and bicycle access on the Bridge would not be affected, and access to the Roundhouse Gift Center would not be affected. Similarly, the Toll Plaza Undercrossing would not be affected by the project and would operate during normal hours.

5. SECTION 4(F) PROPERTIES THAT WOULD NOT BE AFFECTED BY THE PROPOSED PROJECT

5.1 Fort Point National Historic Site

The proposed project would not result in a Section 4(f) use of Fort Point because it would not permanently incorporate land into the project, nor would it temporarily occupy any land within this historic site. The proposed project would not have severe impacts that substantially impair the historic quality of this resource, nor would it substantially alter views of the Bridge from Fort Point because of the distance and upward viewing angle of the Bridge from Fort Point. The proposed project would not cause a constructive use of the Fort Point National Historic Site because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic resource.

5.2 Battery East Road Bike and Pedestrian Turnouts

The proposed project would not result in a Section 4(f) use of this property because no land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. Views of the Bridge from the turnouts would not be substantially altered by the project, and it would not result in severe impacts that would substantially impair the quality the recreational resource. The proposed project would not cause a constructive use of the Battery East Road Bike and Pedestrian Turnouts because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

5.3 Marine Drive

The proposed project would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. Views of the Bridge enjoyed by people using the drive recreationally would not be substantially altered by the proposed project, and it would not substantially impair the quality of this recreational resource. The proposed project would not cause a constructive use of Marine Drive because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

5.4 Doyle Drive

The proposed project would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. The build proposed project would not have a severe impact that substantially impairs the historic quality of the Section 4(f) resource, nor would the views enjoyed by drivers on Doyle Drive be substantially altered.

The proposed project would not cause a constructive use of Doyle Drive because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic resource.

5.5 Crissy Field

The proposed project would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. Distant views of the Bridge are available from Crissy Field, which would not be substantially altered by the proposed project, nor would the project cause severe impacts that would substantially impair the quality of this resource in any other way. The proposed project would not cause a constructive use of Crissy Field because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

5.6 The Coastal Trail (South of Bridge)

The proposed project would not result in a Section 4(f) use of this trail because no land would be permanently incorporated into the project nor would any be temporarily occupied by it. The proposed project does not have the potential to substantially impair the quality of the trail: views of the Bridge from the trail would not change substantially. The proposed project would not cause a constructive use of the Coastal Trail because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

5.7 The Golden Gate Promenade / San Francisco Bay Trail

The proposed project would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. Views of the Bridge from this trail would not be substantially altered by the proposed project, nor would the project substantially impair the quality of this recreational resource. The proposed project would not cause a constructive use of the Golden Gate Promenade/SF Bay Trail because the proximity impacts would not substantially impair the protected activities, features, or attributes of this recreational resource.

5.8 Overlook at Fort Scott

The proposed project would not result in a Section 4(f) use of this property because no land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. Views of the Bridge would not be substantially altered by the proposed project, nor would it result in severe impacts that would substantially impair the quality of this recreational resource. The proposed project would not cause a constructive use of the Overlook at Fort Scott because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic and recreational resource.

5.9 Bluff Road

The proposed project would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. Because the roadway is closed to the public, alteration of the views from this roadway would not affect recreation users at this time. Should the roadway be reopened to the public in the future, it can be anticipated that changes to views of the Bridge from the road would be noticeable to users of this resource. Changes to these views, however, would not be anticipated to severely impair the quality of this resource that would be used for a variety of recreational activities. The proposed project would not cause a constructive use of Bluff Road because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

5.10 Bridge Road

The proposed project would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. Because the roadway is closed to the public, alteration of the views from this roadway would not affect recreation users at this time. Should the roadway be reopened to the public in the future, it can be anticipated that changes to views of the Bridge from the road would be noticeable to users of this resource. Changes to these views, however, would not be anticipated to severely impair the quality of this resource that would be used for a variety of recreational activities. The proposed project would not cause a constructive use of Bridge Road because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

5.11 Conzelman Road

The proposed project would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. Views of the Bridge enjoyed by people using the road recreationally would not be substantially altered by the proposed project. The proposed project would not result in severe impacts that substantially impair the quality of this resource. The proposed project would not cause a constructive use of Conzelman Road because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

5.12 The Coastal Trail (North)

The proposed project would not result in a Section 4(f) use of this trail because no land would be permanently incorporated into the project nor would any be temporarily occupied by it. The proposed project does not have the potential to substantially impair the quality of the trail: views of the Bridge from the trail would not change substantially. The proposed project would not cause a constructive use of the Coastal Trail because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

5.13 Battery Spencer

The proposed project would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any be temporarily occupied by it. The proposed project would not have any severe impacts that would substantially impair the historic quality of the post. The proposed project would not cause a constructive use of Battery Spencer because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic resource.

5.14 Vista Point and Trail

The proposed project would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. Views of the Bridge enjoyed by people using the trail recreationally would not be substantially altered by the proposed project. The proposed project would not cause a constructive use of Vista Point and Trail because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

5.15 Lime Point

The proposed project would not constitute a Section 4(f) use of this resource. No land would be permanently incorporated or temporarily occupied by the proposed project. Lime Point offers views of the Bridge, which, because of the angle of the view, would not be substantially altered by the proposed project. The proposed project would not result in severe impacts that substantially impair the quality of this resource. The proposed project would not cause a constructive use of Lime Point because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

5.16 Moore Road (Lime Point Trail)

The proposed project would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. Views of the Bridge enjoyed by people using the road recreationally would not be substantially altered by the proposed project. The proposed project would not cause a constructive use of Moore Road because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

5.17 Horseshoe Cove

Views of the Bridge are available from Horseshoe Cove, but are secondary to its other recreational functions, including walking biking, jogging, and waterfront activities. No substantial change to the views of the Bay and San Francisco east and south of this viewpoint would occur. The proposed project would not substantially impair any of the qualities that qualify this resource for Section 4(f) protection. In addition, the proposed project would not result in the permanent incorporation or temporary occupancy of this resource. The proposed project will not cause a constructive use of Horseshoe Cove

because the proximity impacts will not substantially impair the protected activities, features, or attributes of the recreational resource.

5.18 Point Cavallo

Point Cavallo provides views of the Bay and the Bridge. The proposed project does not have the potential to result in the substantial impairment of Bridge views from this resource. No land would be permanently incorporated or temporarily occupied by the proposed project. The proposed project would not cause a constructive use of Point Cavallo because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

6. TEMPORARY OCCUPANCY

The proposed project would result in the temporary occupancy of one or more of the five construction staging areas discussed below. Per 49 CFR Section 774.13, the following five criteria were considered in determining temporary occupancy:

- Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
- Scope of the work must be minor, i.e., both the nature and magnitude of the changes to the Section 4(f) property are minimal;
- There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- The land being use must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
- There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

The proposed project would result in the temporary occupancy of one or more of the five proposed construction staging areas located within GGNRA lands, which are described in Section 2.2, Project Description and shown in Figure 3. Four of the staging areas are located on the north side of the Bridge. One of these staging areas is an existing gravel area located in a switchback of Conzelman Road (Number 3 on Figure 3). The other three staging areas are gravel areas located under the northern span of the Bridge (Number 1, 2 and 4 on Figure 3). The fifth proposed construction staging area is within the Presidio, located just west of the toll plaza off Merchant Road (Number 5 on Figure 3). This staging area currently provides employee and public parking (25 parking stalls are available for public use).

Storage of construction equipment would not physically change the land within the proposed staging areas and would be temporary. All construction equipment would be removed prior to completion of construction. No interference with the protected activities, features, or attributes of Section 4(f) properties would occur. These proposed staging areas have already been used as staging areas for other projects, such as the Golden Gate Bridge Physical Suicide Deterrent System Project and the Golden Gate

Bridge Seismic Retrofit Project. The District has agreements in place with Caltrans and GGNRA regarding use of these staging areas (please see Appendix B).

Although the public parking stalls at the Merchant Road Parking Lot would not be available during construction of the project, there are several other areas near the Bridge that offer public parking, including the District's east parking lot below the Roundhouse Gift center and the National Park Service parking lot off Lincoln Boulevard and Battery East Road. On weekends and after 3:30 p.m. during the week, the District's west parking lot adjacent to the Toll Plaza is also available for public use. The available parking supply should be sufficient to compensate for the temporary loss of 25 stalls. Signage would be provided to direct the public to other parking areas, including areas accessible to individuals with disabilities, during project construction.

These proposed staging areas, in their existing conditions, provide no inherent historic or recreational function. They would be occupied temporarily for up to approximately nine weeks during the project construction period and would meet all five criteria for determining temporary occupancy. Such occupancy would have no adverse impact on the preservationist purpose of Section 4(f), nor would it produce severe impacts that would substantially impair the quality of surrounding Section 4(f) resources. Due to the temporary nature of their occupancy, the proposed staging areas would not result in a Section 4(f) use.

The five construction staging areas would be restored to conditions prior to commencement of project construction.

7. SECTION 4(F) DE MINIMIS FINDINGS

As discussed in Section 4.3.1 above, the proposed project would not have a direct adverse effect on the Golden Gate Bridge historic property because the integrity of its original design, materials, and workmanship would not be diminished. The proposed project would not adversely affect any of the activities, features, or attributes of the Golden Gate Bridge that qualify for protection under Section 4(f), and therefore it is proposed as *de minimis*.

As discussed in Section 4.3.2 above, the proposed project occurs within the existing Caltrans road right-of-way and would not impact the Roundhouse Gift Center during normal hours of operation. Project elements would not alter the historic property's use or character-defining physical features. The proposed project would not adversely affect any of the activities, features, or attributes of the Roundhouse Gift Center that qualify for protection under Section 4(f), and therefore it is proposed as *de minimis*.

As discussed in Section 4.3.3 above, the proposed project occurs within the existing road right-of-way and would not impact the Toll Plaza Undercrossing. Project elements would not alter the historic property's use or character-defining physical features. The proposed project would not adversely affect any of the activities, features, or attributes of the Toll Plaza Undercrossing that qualify for protection under Section 4(f), and therefore it is proposed as *de minimis*.

As discussed in Section 5 above, no other Section 4(f) resource would be directly or indirectly affected by the proposed project.

As discussed in Section 6 above, the proposed construction staging areas would be occupied temporarily for up to approximately nine weeks during the project construction period and would meet all five criteria for determining temporary occupancy. Such occupancy would have no adverse impact on the preservationist purpose of Section 4(f), nor would it produce severe impacts that would substantially impair the quality of surrounding Section 4(f) resources. Due to the temporary nature of their occupancy, the proposed staging areas would not result in a Section 4(f) use.

These findings are considered valid unless new information is obtained or the proposed effects change to the extent that a new analysis is needed.

APPENDIX A

Section 106 Consultation with State Historic Preservation Officer (SHPO)

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENVIRONMENTAL ANALYSIS
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*Flex your power!
Be energy efficient!*

November 3, 2011

Mr. M. Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

04-SF
Local Assistance
STPL-6003 (037)

Dear Mr. Donaldson:

Subject: Finding of No Adverse Effect Without Standard Conditions for the Golden Gate Bridge Moveable Median Barrier Project, San Francisco County

The California Department of Transportation (Caltrans) is continuing consultation with the State Historic Preservation Officer (SHPO) for the above referenced project. This consultation is being undertaken in accordance with the January 1, 2004 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federally-Aided Highway Program in California* (PA). We are consulting with you under Stipulation X.B.1 of the PA, which requires consultation with the SHPO regarding findings of no adverse effect **without** standard conditions.

Caltrans is continuing this consultation as the NEPA lead agency under the provisions of the *Memorandum of Understanding (MOU) between the Federal Highway Administration and the California Department of Transportation Concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program*, which became effective on July 1, 2007. The MOU was signed pursuant to Section 6005 of the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, which allows the Secretary of Transportation to assign, and the State of California to assume, responsibility for FHWA's responsibilities under NEPA as well as consultation and coordination responsibilities under other Federal environmental laws. As this project is covered by the Pilot Program MOU, FHWA has assigned, and Caltrans has assumed, FHWA responsibility for environmental review, consultation, and coordination on this project. Please direct all future correspondence on this project to Caltrans.

Enclosed is a Finding of Effect report for the Golden Gate Bridge Moveable Median Barrier project. The Golden Gate Bridge (Bridge 27-0052) is eligible for listing on the National Register of Historic

"Caltrans improves mobility across California"

M. Wayne Donaldson
November 3, 2011
Page 2

Places. The Golden Gate Bridge district proposes to construct a moveable median barrier that will prevent crossover accidents. The barrier will be moveable to allow the number of northbound and southbound lanes to be increased or decreased to accommodate peak traffic volumes in each direction.

The Finding of Effect report concludes that this project will not have an adverse effect on the historic Golden Gate Bridge or any other historic properties. No Historic Property Survey Report was prepared for this project, since all of the properties within the Area of Potential Effect were previously identified and evaluated. Therefore, there is no existing SHPO reference number for this project.

It is our intent to make a *de minimus* impact determination, under Section 4(f) of the Department of Transportation Act of 1966, based on your concurrence with the finding of No Adverse Effect for the undertaking. Caltrans will consider a non-response as written concurrence for the *de minimus* determination.

If you have any questions or require additional information, please contact Andrew Hope at (510) 286-5601 or andrew_hope@dot.ca.gov.

Sincerely,



ANMARIE MEDIN
Chief
Cultural Studies Office

c: Andy Hope-D4

Enclosure

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



December 13, 2011

Reply To: FHWA111007A

Anmarie Medin, Chief
Cultural Studies Office
Division of Environmental Analysis
PO Box 942874
Sacramento, CA 94274-0001

Re: Finding of Effect for the Proposed Golden Gate Bridge Moveable Median Barrier Project,
San Francisco County, CA

Dear Ms. Medin:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

Caltrans has determined that the proposed undertaking will have no adverse effect on the Golden Gate Bridge, a property previously determined eligible for the National Register of Historic Places (NRHP). Based on review of the submitted documentation, I concur.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at nlindquist@parks.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Susan K. Stratton for".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

APPENDIX B

**Letter from Golden Gate Bridge Highway and Transportation District
Regarding Staging Areas**

December 23, 2011



Mr. Boris Deunert, Senior Environmental Planner
CALTRANS District 4, Office of Local Assistance
Mail Station 10-B
P.O. Box 23660
Oakland, CA 94623-0660

Environmental Studies and
Preliminary Design for a
Moveable Median Barrier on the
Golden Gate Bridge
Contract No. 2008-B-5

Re: Project Staging Areas – Temporary Occupancy

Mr. Deunert:

The proposed build alternative for the Project will install a moveable median barrier across the length of the Golden Gate Bridge (Bridge), across lands within the District's permitted right of way off the Bridge, and across areas of US Highway 101 located both north and south of the Bridge. The Project includes minor construction and excavation activities in the Bridge Toll Plaza area and within the Highway 101 median north of the Bridge within the Caltrans right of way. All of these areas have been previously disturbed and are covered with either asphalt concrete or concrete.

The proposed staging areas are also located on lands that have been previously disturbed and are covered with either asphalt concrete or gravel. Excavation will not occur in the staging areas and the surfaces of the staging areas do not contain hazardous materials. The build alternative will not require attachments to the Bridge.

The District takes the protection of the public and environment very seriously. In addition to the construction contract requirements, the District monitors its contractor's work and performs independent quality assurance testing to ensure that the work is performed in compliance with all applicable safety and environmental laws.

Should you have further questions, I can be reached at (415) 923-2023.

Sincerely,

A handwritten signature in black ink, appearing to read "J Lee".

Jeffrey Y. Lee, P.E.
Project Manager

JYL/crh

c: Ms. Sylvia Fong, Caltrans
Bill Burton, AECOM
Meta Bunse, JRP
EZBauer
CRHarris/2.1.19.1