



SAN FRANCISCO PLANNING DEPARTMENT

Section 106 Review and Comment

Hearing Date: December 7, 2011
Filing Date: October 18, 2011
Case No.: **2011.1173F**
Project Name: **Extension of F-Line Streetcar Service to Fort Mason Center**
Project Location: San Francisco, California
Project Sponsor: National Park Service, Lee Terzis (Project Contact)
Denver Service Center – Transportation Division
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PROPERTY DESCRIPTION

The Extension of the F-Line Streetcar Service to Fort Mason Center (the Project) is located within the City and County of San Francisco within the study area bounded by Mason Street (to the east), Bay Street (to the south), Fillmore Street (to the west), and the San Francisco Bay and bayfront, including the piers and parklands (to the north). Currently, the F-Line train operates along Jefferson and Beach Street between Mason and Jones Streets. The surrounding area includes a diverse set of buildings, which are primarily residential or commercial. The blocks and parcels within the surrounding area include a number of diverse land uses, including C-2 (Community Business), RH-1 (Residential, House, One-Family), RH-3 (Residential, House, Three-Family), RM-2 (Residential, Mixed (Houses & Apartments), Moderate Density), and P (Public) Zoning Districts, among others.

REQUESTED ACTION

Based upon the recommendation by the State of California Office of Historic Preservation (OHP), the National Park Service (NPS) has asked the Planning Department to participate as a signatory on the Memorandum of Agreement (MOA) for the Extension of the F-Line Streetcar Service to Fort Mason pursuant to Section 106 of the National Historic Preservation Act (NHPA).

In support of this request, NPS has provided background documentation prepared for the Section 106 consultation, including:

- Letter to Kate Richardson, Superintendent, NPS, SF Maritime National Historical Park (NHP) and Brian O'Neill, General Superintendent, NPS, Golden Gate National Recreation Area (GGNRA), from Milford Wayne Donaldson, State Historic Preservation Officer (SHPO)

(December 3, 2007) [Re: Section 106 Review for the San Francisco Municipal Railway (Muni) Extension, San Francisco];

- Letter to Milford Wayne Donaldson, SHPO from Frank Dean, Acting Superintendent, GGNRA and Kate Richardson, Superintendent, San Francisco Maritime NHP (September 29, 2009) [Re: Review of Historical Resources Technical Report and associated DPR 523 forms];
- Letter to Ohlone/Costanoan Representative from GGNRA and San Francisco Maritime NHP (June 15, 2010) [Re: Native American Consultation]
- Letter to Milford Wayne Donaldson, SHPO from Frank Dean, General Superintendent, GGNRA and Craig Kenkel, Superintendent, San Francisco Maritime NHP (December 17, 2010) [Re: Project Area of Potential Effects and Previous Consultation, Project Location and Description, Native American Consultation, Identification and Evaluation of Historic Properties, Assessment of Effects, Cumulative Effects, and Request for Concurrence, and Resolution of Adverse Effects and Continuing Consultation; H4217 (GOGA-CRMM)];
- Letter to Frank Dean, General Superintendent, GGNRA and Craig Kenkel, Superintendent, NHP from Milford Wayne Donaldson, SHPO (November 7, 2011) [Re: Extension of Historic Streetcar Service, San Francisco, CA; NPS071019A];
- Draft Memorandum of Agreement between the National Park Service and the California State Historic Preservation Officer, Regarding the Extension of Historic Streetcar Service Project in San Francisco City and County, California

The Planning Department requests the Historic Preservation Commission (HPC) to review and comment on the latest version of the MOA (received November 15, 2011). Also, the Planning Department seeks a recommendation to the Planning Director on whether to engage as a signatory on this agreement.

PROJECT DESCRIPTION / UNDERTAKING

The Project or Undertaking is to extend the F-Line (also known as the F-Market & Wharves Line) from Fisherman's Wharf through Aquatic Park through the tunnel under Fort Mason and into Lower Fort Mason. The Project is categorized into four primary segments (from east to west):

- In-Street Segment - The in-street segment would extend the two-way streetcar service from the existing F-Line Muni Terminus at Jefferson and Jones Streets to Leavenworth Street, and then west along Beach Street, either on semi-exclusive tracks or mixed traffic/shared auto arrangements. The streetcar alignment would traverse Aquatic Park between Beach and Polk Streets and approach the Fort Mason tunnel's eastern portal at Van Ness Avenue, in an area known as the transition segment.
- Transition Segment within Aquatic Park - The transition segment would take the streetcar alignment from the in-street-running segment to the east, shifting the alignment to NPS property to the west of Polk Street. A station would be located on the transition segment near Van Ness Avenue in the general location of the existing bocce ball court and historic stone retaining wall within NPS property at the far western end of Aquatic Park. At this location, the track would shift from double track to single track between station platforms and the tunnel portal.

- Tunnel Improvement Segment – The tunnel segment includes improvements to the existing concrete-lined tunnel that runs east-west about 60-ft beneath the Upper Fort Mason complex. The tunnel is approximately 1,500-ft long, 16-ft wide, and 22-ft high at its highest point. The streetcar extension would run on a single track through the tunnel. Improvements would include installation of new track and overhead lines and reconstruction of the tunnel interior.
- Turnaround Segment at the Fort Mason Center – The turnaround segment includes tracks that loop north out of the Fort Mason Tunnel and enter the Fort Mason Center Parking Lot. A station platform measuring 155-ft long by 13-ft wide would be constructed approximately 155-ft from the southernmost end of the Building A at the Fort Mason Center. A portion of the northern retaining wall (up to 50-ft in length) would be removed to provide access from the Fort Mason Tunnel to the Fort Mason Center Parking Lot. A storage track would also be provided extending west from the loop, adjacent to the Fort Mason Gatehouse.

The Project also includes an Overhead Contact System (OCS), signal equipment, and signage throughout the length of the streetcar alignment. The OCS would consist of a single-wire system similar to the existing Muni OCS on the F-Line tracks in the Fisherman's Wharf area. The OCS would be configured for trolley pole operation by historic streetcars. The poles would be spaced every 100-ft on tangent track and closer together (up to 50-ft apart) where the track curves.

ENVIRONMENTAL REVIEW STATUS

On April 28, 2006, the Planning Department published a Certificate of Determination of Statutory Exemption from Environmental Review as provided in California Environmental Quality Act (CEQA) Public Resources Code Section 21080(b)(12) and CEQA Guidelines Section 15275(b).

In February 2011, the National Park Service published the Draft Environmental Impact Statement (EIS) for Extension of F-Line Streetcar Service to Fort Mason Center. The comment period for this document began on March 18, 2011 and closed on May 17, 2011. The Final Environmental Impact Statement has not been published.

STAFF ANALYSIS

Area of Potential Effect

The Area of Potential Effect (APE) includes the area, surface and subsurface, that could be affected by all components of the Project. Generally, the boundaries of the APE encompass an area from Taylor Street to the east, Laguna Street to the west, the San Francisco Bay to the north, and Bay Street to the south. The proposed APE consists of properties fronting on streets or areas where new track would be constructed, as well as the full extent of several previously designated historic resources surrounding or abutting the project area.

Determination of Eligibility

Within the APE, the following historic resources were identified as already listed in the National Register of Historic Places (NRHP):

1. Aquatic Park National Historic Landmark (NHL) District, Bounded by Van Ness Avenue on the west, Beach Street on the south, and Hyde Street on the east.

2. San Francisco Port of Embarkation, US Army NHL District, Fort Mason
3. Fort Mason National Register Historic District, Fort Mason
4. California Fruit Cannery Association (Haslett) Warehouse, 680 Beach Street
5. Pioneer Woolen Mills & D. Ghirardelli Company, 900 North Point Street
6. San Francisco Cable Cars, Hyde and Beach Streets
7. Pumping Station #2, San Francisco Fire Department Auxiliary Water Supply System, Van Ness Avenue

In addition to the aforementioned properties, an intensive-level survey was conducted of the APE between 2007 and 2009 by Page & Turnbull, which evaluated thirty-seven properties for their eligibility for listing in the NRHP. Of these thirty-seven properties, none were found eligible for listing in the NRHP; however, four properties were found eligible for the California Register of Historical Resources, including:

1. The Cannery, 2801 Leavenworth Street;
2. The Marina Safeway, 11-15 Marina Boulevard;
3. Storage Building, 2907 Jones Street; and
4. Storage Building, 2911 Jones Street

In terms of archaeological resources, two previously recorded indigenous archaeological resources were identified within the APE:

1. CA-SFr-29, Fort Mason Great Meadow; and
2. CA-SFr-23, Intersection of Hyde and Beach Street

No other archaeological resources were identified within the APE.

Determination of Adverse Effect

Under Section 106 of the NHPA, the Project will have an adverse effect on two NHL Districts: 1) the Aquatic Park NHL District, and 2) the San Francisco Port of Embarkation, U.S. Army NHL District in Fort Mason.

In summary, the adverse effects upon the Aquatic Park NHL District include:

- Demolition of historic fabric and a contributing resource to the NHL District: removal of a stone retaining wall for tracks and passenger loading platform, and removal of the historic belt line tracks as they cross Van Ness Avenue and approach the Fort Mason Tunnel (and beyond).
- Introduction of features and structures that would be incompatible with the historic uses of the District, such as new tracks, a platform/station, overhead contact system, and signals.
- Introduction of new uses to the NHL District that will affect the historic viewshed, such as the alteration of the existing views from within the western portion of the District with new views that include: tracks, platform/station, overhead contact system, and signals that do not currently exist.

- Introduction of new sources of noise, vibration, and light to the NHL District from streetcar operation.

In summary, the adverse effects upon the San Francisco Port of Embarkation, U.S. Army NHL District/Fort Mason National Register Historic District include:

- Demolition of historic fabric and contributing resources to the NHL District:
 - Removal of up to 50-ft of the northern Fort Mason Tunnel Retaining Wall;
 - Removal of historic tracks within the Fort Mason Tunnel;
 - Removal of segments of historic tracks within the parking lot of the Fort Mason Center;
 - Seismic improvements to the Fort Mason Tunnel, which is a contributing resource; and
 - Removal of historic fabric within the interior of the Fort Mason Tunnel
- Introduction of new uses to the NHL District that will affect the historic viewshed, such as the alteration of the existing views from within the District with new views that include: tracks, two platform/stations, overhead contact system, and signals. Specific effects to Fort Mason Building A, include an immediately adjacent western platform/station.
- Introduction of new sources of noise, vibration, and light to the NHL District from streetcar operation.

In general, noise and vibration from the construction and operation of the streetcar were determined in the Draft EIS to be below standard U.S. Department of Transportation (DOT) thresholds. However, the streetcar would pass in close proximity to the Maritime Museum and the West Speaker Tower, an additional study of the Project's operational vibration level was conducted, and found to exceed the vibration nuisance (non-structural) threshold. Mitigation measures were identified in the Draft EIS to reduce the structural vibration effect from streetcar construction and operation. These measures have also been identified in the MOA.

Memorandum of Agreement and Treatment Plan

To resolve the adverse effect upon historic resources, NPS proposes the execution of a Memorandum of Agreement (MOA), which includes a Treatment of Historic Properties containing the following elements:

- A. NPS & OHP Review of Future Design Submittals by San Francisco Municipal Transit Authority (MUNI);
- B. Recordation per Historic American Building Survey (HABS)/Historic American Engineering Record (HAER)/Historic American Landscape Survey (HALS) of affected elements;
- C. Information Display at Aquatic Park and Fort Mason Center to describe the Project;
- D. Protection of Historic Properties within the NHL and National Register Districts through a Cultural Compliance Monitor;
- E. Repair of Inadvertent Damage to either NHL District or the Fort Mason Historic District;
- F. Reduction of Operational Noise and Vibration; and
- G. Archaeological Site Monitoring

These measures are consistent with the Secretary of the Interior Standards and Guidelines for Archaeology and Historic Preservation.

At this time, Planning Department Staff (Staff) concurs with the following elements of the Section 106 review:

- Project Description/Undertaking: Staff concurs with definition of the Project Description/Undertaking provided by the Project Sponsor.
- Area of Potential Effects: Staff concurs with the Area of Potential Effect as defined in the submitted documentation.
- Determination of Eligibility: Staff concurs with the determination of the seven (7) identified historic properties listed in the National Register of Historic Places (NRHP) and the two (2) indigenous archaeological properties considered potentially eligible for listing in the NRHP.
- Determination of Adverse Effects: Staff concurs with the finding that the project will have an adverse effect on historic properties and that the execution of a MOA is appropriate to reduce the severity of the adverse effects to the Aquatic Park NHL District and San Francisco Port of Embarkation, U.S. Army NHL District/Fort Mason National Register Historic District.
- Memorandum of Agreement: Staff recommends engaging as a signatory on the Memorandum of Agreement. Staff recommends amending the "Treatment of Historic Properties" to include the San Francisco Planning Department as a review body on all future design submittals by the San Francisco Municipal Transit Authority for compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties, including, but not limited to, preliminary designs for station platforms and shelters, lighting, signage, noise and vibration controls, and overhead contact system.

ATTACHMENTS

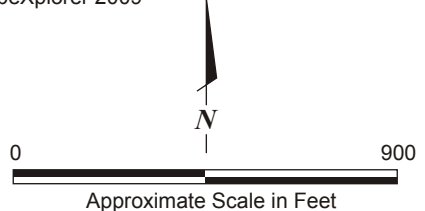
- Project Study Area Map
- Fort Mason Center Parking Lot and Aquatic Park Detail Map
- Area of Potential Effect Map
- Visual Simulations
- Letter to Kate Richardson, Superintendent, NPS, SF Maritime National Historical Park (NHP) and Brian O'Neill, General Superintendent, NPS, Golden Gate National Recreation Area (GGNRA), from Milford Wayne Donaldson, State Historic Preservation Officer (SHPO) (December 3, 2007);
- Letter to Milford Wayne Donaldson, SHPO from Frank Dean, Acting Superintendent, GGNRA and Kate Richardson, Superintendent, San Francisco Maritime NHP (September 29, 2009);
- Letter to Ohlone/Costanoan Representative from GGNRA and San Francisco Maritime NHP (June 15, 2010);
- Letter to Milford Wayne Donaldson, SHPO from Frank Dean, General Superintendent, GGNRA and Craig Kenkel, Superintendent, San Francisco Maritime NHP (December 17, 2010);

- Letter to Frank Dean, General Superintendent, GGNRA and Craig Kenkel, Superintendent, NHP from Milford Wayne Donaldson, SHPO (November 7, 2011);
- Draft Memorandum of Agreement between the National Park Service and the California State Historic Preservation Officer, Regarding the Extension of Historic Streetcar Service Project in San Francisco City and County, California

RS: G:\Documents\Section 106\2011.1173F Muni F-Line Extension\HPC Section 106 Memo_Muni F Line Extension.doc



Source: GlobeXplorer 2009



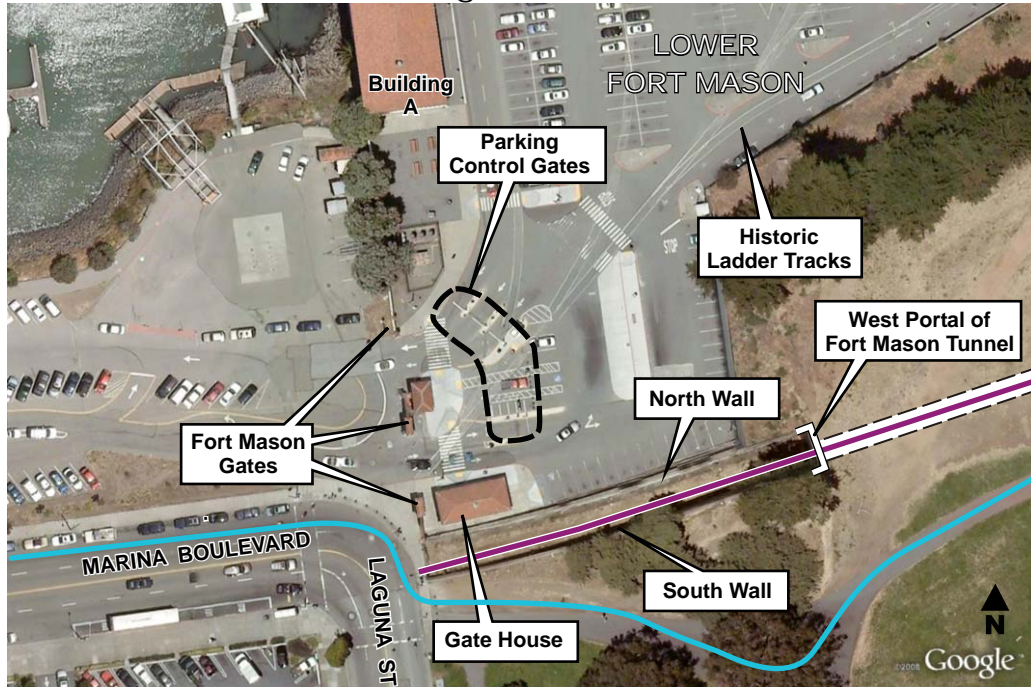
LEGEND	
	Project Study Area
	Historic Belt Railway Alignment
	Fort Mason Tunnel
	GGNRA
	SF Maritime NHP
	SF Bay Trail Alignment
	San Francisco Recreation & Park Property
	47 Bus Lines
	PH Powell-Hyde Cable Car
	PM Powell-Mason Cable Car
	F F-Line Historic Streetcar



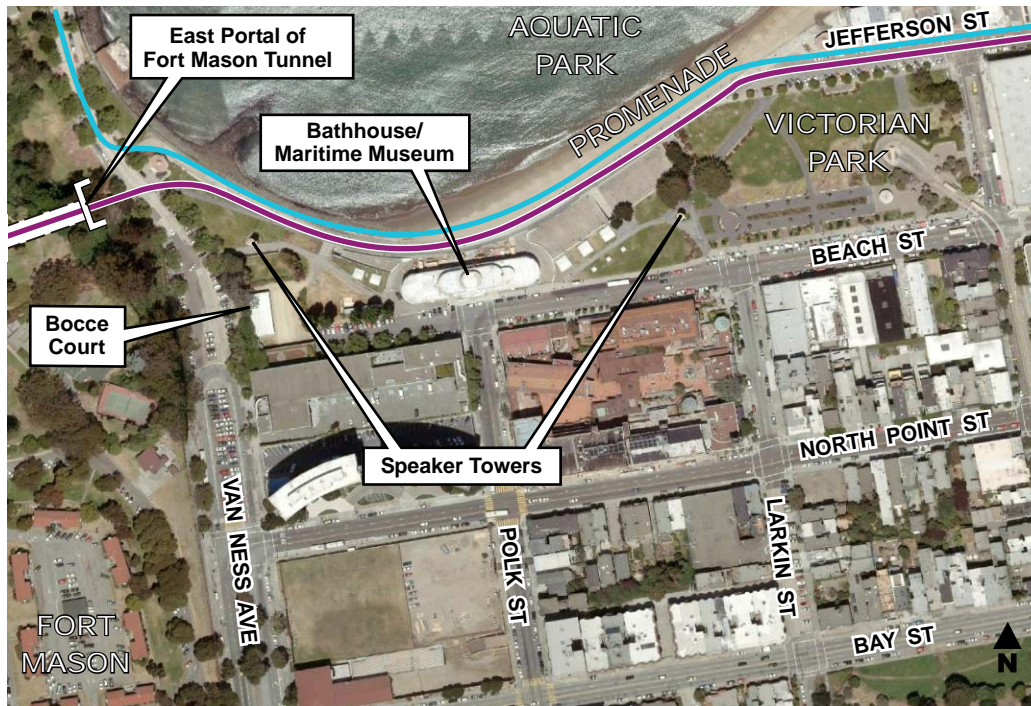
PROJECT STUDY AREA
 Environmental Impact Statement
 Historic Streetcar Extension
 San Francisco, California

FIGURE 1-2


Fort Mason Center Parking Lot Detail



Aquatic Park Detail



LEGEND

-  Historic Belt Railway Alignment
-  Fort Mason Tunnel
-  SF Bay Trail Alignment

FORT MASON CENTER PARKING LOT AND AQUATIC PARK: DETAIL

Environmental Impact Statement
 Historic Streetcar Extension
 San Francisco, California



FIGURE 1-3

Source: Google Earth 2008



Source: Page & Turnbull

- APE Boundaries
- Parcels Surveyed
- Identified Historic Properties

AREA OF POTENTIAL EFFECT

Draft Environmental Impact Statement
 Historic Streetcar Extension
 San Francisco, California



FIGURE 3.7-1



Existing view - Marina Boulevard at Laguna Street looking northeast



Conceptual visual simulation of North Loop alternative

Source: Environmental Vision

**VISUAL SIMULATION MARINA BOULEVARD
(NORTH LOOP – CLOSE IN)**

Draft Environmental Impact Statement
Historic Streetcar Extension
San Francisco, California



FIGURE 4.9-1



Existing view - Marina Boulevard near Laguna Street looking east (panorama)



Conceptual visual simulation of North Loop alternative

**VISUAL SIMULATION MARINA BOULEVARD
(NORTH LOOP)**

Draft Environmental Impact Statement
Historic Streetcar Extension
San Francisco, California



FIGURE 4.9-2

Source: Environmental Vision



Existing view - Marina Boulevard near Laguna Street looking east (panorama)



Conceptual visual simulation of South Loop alternative

**VISUAL SIMULATION MARINA BOULEVARD
(SOUTH LOOP)**

Draft Environmental Impact Statement
Historic Streetcar Extension
San Francisco, California



FIGURE 4.9-3

Source: Environmental Vision



Existing view - Fort Mason Building C stairway looking south



Conceptual visual simulation of North Loop alternative

Source: Environmental Vision

Note: Parking will be removed from this area for operational and pedestrian safety

**VISUAL SIMULATION FORT MASON
(NORTH LOOP)**

Draft Environmental Impact Statement
Historic Streetcar Extension
San Francisco, California



FIGURE 4.9-4



Existing view - Laguna Street at North Point Street looking north



Conceptual visual simulation of South Loop alternative

Source: Environmental Vision

VISUAL SIMULATION LAGUNA AND NORTH POINT (SOUTH LOOP)



Draft Environmental Impact Statement
Historic Streetcar Extension
San Francisco, California

FIGURE 4.9-5



Existing view - Fort Mason path looking northwest



Conceptual visual simulation of South Loop alternative

**VISUAL SIMULATION FORT MASON PATH
(SOUTH LOOP)**

Draft Environmental Impact Statement
Historic Streetcar Extension
San Francisco, California



FIGURE 4.9-6



Existing view (photos taken during 2010 renovations) - Beach Street near Polk Street looking northwest



Conceptual visual simulation of Proposed Project

Source: Environmental Vision

VISUAL SIMULATION TRANSITION SEGMENT

Draft Environmental Impact Statement
Historic Streetcar Extension
San Francisco, California



FIGURE 4.9-7



Existing view (photos taken during 2010 renovations) - Van Ness Avenue looking south



Conceptual visual simulation of Proposed Project

Source: Environmental Vision

VISUAL SIMULATION TRANSITION SEGMENT

Draft Environmental Impact Statement
 Historic Streetcar Extension
 San Francisco, California



FIGURE 4.9-8



Existing view - Polk Street at Beach Street looking north



Conceptual visual simulation of the proposed project

Source: Environmental Vision

**VISUAL SIMULATION IN-STREET SEGMENT
(POLK AT BEACH)**

Draft Environmental Impact Statement
Historic Streetcar Extension
San Francisco, California



FIGURE 4.9-9



Existing view - Beach Street near Hyde Street looking east



Conceptual visual simulation of Proposed Project

Source: Environmental Vision

**VISUAL SIMULATION IN-STREET SEGMENT
(BEACH NEAR HYDE)**

Draft Environmental Impact Statement
Historic Streetcar Extension
San Francisco, California



FIGURE 4.9-10

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

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3 December 2007

Reply To: NPS071019A

Kate Richardson, Superintendent
National Park Service
San Francisco Maritime National Historical Park
Building E, Lower Fort Mason, Room 265
San Francisco, CA 94123

Brian O'Neill, General Superintendent
National Park Service
Golden Gate National Recreation Area
Fort Mason
San Francisco, CA 94123

Re: Section 106 Review for the San Francisco Municipal Railway (Muni) Extension, San Francisco, San Francisco County, CA

Dear Ms. Richardson and Mr. Neill:

Thank you for your letter of 4 October 2007, requesting my comment pursuant to the National Historic Preservation Act and the implementing regulations codified at 36 CFR 800 with regards to the above undertaking. You are requesting that I concur with your determination of the APE for the undertaking and comment on the general project approach.

As I presently understand it, the undertaking consists of extension of the San Francisco Municipal Railway (Muni) historic streetcar line.

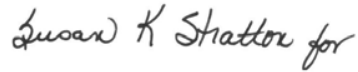
The APE for the project is shown in Figure 1 attached to your letter. This APE includes the areas that could be impacted by all of the proposed alignments and turnaround options. The proposed APE consists of the properties fronting on streets or areas where new track would be constructed, as well as the full extent of eight previously designated historic resources surrounding or abutting the project area. I find this satisfactory pursuant to 36 CFR 800.16(d).

At the time of your letter, eight properties were listed in the National Register of Historic Places (NRHP) of which three are National Historic Landmarks. There are approximately eighteen more properties which will be evaluated for inclusion in the NRHP.

At this time I feel the NPS project scope is adequate and I look forward to continuing this consultation as the NPS moves forward with the project.

Thank you for considering historic properties as part of your project planning. If you have any questions, please contact Amanda Blosser of my staff at (916) 653-9010 or e-mail at ablosser@parks.ca.gov

Sincerely,

Handwritten signature of Susan K. Stratton in cursive script.

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

MWD:ab



Figure 1. Area of Potential Effect

- APE Boundaries
- Parcels Requiring Survey
- Identified Historic Properties



United States Department of the Interior

NATIONAL PARK SERVICE

Golden Gate National Recreation Area

Fort Mason # 201

San Francisco, California 94123

IN REPLY REFER TO:

H4217 (GOGA-CRMM)

September 29, 2009

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Attn: Mark Beason
Department of Parks and Recreation
Office of Historic Preservation
1416 9th Street
Sacramento, CA 95814

Dear Mr. Donaldson:

We wish to thank Steve Mikesell, Susan Stratton, and Mark Beason of your staff for making a site visit to San Francisco on January 28, 2009, for the purpose of holding a National Historic Preservation Act Section 106 consultation meeting concerning an undertaking to extend the San Francisco Municipal Railway historic streetcar line from Fishermen's Wharf, through the historic Ft. Mason tunnel, to the Marina district within the city of San Francisco. Section 106 consultation was initiated for this undertaking via letter from Golden Gate National Recreation Area and San Francisco Maritime National Historical Park dated May 2, 2006 (NPS071019A). Though we have not yet reached the point in planning where we are prepared to assess effects of the undertaking on historic properties, please be informed that in conformance with 36 CFR 800.8 of the Section 106 regulations, "Coordination with the National Environmental Policy Act," findings of effect for this undertaking will be documented in a draft Environmental Impact Statement that will be shared with your office for comment at a later date.

As a means of furthering the Section 106 consultation at this time, the National Park Service, through the agencies of URS Corporation and Page & Turnbull, has prepared the enclosed historic structures and archeological reports in order to identify historic properties that may be affected by the proposed extension of the historic streetcar line within the Area of Potential Effect (APE) previously established for the undertaking in consultation with your office. URS and Page & Turnbull briefed SHPO staff on these reports at the January 2009 meeting.

To identify historic properties, Page & Turnbull completed State of California Department of Parks and Recreation (DPR) 523A (Primary Record) and 523B (Building, Structure, Object Record) forms for all properties older than forty-five years old located within the previously identified APE. Within the APE boundaries, eight properties were already listed in the National Register of Historic Places (National

Register), and thirty-seven properties were evaluated for historic significance utilizing the criteria set forth by the National Register. None of the thirty-seven properties were found eligible for the National Register, although four were found to be eligible for the California Register of Historical Resources (California Register).

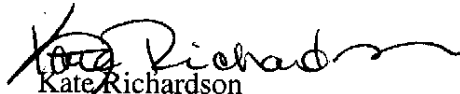
Archaeological properties within the APE were identified by review of existing records, supplemental contextual research, and pedestrian survey (URS 2009). The North West Information Center of the California Historical Resources Information System provided information on 18 archaeological sites within .25 miles of the project area. Two of the sites were within the APE, CA-SFR-23 and CA-SFR-29, and may be affected by project actions if they still exist. Neither the pedestrian survey nor the supplemental historical research located any unrecorded archaeological properties or suggestion of buried properties in the APE.

This effort to identify historic properties was completed according to the provisions of Section 106 at 36 CFR 800.4, "Identification of historic properties." As a means of documenting our conformance with this provision of Section 106, we request that you review the enclosed reports and inform us of their adequacy. Any comments or questions on this matter may be directed to Paul Scolari, Historian, Golden Gate NRA, at (415) 561-4963 and Robbyn Jackson, Chief of Cultural Resources, San Francisco Maritime NHP, at (415) 561-7019.

Sincerely,



Frank Dean
Acting Superintendent
Golden Gate NRA



Kate Richardson
Superintendent
San Francisco Maritime NHP

Enclosures

cc:

Advisory Council on Historic Preservation, w/o enc.
Elaine Jackson-Retondo, NPS NHL Coordinator, Pacific West Region, w/o enc.



United States Department of the Interior

NATIONAL PARK SERVICE
GOLDEN GATE NATIONAL RECREATION AREA www.nps.gov/goga
FORT MASON BLDG. 201 SAN FRANCISCO, CA 94123-0022



N1621

JUN 15 2010

Dear Ohlone/Costanoan Representative:

The purpose of this letter is to invite you to participate in consultation in accordance with the National Historic Preservation Act of 1966, as amended (NHPA), regarding the proposed "Extension of Historic Streetcar Service from Fisherman's Wharf to the San Francisco Maritime National Historical Park and Golden Gate National Recreation Area's Fort Mason Center." The National Park Service (NPS) will prepare an Environmental Impact Statement (EIS) to examine the environmental impacts of extending the streetcar service west to Fort Mason.

The proposed project is needed to improve local and regional accessibility to these two units of the NPS by means of a zero-local-emission transit connection compatible with the historic nature of the parks. Conditions prompting the need for this project include: inadequate regional transit access, inefficient access for low-income populations, limited connectivity to the northeastern waterfront cultural corridor, and insufficient transportation infrastructure to accommodate existing and projected visitor demands at the parks.

The Historic Streetcar Extension project involves extending the existing Muni historic streetcar line from the intersection of Jefferson and Jones streets to the west side of Fort Mason, to serve several NPS properties and improve local transit connectivity. The project will be situated on, and will affect properties of the City of San Francisco and of the U.S. government. The project as defined includes several alternative configurations of new tracks on Jefferson and Beach streets, beginning at Jones Street and extending west to Van Ness Avenue. All alternatives include construction of new track through a portion of Aquatic Park, a National Historical Landmark (NHL), and use of an existing tunnel under Fort Mason to extend the line from Van Ness Avenue to a western terminus at Laguna Street.

Alternative Fort Mason Terminal Configurations

NPS is considering two general alternatives for the western terminus of the street car line at Fort Mason. The first type directly serves Fort Mason Center within the existing parking area of the San Francisco Port of Embarkation NHL. The second type terminates the line within the Great Meadow of Fort Mason, on NPS property but outside the NHL. Un-scaled concept drawings of these general alternatives are enclosed.

Area of Potential Effect (APE)

The APE for the Historic Streetcar Extension project is shown in Figure 1 (Enclosed). This APE includes the areas that could be affected by all of the proposed alignments and turnaround options. The proposed APE consists of the properties fronting on streets or areas where new track would be constructed, as well as the full extent of several previously designated historic resources surrounding or abutting the project area. Previously designated historic resources within the APE include:

Property Name	Address/Location	Status
CA-SFr-29	Fort Mason	National Register Eligible
CA-SFr-23	Hyde and Beach Street	Not Determined

San Francisco Cable Cars	Hyde and Beach Street	National Historic Landmark
Haslett Warehouse	680 Beach Street	National Register Listed
Aquatic Park Historic District	Beach Street (vicinity)	National Historic Landmark
SF Water Dept. Auxiliary Water Supply System; Pumping Station # 2	Foot of Van Ness Ave.	National Register Listed
San Francisco Port of Embarkation, U.S. Army	Fort Mason	National Historic Landmark
Fort Mason Historic District	Fort Mason	National Register Listed
Pioneer Woolen Mills D. Ghirardelli Company	900 North Point Street	National Register Listed
Unknown-storage	2907 Jones Street	California Register of Historical Resources Eligible
Unknown-storage	2911 Jones Street	California Register of Historical Resources Eligible
The Cannery	2801 Leavenworth Street	California Register of Historical Resources Eligible
Marina Safeway	11-15 Marina Boulevard	California Register of Historical Resources Eligible

Need to Determine Location and Extent of Historic Properties

Two known indigenous archeological sites, one in the city of San Francisco and one in Ft. Mason, are within the planning area and in the vicinity of where the rail line may run (See enclosed Figure 1). This information was previously provided to you in Golden Gate National Recreation Area's "Native Update" (June 2009 and March 2010). An archeological investigation aimed at identifying the boundaries of these sites in order to inform future planning and design is warranted, and will be carried out in the near future. A Scope-of-Work for limited archeological testing has been prepared (Enclosed). The NPS will arrange for a native monitor to be present during all subsurface testing activities described in the Scope-of-Work. CA-SFr-29, a pre-contact habitation site, was originally located in 1978 during systematic subsurface augering, conducted by Suzanne Baker. In June of 1979, test excavations were conducted at CA-SFr-29. It was determined that the site contained significant undisturbed deposits of cultural material including bone, stone, shell artifacts and faunal residues. The site was considered eligible for listing on the National Register of Historic Places, and recommendations were made to protect the site during re-landscaping of Fort Mason by placing fill over existing concrete and asphalt that capped the site at that time. Because much of the site has been covered by historical and modern construction, its exact boundaries are unknown. Limited archaeological testing is proposed to determine the extant site boundaries in relationship to the current south loop terminus option.

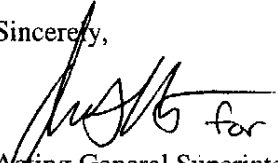
CA-SFr-23, a pre-contact shell midden site is purportedly located near the intersection of Hyde and Beach Streets and was last recorded in 1954. According to the site survey record, the site information is taken from an 1861 publication titled "The Indianology of California" (Davis, 1954). The site was described as a "circular fire-burnt spot on the bare place at the summit of a sandy cliff, 40' high, with quantities of decayed fish-bone and crushed shells mixed with sand." In addition, the 1954 site record also states that the site was destroyed in 1861. It is unclear whether the recorder was able to, or attempted to, relocate the site in 1954. Although no evidence of the site is currently visible, it is possible that subsurface cultural material is present. The enclosed Archeological Testing Scope-of-Work proposes that an archeological consultant provide an overview of all previous archeological site descriptions and reported location of the site and develop recommendations on possible testing to relocate the site and or/monitoring as appropriate.

We would greatly appreciate your comments on the proposed project, including the enclosed Scope-of-Work. Comments will be compiled and considered for integration into the EIS as appropriate. A copy of

the EIS will be provided when drafted for additional review and comments. We currently expect to have a draft of the EIS available for your review early in 2011.

Should you have questions or comments concerning the proposed undertaking, or on the enclosed Scope-of-Work, please contact Paul Scolari, Historian and American Indian Liaison, at (415) 561-4963 or paul_scolari@nps.gov, by July 15, 2010. We will share the results of the archeological investigation with you once field work has been completed and reported on. We look forward to working with you on this important transportation project.

Sincerely,


Acting General Superintendent
Golden Gate National Recreation Area


Superintendent
San Francisco Maritime National Historical Park

Enclosures

cc:

California State Historic Preservation Office, w/o Enc.

Advisory Council on Historic Preservation, w/o Enc.

National Historic Landmarks Coordinator, NPS-Pacific West Region, w/o Enc.



Figure 1. Area of Potential Effect

- APE Boundaries
- Parcels Requiring Survey
- Identified Historic Properties

San Francisco Bay

Parking Lot

Fort Mason

MARINA BLVD

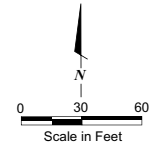
Fort Mason Tunnel (West Tunnel Portal)

LEGEND

- Proposed Streetcar Alignment
- Proposed Retaining Wall
- ⤵ Turnout
- Approximate OCS Pole Location
- Shared with Autos
- Station Platform

Notes:

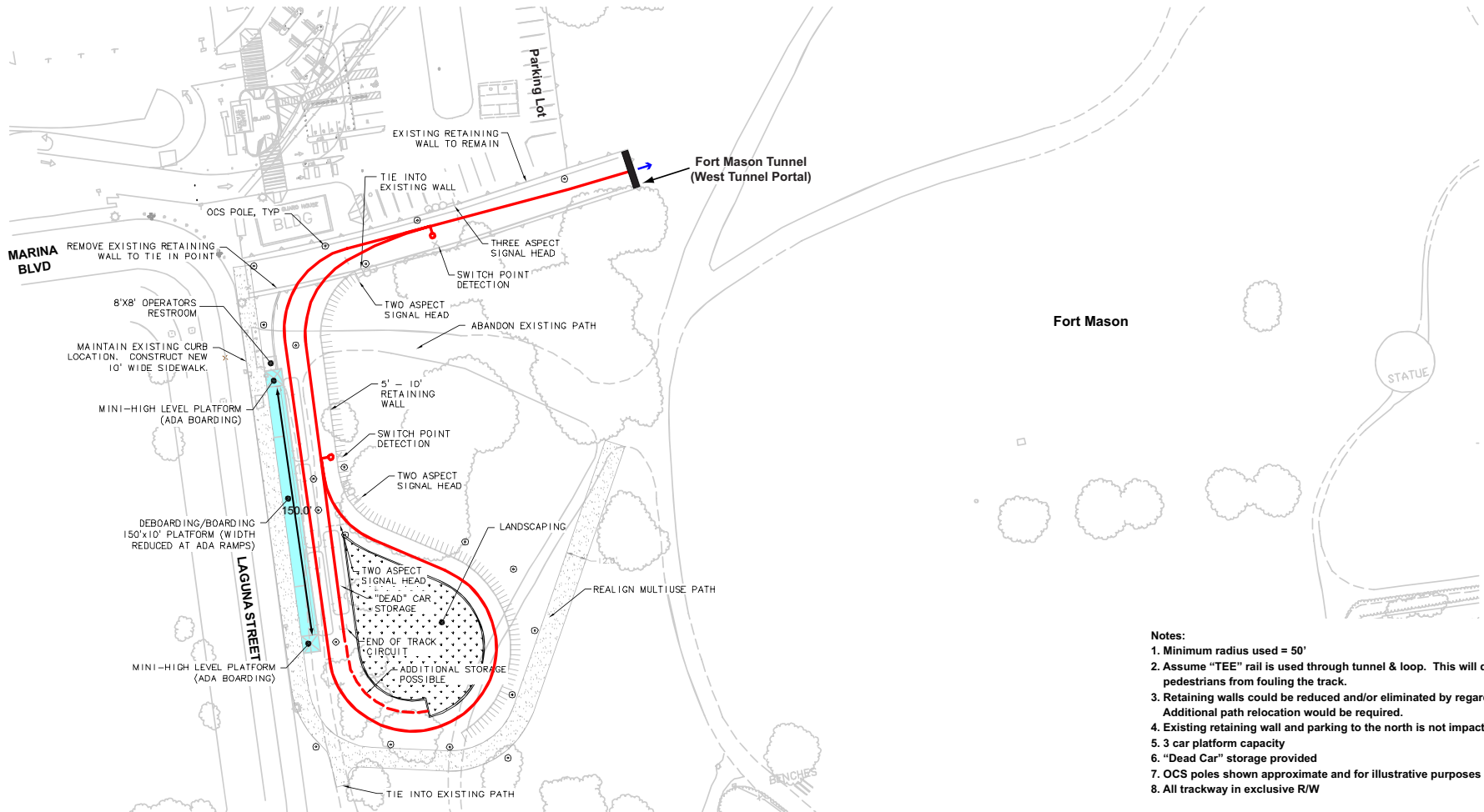
1. Minimum radius used = 50'
2. Assume "TEE" rail is used through tunnel & girder rail through special trackwork and parking lot.
3. Existing north retaining wall removed.
4. Streetcar encroaches on single track segment in order to enter storage track.
5. OCS poles shown approximate and for illustrative purposes only.
6. Reducing radius to 45ft may allow for additional parking. Parking configuration should be evaluated and optimized during preliminary engineering.
7. All trackway in exclusive R/W unless otherwise shown



**FORT MASON TURNAROUND
2 OF 5 - LOOP NORTH (A.2)**

Transit Operations Plan
February 2009 Historic Streetcar Extension
28067144 San Francisco, California

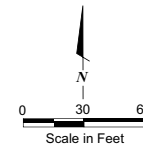
FIGURE 2



- Notes:**
1. Minimum radius used = 50'
 2. Assume "TEE" rail is used through tunnel & loop. This will deter pedestrians from fouling the track.
 3. Retaining walls could be reduced and/or eliminated by grading. Additional path relocation would be required.
 4. Existing retaining wall and parking to the north is not impacted.
 5. 3 car platform capacity
 6. "Dead Car" storage provided
 7. OCS poles shown approximate and for illustrative purposes only.
 8. All trackway in exclusive R/W

LEGEND

- Proposed Streetcar Alignment
- Proposed Retaining Wall
- Turnout
- Sidewalk/Path
- Approximate OCS Pole Location
- Shared with Autos
- Station Platform



**FORT MASON TURNAROUND
4 OF 5 - SOUTH LOOP (A.4)**



Transit Operations Plan
February 2009
28067144

Historic Streetcar Extension
San Francisco, California

FIGURE 4

Government Scope and Estimate

Project: F-Line Historic Streetcar

Task: Assessment of South Loop Alternative Effects on CA-SFR-29 and Review of CA-SFR-23 Treatment

The National Park Service is seeking a subsurface archaeological survey of the boundaries of prehistoric site CA-SFR-29 at Fort Mason, San Francisco to determine potential effects on the property that would result from implementation of the “South Loop” alternative for the F-Line Historic Streetcar Project (see attached project and site maps). A review of archaeological data and San Francisco Planning Department records will also be conducted on CA-SFR-23, reported near the intersection of Hyde and Beach Street. A detailed report of CA-SFR-29 investigations with GPS coordinate data and mapping of site and associated features (capping fills or concrete foundations) will be prepared. Previous efforts to consider CA-SFR-23 in planning will be reviewed, and practical alternatives will be proposed for a subsurface survey of the CA-SFR-23 locale, or for monitoring with discovery protocols during construction.

Subsurface archaeological explorations were conducted by hand and power augers in 1978 in preparation for landscaping resulting in what is today referred to as the Great Meadow on the western side of the historic post (Baker 1978a,b). Work located and tested prehistoric site CA-SFR- 29, much of which resided beneath the foundation of Building S-130 and an adjacent community garden. Recommendations were made to preserve the site intact by leaving much of the foundation intact above it and placing fill over the community garden areas (Baker 1978b:139).

CA-SFR-23, a prehistoric shell midden site is purportedly located near the intersection of Hyde and Beach Streets and was last recorded in 1954. According to the site survey record, site information is taken from an 1861 publication titled “The Indianology of California”. The site was described as a “circular fire-burnt spot on the bare place at the summit of a sandy cliff 40’ high, with quantities of decayed fish-bone and crushed shells mixed with sand.” In addition, the 1954 site record also states that the site was destroyed in 1861. It is unclear whether the recorder was able to, or attempted to, relocate the site in 1954. Although no evidence of the site is currently visible it is possible that subsurface cultural material is present. We are proposing that an archeological consultant provide an overview of previous archeological site description and composite of location of the site and provide recommendations on possible testing/monitoring as appropriate.

Contractor will be prepared to provide hand and/or power auger, backhoe, jackhammer, or any other method suitable to locate and define the bounds of CA-SFR-29.

Work shall include:

- Work shall focus on subsurface clarification of the southern and northern boundaries of CA-SFR-29 with as minimal intrusion to the midden deposit as possible. The archaeological records and San Francisco Planning Department reviews for the area.
- Based on existing sources and fieldwork, compare and analyze the proposed layout of the South-Loop Alternative of the F-Line Historic Streetcar against the location of CA-SFR-29. Provide a discussion of any expected adverse effects from the South Loop design on this historic property in accordance with 36 CFR 800 and Section 106 of the National Historic Preservation Act.
- Consult with NPS Archaeologist (Leo Barker, 415-561-2836).

- Consult with Randall Dean, Archaeologist, San Francisco Planning Department (415-575-9029) and research City files on CA-SFr-23 and those environmental review projects that have considered this site in planning.
- Contractor will acquire and conduct fieldwork with an Ohlone/Costanoan monitor based on consultation with NPS Tribal Liaison (Paul Scolari, Park Historian, 415-561-4963).
- Consult with NPS regarding known infrastructure in project area (Sondi Matovich, Maintenance Supervisor, 415-289-3101).
- Conduct USA Call (800-227-2600; <http://www.usanorth.org/>).
- Avoid irrigation system damage, and stockpile turf and topsoil according to protocols established through NPS (Bill Vogele, Maintenance Supervisor, 415-561-4199).
- Consult with NPS regarding upcoming accessible trail work on Great Meadow in CA-SFR-29 vicinity (Rich Meldostad).
- Keep the work zone safely barricaded to keep the public at safe distance.
- GPS the location of all subsurface explorations and produce a map of the site and areas investigated.
- For each excavation, document location and details of soil, stratigraphy, and features uncovered.
- Overall project and particularly heavy equipment use have no adverse impact to discernible archaeological deposits beyond that needed to identify the site.
- Effort to include controlled hand augering of exposed midden deposits to clarify site size and content information.
- Diagnostics materials and artifacts will be collected and used in reporting, including a brief inventory. Materials will be bagged by provenience and submitted to park archaeologist at conclusion of reporting.
- Replace all topsoil and turf per NPS protocols, leaving area as originally found.
- Prepare a revised site form for the California Historical Resources Information System (CHRIS) and the NPS Archaeological Sites Management Information System (ASMIS).
- Provide a detailed report of investigations following at least the outline established in Archaeological Resource Management Reports (ARMR): Recommended Contents and Format, 1990, California Office of Historic Preservation.

Deliverables and Review:

- Provide a digital pdf and Word version of the draft report to the Park Archaeologist and Contract Officer within 30 days of completion of field work;
- Allow NPS 15 days to review and provide comments on the draft report;
- Within 15 days of receipt of draft report comments, prepare final digital pdf and Word version of final report along with ten (10) hardcopies, and provide them to the Park Archaeologist.

References

Baker, Suzanne

1978a Fort Mason Landscaping Project: Preliminary Archaeological Testing, Phase I. Prepared by Archaeological Consultants, Oakland, California. Submitted to Western Region, National Park Service, San Francisco, California. On file at Archaeology Lab, Golden Gate National Recreation Area, San Francisco.

1978b Report on the Fort Mason Archaeological Test Excavations. Prepared by Archaeological Consultants, Oakland, California. Submitted to Western Region, National Park Service, San Francisco, California. On file at Archaeology Lab, Golden Gate National Recreation Area, San Francisco.

Houke, Amy, and Eliot Foulds

2004 Cultural Landscape Report for Fort Baker, Golden Gate National Recreation Area: Volume One: Site History, Existing Conditions, and Analysis. Pacific Northwest Region Office, National Park Service, Seattle. Olmsted Center for Landscape Preservation, Brookline, Massachusetts.

(Budget Estimate is attached as a separate Excel file “F Line Archeo_South Loop Assessment Scope and Budget_LRB_051810.xls) “

Leo R. Barker

Park Archaeologist, Golden Gate National Recreation Area, National Park Service

May 13, 2010

Return Receipt Registered.

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Office of Historic Preservation California Department of Parks and Recreation
State Historic Preservation Officer Milford Wayne Donaldson,
Attn: Mark A. Beason
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(CONVENTIONAL MAIL)

Mr. Milford Wayne Donaldson, Director
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Elaine Jackson-Retondo Ph.D.
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1111 Jackson Street, Suite 700
Oakland, CA 94611-1484

(CONVENTIONAL MAIL)



United States Department of the Interior

NATIONAL PARK SERVICE
Golden Gate National Recreation Area
Fort Mason, San Francisco, California 94123

IN REPLY REFER TO:

H4217 (GOGA-CRMM)

DEC 17 2010

Mr. Milford Wayne Donaldson
State Historic Preservation Officer
California Department of Parks and Recreation
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, California 95816

Dear Mr. Donaldson:

We are continuing consultation with you on the proposed Extension of Historic Streetcar Service from Fisherman's Wharf to the Aquatic Park in San Francisco Maritime National Historical Park and the Golden Gate National Recreation Area's Fort Mason Center (undertaking) in San Francisco City and County, California (SHPO project number NPS071019A). In accordance with Section 106 of the National Historic Preservation Act (NHPA), as amended, and implementing guidelines 36 CFR 800.10 (Special Requirements for Protection of National Historic Landmarks) and 36 CFR 800.4 through 36 CFR 800.6, as well as the Secretary of the Interior Standards, we have determined that the proposed undertaking will have adverse effects to historic properties. We are providing documentation for your review and we are requesting your concurrence with our findings.

Project Area of Potential Effects and Previous Consultation

We have previously consulted with your office regarding the Area of Potential Effects (APE) for the proposed undertaking. The boundaries of the APE generally encompass an area from Taylor Street to the east, Laguna Street to the west, the San Francisco Bay to the north, and Bay Street to the south. The APE includes the areas that could be affected by all components of the undertaking. The proposed APE consists of the properties fronting on streets or areas where new track would be constructed, as well as the full extent of several previously designated historic resources surrounding or abutting the project area.

An APE description and delineation map was submitted to your office on August 2, 2007, with the request for concurrence regarding the extent of the APE. We received a concurrence letter from your office on December 3, 2007 pursuant to 36 CFR Part

800.4(a)(1). A copy of the response letter and the APE delineation map are enclosed for your information. As part of the consultation process, we have also provided your office with the results of our efforts to identify historic properties within the APE, sent on September 29, 2009. More information about the historic properties identified is provided below.

Project Location and Description

The proposed undertaking is located along the northern waterfront of the City and County of San Francisco, generally between Fisherman's Wharf to the east and the Fort Mason Center to the west. A project location map is enclosed for your information. The undertaking would allow the San Francisco Municipal Transportation Agency (SFMTA or Muni) to extend streetcar service from its existing terminus at Jones Street in Fisherman's Wharf to the San Francisco Maritime National Historical Park (NHP) and to Golden Gate National Recreation Area (Fort Mason Center), both of which are under the jurisdiction of the National Park Service (NPS).

The undertaking is the culmination of several studies by the NPS, the State of California, the City and County of San Francisco, Muni, and the Presidio Trust. Since the 1970s, a mass-transit connection to the existing local and regional transportation network has been identified as a NPS objective. The congressionally mandated 1977 Golden Gate Travel Study recommended restoring the historic State Belt Railway link from Hyde Street Pier (now part of the San Francisco Maritime NHP) through the State Belt Railway tunnel at Fort Mason to improve access to NPS properties. The historic alignment of the State Belt Railway, in use from 1889–1976, is located within both parks and extends outside of the APE.

The current undertaking is needed to improve local and regional accessibility to these two units of the NPS by means of a zero-local-emission transit connection compatible with the historic nature of the parks. Conditions prompting the need for this project include: inadequate regional transit access, inefficient access for low-income populations, limited connectivity to the northeastern waterfront cultural corridor from the west, and insufficient transportation infrastructure to accommodate existing and projected visitor demands at the parks.

The alignment for the proposed undertaking includes four primary segments. From east to west they are an in-street segment, a transition segment within Aquatic Park, a tunnel improvement segment, and a turnaround segment at the Fort Mason Center. The undertaking also includes an Overhead Contact System (OCS), signal equipment, and signage throughout the length of the alignment. Each of these components is described below in more detail.

The in-street segment would extend two-way streetcar service from the existing F-line Muni terminus at Jefferson and Jones Streets to Leavenworth Street, and then west along Beach Street, either on semi-exclusive tracks or mixed traffic/shared auto arrangements.

The alignment would traverse Aquatic Park between approximately Beach and Polk Streets and approach the Fort Mason tunnel's eastern portal at Van Ness Avenue, in an area known as the transition segment. The transition segment would take the alignment from the street-running segment to the east, shifting the alignment to NPS property to the west of Polk Street. A station would be located on the transition segment near Van Ness Avenue and within NPS property at the far western end of Aquatic Park. In this location, the track would shift from double track to single track between the station platforms and the tunnel portal. The station would have two ADA-compliant platforms, one located on the east side of the transition segment, and one located on the west side (located just south of an existing east/west pedestrian path and the historic speaker tower in Aquatic Park). The station would be constructed in the general location of an existing bocce ball court and historic stone retaining wall.

The Fort Mason Tunnel segment includes improvements to the existing concrete-lined tunnel that runs east-west about 60 feet beneath the upper Fort Mason complex. The tunnel is about 1,500 feet long, 16 feet wide, and 22 feet high at its highest point. Given these limitations, the proposed streetcar extension would run on a single track through the tunnel. The tunnel improvements would include installation of new track and overhead lines and reconstruction of the tunnel interior, including construction of a new tunnel lining. Associated signals, lighting, and utilities would be installed, including traction power feeders.

The turnaround segment would consist of tracks that loop north out of the Fort Mason Tunnel and enter the Fort Mason Center parking lot. A 155-foot-long by 13-foot-wide, ADA-compliant station platform would be located alongside approximately 155 feet of the southernmost end of Building A at Fort Mason Center. A second optional platform could potentially be placed on the loop's eastern side. A segment of the Fort Mason Tunnel's northern retaining wall, up to 50 feet in length, would be removed to provide access from the Fort Mason Tunnel to the parking lot at Fort Mason Center. A storage track would be provided extending west from the loop, adjacent to the Fort Mason gate house. A detection circuit with a "clear to proceed" signal would be installed at the south end of the platform or adjacent to the Fort Mason Tunnel.

The streetcars would be powered by a traction power system which would feed power to the overhead contact system (OCS). The traction power system would connect to an existing substation via underground feeders in duct banks and would provide power to the OCS. The OCS would consist of a single-wire system similar to the existing Muni OCS on the F-Line tracks in the Fisherman's Wharf area. The OCS would be configured for trolley pole operation by historic streetcars. The poles would be spaced every 100 feet on tangent track, and closer together (up to 50 feet apart) where the track curves. Other project components would include standard Muni signal equipment, signage, and lighting.

Native American Consultation

A letter dated June 15, 2010 from the NPS was sent to Ohlone/Costanoan representatives inviting them to participate in consultation regarding the proposed undertaking in accordance with Section 106 of the NHPA. The letter also provided information about and invited consultation on the efforts to identify indigenous archeological sites CA-SFr-23 and CA-SFr-29; additional information about this investigative work is provided below. A copy of the consultation request letter is enclosed for your information. One written response was received on July 15, 2010. Additional comments on the project were received during follow-up phone calls to letter recipients. These collective comments included concerns for protection of Ohlone sites and cultural materials, requests for additional information as it becomes available, offers to monitor future stages of project work if monitoring is required, and suggestions for the development of a treatment plan to address potential encounters with Ohlone cultural resources.

Identification and Evaluation of Historic Properties

The identification and evaluation of cultural resources in the APE was conducted between 2007 and 2010 by Page & Turnbull, URS Corporation, and Holman & Associates. Identification of resources included archival research and intensive-level field surveys. The findings of these efforts are described below.

Identification of historic architectural resources included archival research and field surveys completed by Page & Turnbull from 2007 to 2009. As a result of the archival research, seven properties already listed in the National Register of Historic Places (NRHP, National Register) were identified within the APE (see **Table 1**). These properties are also identified on the attached APE map.

TABLE 1. HISTORIC PROPERTIES LISTED IN THE NATIONAL REGISTER OF HISTORIC PLACES

	Name	Location	Listing
1	Aquatic Park National Historic Landmark (NHL) District	Bounded by Van Ness Avenue on the west, Beach Street on the south, and Hyde Street on the east.	National Historic Landmark, National Register-listed
2	San Francisco Port of Embarkation, US Army NHL District	Fort Mason	National Historic Landmark, National Register-listed
3	Fort Mason National Register Historic District	Fort Mason	National Register-listed
4	California Fruit Cannery Association (Haslett) Warehouse	680 Beach Street; currently the Argonaut Hotel	National Register-listed

	Name	Location	Listing
5	Pioneer Woolen Mills & D. Ghirardelli Company	900 North Point Street	National Register-listed
6	San Francisco Cable Cars	Hyde and Beach Street	National Historic Landmark, National Register-listed
7	Pumping Station #2, San Francisco Fire Department Auxiliary Water Supply System	Foot of Van Ness Ave.	National Register-listed

The intensive-level survey of the APE completed by Page & Turnbull between 2007 and 2009 also identified a total of 37 buildings and structures outside the park boundaries that were forty-five years old or older. All 37 properties were evaluated for their potential historic significance using the criteria set forth by the National Register. Of these 37 potential resources, none were found eligible for inclusion in the National Register, and four were found to be eligible for the California Register of Historic Resources (the Cannery at 2801 Leavenworth Street, the Marina Safeway at 11-15 Marina Boulevard, and two storage buildings at 2907-2911 Jones Street).

Identification of indigenous archeological resources included archival research and surveys by URS Corporation in 2009 and Holman & Associates (Holman & Associates, 2010). As a result of the archival research, two previously recorded indigenous archeological resources were identified within the areas potentially affected by construction, and are identified below in Table 2, and described below.

TABLE 2. INDIGENOUS ARCHEOLOGICAL PROPERTIES CONSIDERED POTENTIALLY ELIGIBLE FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES

	Site Number	Location	Listing
1	CA-SFr-29	Fort Mason Great Meadow	Considered National Register Eligible
2	CA-SFr-23	Intersection of Hyde and Beach Street	Considered National Register Eligible if Present

An intensive-level pedestrian survey of the APE was completed by URS Corporation in June, 2009. The field survey yielded no new cultural resource discoveries. In addition, no evidence of CA-SFr-23 or CA-SFr-29 was encountered during that survey.

Site CA-SFr-29, a pre-contact habitation site, was originally located in 1978 during systematic subsurface augering, conducted by Suzanne Baker. In June of 1979, test

excavations were conducted at CA-SFr-29. It was determined that the site contained significant undisturbed deposits of cultural material including bone, stone, shell artifacts and faunal residues. The site was considered eligible for listing on the National Register, and recommendations were made to protect the site during re-landscaping of Fort Mason by placing fill over existing concrete and asphalt that capped the site at that time. Because much of the site has been covered by historical and modern construction, documentation of the exact boundaries of the site in relation to the project APE required clarification.

In July, 2010, Holman & Associates undertook an archeological investigation to identify the location of CA-SFr-29 and determine if the site extended into areas proposed for historic streetcar related improvements. This investigation was conducted under contract to NPS, and in consultation with local Ohlone representatives. Nine auger borings were cored adjacent to Laguna Street and the west entrance to the Fort Mason Tunnel. Mr. Andrew Galvan, an Ohlone representative, monitored the auger borings. No archeological deposits were identified in areas that could be affected by project alternatives.

Site CA-SFr-23, an indigenous shell midden site is purportedly located near the intersection of Hyde and Beach Streets and was last recorded in 1954. According to the site survey record, site information is taken from an 1861 publication titled "The Indianology of California". The site was described as a "circular fire-burnt spot on the bare place at the summit of a sandy cliff 40' high, with quantities of decayed fish-bone and crushed shells mixed with sand." In addition, the 1954 site record also states that the site was destroyed in 1861. It is unclear whether the recorder was able to, or attempted to, relocate the site in 1954. Although no evidence of the site is currently visible it is possible that subsurface cultural material is present.

A letter requesting your concurrence regarding the identification and evaluation of historic properties was sent on September 29, 2009. A copy of the letter is enclosed for your information. As no response has been received to date, it is assumed that your office concurs with the identification and evaluation efforts.

Assessment of Effects

Under Section 106 of the NHPA, an agency shall assess the effects of its activities on historic properties in accordance with 36 CFR 800.5 *Assessment of adverse effects*. The NHPA defines an effect as an alteration to the characteristics of a historic property that qualify it for inclusion in or eligibility for the NRHP. Special requirements are given in 36 CFR 800.10 for protection of National Historic Landmarks (NHLs). In addition to the minimization of harm to the maximum extent possible through project planning and actions by the federal agency, these provisions include participation by the Advisory Council on Historic Preservation (ACHP) in resolution of adverse effects, notification of the Secretary of the Interior of projects that may involve adverse effects to NHLs, and reporting by the ACHP of the outcome of the Section 106 process for any undertakings involving adverse effects to NHLs.

The criteria of adverse effect have been applied to all historic properties within the APE, with consideration given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register.

As you are aware, the criteria of adverse effect are used as a threshold for determining whether the undertaking will have an "adverse effect" or "no adverse effect" on historic properties.

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

- I. Physical destruction of or damage to all or part of the property
- II. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines
- III. Removal of the property from its historic location
- IV. Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance
- V. Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.

The proposed undertaking will have an adverse effect on two NHL Districts; 1) the Aquatic Park NHL District, and 2) the San Francisco Port of Embarkation, U.S. Army NHL District. Specific effects to each of these NHLs are described below. Effects to the Fort Mason National Register Historic District are included under the same heading as the San Francisco Port of Embarkation, U.S. Army NHL District, because effects would be essentially the same to both the National Register Historic District and the smaller subset of contributing elements that are included in the NHL District. The Fort Mason tunnel is the one exception to this in that it is located outside the NHL District, but inside the National Register Historic District.

Effects to the Aquatic Park NHL District

- Demolition of historic fabric and a contributing resource to the NHL District: removal of a stone retaining wall for tracks and passenger loading platform, and removal of the historic belt line tracks as they cross Van Ness Avenue and approach the tunnel (and beyond) (Criteria of Adverse Effect I: Physical destruction of or damage to all or part of the property). The aspects of integrity that would be adversely affected by this particular action would be integrity of

setting, design, workmanship, and materials. Aspects of integrity that would be unaffected are location, association, and feeling.

- Introduction of features and structures that would be incompatible with the historic uses of the District, such as new tracks, a platform/station, overhead contact system, and signals that were not present in the District during its period of significance. Introduction of new uses to the NHL District that will affect the historic viewshed, such as the alteration of existing views from within the western portion of the District with new views that include: tracks, platform/station, overhead contact system, and signals that do not currently exist (Criteria of Adverse Effect IV: Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance). The aspects of integrity that would be adversely affected by this particular action would be integrity of setting, association, and feeling. Aspects of integrity that would be unaffected are location, design, workmanship, and materials.
- Introduction of new sources of noise, vibration, and light to the NHL District from streetcar operation (Criteria of Adverse Effect V. Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features). For example, the Maritime Museum and West Speaker Tower, as well as recreational visitors within the western portion of the District, may experience greater levels of noise, vibration, and light due to streetcar operation than exist currently in this location. These two structures may also experience a temporary increase in noise and vibration due to construction. The aspects of integrity that would be adversely affected by this particular action would be integrity of setting, association, and feeling. Aspects of integrity that would be unaffected are location, design, workmanship, and materials.

In summary, the demolition of historic fabric and a contributing resource to the NHL District, the introduction of incompatible features and structures, the alteration of the historic viewshed, and the introduction of new sources of noise, vibration and light will combine to form an adverse effect to the Aquatic Park NHL District.

Effects to the San Francisco Port of Embarkation, U.S. Army NHL District/Fort Mason National Register Historic District

- Demolition of historic fabric and contributing resources to the NHL District: removal of up to 50 feet of the northern Fort Mason Tunnel Retaining Wall, removal of historic tracks within the Fort Mason Tunnel, as well as removal of segments of historic tracks within the parking lot of Fort Mason Center. Seismic improvements to the tunnel structure itself, which is a contributing element of the Fort Mason National Register Historic District, would also remove some of the historic fabric of the interior lining of the tunnel. (Criteria of Adverse Effect I: Physical destruction of or damage to all or part of the property). The aspects of integrity that would be adversely affected by this particular action would be integrity of setting, design, workmanship, and materials, of both a portion of the

tunnel and segments of the historic tracks. Aspects of integrity that would be unaffected by these actions are location, association, and feeling.

- Introduction of new uses to the NHL District that will affect the historic viewshed, such as the alteration of existing views from within the District with new views that include: tracks, two platform/stations, overhead contact system, and signals. Specific effects to Fort Mason Building A: immediately adjacent western platform/station (Criteria of Adverse Effect IV: Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance). The aspects of integrity that would be adversely affected by this particular action would be integrity of setting, association, and feeling. Aspects of integrity that would be unaffected are location, design, workmanship, and materials.
- Introduction of new sources of noise, vibration, and light to the NHL District from streetcar operation (Criteria of Adverse Effect V. Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features). For example, patrons of the Fort Mason Center and other recreational users and visitors within the District may experience greater levels of noise, vibration, and light due to streetcar operation than exist currently in this location. The aspects of integrity that would be adversely affected by this particular action would be integrity of setting, association, and feeling. Aspects of integrity that would be unaffected are location, design, workmanship, and materials.

In summary, the demolition of historic fabric and a contributing resource to the NHL District, the alteration of the historic viewshed, and the introduction of new sources of noise, vibration, and light will combine to form an adverse effect to the San Francisco Port of Embarkation, U.S. Army NHL District/Fort Mason Historic District.

Indirect Effects of Noise and Vibration from Streetcar Construction and Operation

A noise and vibration study was conducted as part of the draft Environmental Impact Statement (EIS) for this undertaking. In summary, the EIS found that all noise and vibration effects from construction and operation of the streetcar line would be beneath the standard U.S. DOT thresholds for these factors. As the rail line would pass within 15 feet of the Maritime Museum and the West Speaker Tower, both of which are contributors to the Aquatic Park NHL District, operational vibration levels from a structural and a nuisance standpoint were also evaluated. The vibration study concluded that operational vibration on the structural condition of the museum and tower would be below the U.S. DOT criterion of 0.12 PPV (or 90 VdB). However, the vibration study also found that the vibration nuisance (non-structural) standards would exceed the nuisance threshold by 9Vdb. Mitigation measures identified in the EIS to reduce the nuisance vibration levels below the standard threshold include reducing vehicle speed down Beach Street during nighttime hours, installation of resilient fasteners between the rails and the concrete slab, as well as floating slab technologies. These measures would

also further reduce the structural vibration effects from streetcar construction and operation. As such, the proposed undertaking would not adversely affect the historic resources in the APE from a noise and vibration standpoint.

Effects on Other National Register-Listed Properties in the APE

In addition, no adverse effects are anticipated to the remaining National Register-listed properties in the APE, including Pumping Station #2 and the San Francisco Cable Cars. A new crossing of the in-street segment of the streetcar line with the existing route of the Hyde/Powell Street Cable Car is proposed, which is within the San Francisco Cable Cars NHL. This would occur at the intersection of Hyde Street and Beach Street, and would be similar to other existing streetcar rail crossings of the historic cables. No adverse effects are anticipated to other listed properties, including the California Fruit Cannery Association (Haslett) Warehouse and the Pioneer Woolen Mills & D. Ghirardelli Company.

Similarly, no adverse effects are anticipated to the California Register-eligible properties in the APE, including the Cannery, the Marina Safeway or two storage buildings on Jones Street. While new construction such as new tracks and the overhead contact system would be visible from these resources, the alteration of their historic setting is deemed to be relatively minor and somewhat typical for an urban setting such as San Francisco.

In addition, no adverse effects are anticipated at indigenous site CA-SFr-29, as this site is not located within the area proposed for ground-disturbing activities associated with the turnaround segment. Prior archeological testing for site CA-SFr-23 has not been conducted because of the dubious existence of the site based on existing documentation and the amount of disturbance and infrastructure changes that have occurred in the site locale historically. It was not considered prudent to conduct subsurface testing in this environment, and construction monitoring and treatment in accordance with post-review discoveries under 36 CFR 800.13 was considered more appropriate.

Cumulative Effects

Cumulative effects to cultural resources should consider the reasonably foreseeable actions in the APE and immediate vicinity in addition to potential effects of the proposed action. The projects identified include those which could affect cultural resources within the APE or immediate vicinity by substantially altering or impairing them, as well as ground-disturbing activities in archeologically sensitive areas.

There are a number of projects planned within or in the vicinity of the APE. Two projects at the Port of Embarkation, U.S. Army NHL District/Fort Mason Historic District, include seismic upgrades to Building E and a solar panel installation project on the roof of the Pier 2 Shed. Projects at San Francisco Maritime NHP include the Municipal Pier Rehabilitation Project, Maritime Heritage Learning Center, and Aquatic Park Bathhouse Exhibit Plan and Installation. Other projects in proximity to the APE include the San Francisco Marina Renovation Project; Fort Mason Bay Trail at Laguna

Street and Marina Boulevard; 721 Beach Street Development and the Fisherman's Wharf Public Realm Plan.

Implementation of standard mitigation measures to ensure the protection of both known and unknown cultural resources are included in the various environmental documents which have evaluated, or will evaluate, the environmental effects of each of these projects. In addition, effects to historic properties at any of the projects located on NPS-managed properties would be required to comply with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, further mitigating the intensity of the effects to cultural resources. All reasonably foreseeable projects would also have to undergo additional environmental review, thus ensuring further consideration and minimization of effects.

Projects such as the Aquatic Park Bathhouse Exhibit Plan and Installation, San Francisco Maritime NHP Municipal Pier Rehabilitation Project, and Seismic Upgrades to the Maritime Heritage Learning Center, specifically, would be subject to the provisions in the Aquatic Park Cultural Landscape Report, which is intended to minimize adverse effects to the Aquatic Park cultural landscape. Similarly, Fort Mason Bay Trail at Laguna Street and Marina Boulevard, Seismic Upgrades to Building E of the San Francisco Maritime NHP, and the Pier 2 Shed Solar Installation Project, would be subject to the Fort Mason Cultural Landscape Report, which is intended to minimize adverse effects to both the San Francisco Port of Embarkation, U.S. Army NHL District and the Fort Mason National Register Historic District. The Pier 2 Solar Panel Installation Project, specifically, was evaluated by the California SHPO and the Heritage Preservation Services Division of the National Park Service in October, 2010, which determined that this tax incentive project would comply with the *Secretary of the Interior's Standards for Rehabilitation* (see enclosure). Finally, effects to both known and unknown archeological resources as a result of any or all of these projects would be mitigated by implementing standard worker education and inadvertent discovery measures, and as required by NEPA and Section 106 of the NHPA. Therefore, based on available information, these projects in and of themselves are unlikely to have adverse effects on historic properties within the APE. However, when combined with the proposed undertaking to extend the streetcar service, which is considered on its own merits to be an adverse effect, the cumulative effect to historic properties will be adverse.

Request for Concurrence

The NPS is requesting concurrence that implementation of the proposed undertaking will constitute an adverse effect to two National Historic Landmark Districts in the APE; 1) the Aquatic Park NHL District, and 2) the San Francisco Port of Embarkation, U.S. Army NHL District/Fort Mason National Register Historic District.

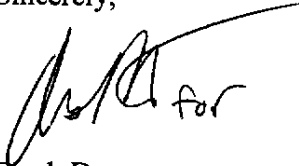
Resolution of Adverse Effects and Continuing Consultation

To resolve the adverse effects to these cultural resources, the NPS intends to draft and consult on a Memorandum of Agreement (MOA) for this undertaking. Consulting parties

will include the NPS and SHPO, and may include the ACHP, the Federal Transit Authority (FTA), the City and County of San Francisco, and Ohlone representatives.

If you have any questions regarding this undertaking please contact Paul Scolari at (415) 561-4963 or email (Paul_Scolari@nps.gov) or Robbyn Jackson at (415) 561-7019 or email (Robbyn_L_Jackson@nps.gov).

Sincerely,



Frank Dean
General Superintendent
Golden Gate National Recreation Area



Craig Kenkel
Superintendent
San Francisco Maritime NHP

Enclosures

cc: Mr. Reid Nelson, Advisory Council on Historic Preservation
Ms. Elaine Jackson-Retondo Ph.D., National Historic Landmarks Coordinator,
National Park Service – Pacific West Region
Ms. Rosemary Cambra, Chairperson, Muwekma Ohlone Indian Tribe
Mr. Tony Cerda, Chairman, Costanoan-Rumsen Carmel Tribe
Mr. Andrew Galvan, The Ohlone Indian Tribe
Ms. Louise Miranda Ramirez, Chairperson, Ohlone/Costanoan-Esselen Nation
Mr. Valentin Lopez, Chairman, Amah Mutsun Tribal Band
Mr. Patrick Orozco, Costanoan Ohlone Rumsen-Mutsun Tribe
Ms. Ann Marie Sayers, Indian Canyon Mutsun Band of Costanoan
Ms. Ramona Garibay, Representative, Trina Marie Ruano Family
Ms. Irene Zwierlein, Chairperson, Amah Mutsun Band of Ohlone Costanoan
Indians
Ms. Linda Yamane
Ms. Jakki Kehl
Mr. Jonathan Cordero
Mr. Anthony Miranda
Mr. Rico Miranda
Mr. Chuck Striplen

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November 7, 2011

In reply refer to: NPS071019A

Frank Dean
Superintendent
Golden Gate National Recreational Area
Fort Mason # 201
San Francisco, CA 94123

Craig Kenkel, Superintendent
San Francisco Maritime National Historic Park
National Park Service
Fort Mason Center, Building E
San Francisco, CA 94123

Re: Extension of Historic Streetcar Service, San Francisco, CA

Dear Mr. Dean and Mr. Kenkel:

Thank you for your letter continuing consultation with regard to the proposed undertaking at Golden Gate National Recreation Area (GGNRA) and in San Francisco Maritime National Historic Park. The proposed undertaking, as I understand it, involves extending historic streetcar service from Fisherman's Wharf through the Aquatic Park, through the tunnel under Fort Mason, and into Lower Fort Mason. NPS initiated consultation on this Undertaking in 2007, and in a letter dated December 3 of that year, I offered my concurrence with the proposed Area of Potential Effect (APE).

Seven properties within the APE are listed on the National Register of Historic Places (NRHP). NPS commissioned a survey of the APE that identified a total of 37 buildings and structures outside NPS boundaries that were 45 years or older. None of these were found eligible for listing on the NRHP, but four were found eligible for listing on the California Register of Historical Resources (CRHR). Further application of the NRHP criteria is warranted for the properties found eligible for the CRHR. My staff has discussed these evaluations with NPS staff and both are working to finalize the evaluation efforts for these properties.

In addition, two archaeological properties (CA-SFr29 and CA-SFr-23) were located in previous surveys that were considered eligible for listing on the NRHP. An intensive pedestrian survey in 2009 revealed no new cultural resource discoveries and no evidence of the earlier two sites. An archaeological investigation in 2010 revealed no evidence of CA-SFr-29 in areas that could be affected by the Undertaking. Similarly, no evidence of CA-SFr-23 was visible in the 2009 pedestrian survey, but NPS concedes that subsurface cultural material may be present.


NPS has applied the criteria of adverse effect and finds this Undertaking will have an adverse effect because of project components in the Aquatic Park National Historic Landmark (NHL)

District and the San Francisco Port of Embarkation, U.S. Army NHL District. NPS proposes to resolve these adverse effects through the preparation of a Memorandum of Agreement (MOA) in consultation with this office and other consulting parties. I offer the following comments:

- With the exception of the above-mentioned non-NPS properties within the APE, I concur with NPS's efforts to identify historic properties within the APE.
- I concur that the undertaking will have an adverse effect on historic properties within the APE and with the plan to resolve these effects through the preparation of an MOA.

Thank you for seeking my comments and considering historic properties as part of your project planning. If you have any questions or concerns, please contact Mark Beason, Project Review Unit historian, at (916) 445 - 7047 or at mbeason@parks.ca.gov.

Sincerely,



Milford Wayne Donaldson

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

DRAFT

**MEMORANDUM OF AGREEMENT BETWEEN
THE NATIONAL PARK SERVICE
AND THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER,
REGARDING THE *EXTENSION OF HISTORIC STREETCAR SERVICE PROJECT*
IN SAN FRANCISCO CITY AND COUNTY, CALIFORNIA**

WHEREAS, the National Park Service (NPS) as the lead agency in cooperation with the San Francisco Municipal Transportation Agency (MUNI) and the Federal Transit Administration (FTA) proposes the *Extension of Historic Streetcar Service from Fisherman's Wharf to Aquatic Park in San Francisco Maritime National Historical Park and the Golden Gate National Recreation Area's Fort Mason Center* (Undertaking), which will improve public access to Aquatic Park, Fort Mason, and other nearby areas with high public interest in San Francisco, California; and

WHEREAS, the NPS considered alternative routes and methods for improving public access to these important locales, established an Area of Potential Effect (APE) for historic resources, and assessed the Undertaking's effects to historic resources within the APE; and

WHEREAS, the NPS has determined that the Undertaking will have an adverse effect on contributing features of the Aquatic Park National Historic Landmark (NHL) District, the San Francisco Port of Embarkation NHL District, and the Fort Mason National Register of Historic Places (NHRP) District, all properties determined to be significant historic resources under the National Historic Preservation Act (NHPA) of 1966 (as amended); and

WHEREAS, the NPS has consulted with the California State Historic Preservation Officer (SHPO), the Advisory Council on Historic Preservation (ACHP) and Ohlone/Costanoan representatives pursuant to 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (16 USC Section 470f) as amended, regarding the Undertaking's effects on historic properties, and has notified the ACHP of the adverse effect finding pursuant to 36 CFR § 800.6(a)(1); and

WHEREAS, the ACHP has been consulted and chose not to participate in this MOA; and

WHEREAS, the NPS, FTA, MUNI, and the City and County of San Francisco Planning Department are signatories to this MOA, and the Ohlone/Costanoan representatives and have been invited to sign this MOA as concurring parties (**NOTE: this clause is a tentative placeholder at this point**); and

WHEREAS, the Secretary of the Interior (SOI) has been invited to consult in this MOA pursuant to 36 CFR 800.10 (Special Requirements for Protection of National Historic Landmarks) and 36 CFR 800.4 through 36 CFR 800.6; and

WHEREAS, members of the public have been invited to comment on the Undertaking through the Draft Environmental Impact Statement (DEIS) process as required by the National Environmental Policy Act (NEPA). The DEIS public comment period concluded in August, 2011; and

WHEREAS, the NPS has thoroughly considered alternatives to the Undertaking, has determined that operational constraints on the design of the Undertaking preclude the possibility of avoiding adverse effects to the historic properties during the Undertaking's implementation, and has further determined that it will resolve adverse effects of the Undertaking on the subject historic properties through the execution and implementation of this Memorandum of Agreement (MOA);

NOW, THEREFORE, the NPS and the SHPO agree that, upon the NPS's decision to proceed with the Undertaking, the NPS will ensure that the Undertaking is implemented in accordance with the following stipulations in order to take into account the effect of the Undertaking on historic properties, and further agrees that these stipulations will govern the Undertaking and all of its parts until this MOA expires or is terminated.

STIPULATIONS

I. Definitions

The definitions provided at 36 CFR § 800.16 are applicable throughout this MOA.

II. Area of Potential Effect

The APE for the Undertaking was established to include all areas that may contain historic properties that would be directly or indirectly affected by all components of the Undertaking. The boundaries of the APE generally encompass an area in the City and County of San Francisco from Taylor Street to the east, Laguna Street to the west, the San Francisco Bay to the north, and Bay Street to the south. The APE consists of the properties fronting on streets or areas where new track would be constructed, as well as the full extent of several previously designated historic resources surrounding or abutting the project area. The APE for the Undertaking is included as Attachment A to this MOA.

II. Treatment of Historic Properties

A. Review of Future Design Submittals

The NPS will review all future design submittals by the San Francisco Municipal Transit Authority (MUNI, or its contractors) for compliance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (National Park Service, 1995 and updates), including, but not limited to, preliminary designs for station

platforms and shelters, lighting, signage, noise and vibration controls, and overhead contact systems. Appropriate treatments will be guided by the cultural landscape reports previously prepared for the Fort Mason and Aquatic Park NHL Districts. SHPO will also review future design submittals with regard to their effects on all historic properties in the APE. The future designs will aim to avoid or minimize specific effects and achieve compatibility within the historic districts.

B. Recordation

Both NHL Districts shall be the subject of partial recordation by the Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey (HABS/HAER/HALS). Large-format (four by five inch or larger negative size) black and white photographs will be taken showing the landmarks in context, as well as details of their contributing elements and character-defining features that would be adversely affected by the Undertaking. Photographs will include, but are not limited to, the following affected elements: a stone retaining wall; the West Speaker Tower, Aquatic Park Bathhouse entrance; historic tracks of the state Belt Railway near the end of Van Ness Avenue at the Aquatic Park NHL District, and within the Fort Mason Tunnel; the northern end of the Fort Mason Tunnel retaining wall; historic tracks within the parking lot of the Fort Mason Center at the San Francisco Port of Embarkation NHL District; and the interior/overall quality of the existing conditions of the San Francisco Port of Embarkation NHL. NPS will ensure that the photographs will be processed for archival permanence in accordance with the HABS/HAER/HALS photographic specifications. The NPS will ensure that current site plans of the two NHLs are included in the documentation.

The recordation will follow the NPS HABS/HAER/HALS Guidelines. The HABS/HAER/HALS format, views, and other documentation details will be coordinated with the Pacific West Regional Office of the NPS, San Francisco, California. It is anticipated that the recordation will be completed to Level I or Level II HABS/HAER/HALS written data standards, and will include archival and digital reproduction of historic images, plans, and drawings.

NPS will ensure that copies of the documentation (including photo documentation processed for archival permanence) will be placed in the San Francisco Maritime NHP (Archives) and Golden Gate NRA (Park Archive and Records Center).

To the extent feasible, historic materials that would ordinarily be demolished should be reused in the new design. For example, the historic granite retaining wall with acorn finials at Aquatic Park could be incorporated into the new MUNI platform design in this location.

C. Information Display

NPS will ensure that interpretive signs or display panels will be installed at Aquatic Park and the Fort Mason Center to describe the Undertaking for the duration of construction.

D. Protection of the Historic Properties

For the duration of construction, NPS will ensure the protection of resources within the NHL and Historic Districts. The NPS (via SFMTA/MUNI or its contractors), will ensure against incidental damage to the NHL and Historic Districts by hiring an independent Cultural Compliance Monitor who will monitor the site(s) during construction and will prepare monthly reports documenting compliance and protection. The NPS will ensure that these reports are provided to the General Superintendent of the Golden Gate NRA (or designee), and Superintendent of the San Francisco Maritime NHP (or designee).

E. Repair of Inadvertent Damage

NPS will ensure that any damage to either NHL District or the Fort Mason Historic District resulting from the Undertaking will be repaired in accordance with the Secretary of the Interior's *Standards for the Treatment of Historic Properties*.

F: Reduction of Operational Noise and Vibration

The NPS and FTA will ensure that the operational noise and vibration of streetcar use in the vicinity of the Maritime Museum and the West Speaker Tower in the Aquatic Park NHL District will not exceed the federal noise or vibration nuisance (non-structural) standards. Potential measures to reduce the nuisance noise and vibration levels below the standard threshold shall be investigated during the design phase, and may include, but are not limited to, reducing vehicle speed down Beach Street during nighttime hours, installation of resilient fasteners between the rails and the concrete slab, as well as floating slab technologies.

G: Archeological Site Monitoring

The NPS will ensure that subsurface construction near the predicted location of archeological site CA-SFr-23 is monitored by a qualified cultural resource professional. Any cultural materials identified during construction will be treated in accordance with part III B. *Discoveries and Unanticipated Effects*, described below.

III. Administrative Provisions

A. Professional Qualifications and Standards

1. All activities prescribed by Stipulations II.A through II.G of this MOA will be carried out by or under the direct supervision of persons meeting the "Secretary of the Interior's Professional Qualification Standards" for cultural resource specialists (*Federal Register*, 1983).
2. All written and graphic materials prescribed by Stipulations II.A through II.F of this MOA will meet contemporary professional standards and conform to the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (National Park Service, 1995 and updates).

B. Discoveries and Unanticipated Effects

If the NPS determines after the construction of the Undertaking has commenced, that the Undertaking will affect a previously unidentified property within the APE that may be eligible for listing on the NRHP, or affect a known historic property in an unanticipated manner, NPS will address the discovery or unanticipated effect in accordance with 36 CFR § 800.13(b)(3). The NPS at its discretion may hereunder assume any discovered property to be eligible for listing on the NRHP in accordance with 36 CFR § 800.13(c).

C. Dispute Resolution

Should any signatory to this MOA object at any time to the manner in which the terms of this MOA are implemented, to any action carried out or proposed with respect to implementation of this MOA, the NPS will consult with such party to resolve the objection. If the NPS determines that such objection cannot be resolved within fifteen (15) calendar days, NPS will:

1. Forward all documentation relevant to the dispute, including the NPS's proposed resolution, to the ACHP. The NPS will also provide a copy to all signatories and concurring parties. The ACHP will provide the NPS with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the NPS will prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories, and concurring parties, and provide them with a copy of this written response. The NPS will then proceed according to its final decision.
2. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, the NPS may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the NPS will prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to this MOA, and provide them and the ACHP with a copy of such written response.
3. The NPS responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain in effect. The NPS may proceed with Undertaking activities that are unrelated to the dispute.

E. Amendments

If any signatory party to this MOA proposes an amendment to its terms, that party will consult with the other parties to consider such amendment. The amendment will be effective on the last date that a copy of it is signed by all of the signatories in counterpoint. If the signatories cannot agree to appropriate terms to amend this MOA, any signatory may terminate the MOA in accordance with Stipulation III.F, below.

F. Termination

1. If any signatory believes that the terms of this MOA are not being carried out or cannot be carried out, they may request that construction stop where historic properties are threatened while the terms of the MOA are amended per Stipulation II.E, above. If within thirty (30) days, or another time period agreed to by all signatories, an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.
2. If this MOA is terminated for any reason, and the NPS determines that the Undertaking will proceed, the NPS will either execute a new MOA with the signatories pursuant to 36 CFR § 800.6(c)(1), or request, take into account, and respond to the comments of the ACHP pursuant to 36 CFR § 800.7. The NPS will notify the signatories as to the course of action it will pursue.

G. Duration

1. If not amended as per Section III.E, or terminated as per Section III.F, this MOA will be in effect through the NPS's implementation of the Undertaking and will terminate and have no further force or effect when the NPS, in consultation with the other signatories, determines that the terms of this MOA have been fulfilled in a satisfactory manner. The NPS will provide the other signatories with written notice of its determination and of termination of this MOA.
2. If the NPS determines that the Undertaking has not been initiated or completed within ten years following execution of this MOA, the signatories will consult to reconsider its terms. Reconsideration may include continuation of the MOA as originally executed, amendment, or termination.

H. Effective Date

The NPS will ensure that each party is provided with a copy of the fully executed MOA. This MOA will take effect on the date that the last signatory has signed the MOA.

EXECUTION and implementation of this MOA by the signatory parties, and implementation of its terms, shall evidence that NPS has afforded the ACHP a reasonable opportunity to comment on the Undertaking and the effect of the Undertaking on historic properties, and that the NPS has taken into account the effects of the Undertaking on historic properties.

SIGNATORY PARTIES

National Park Service

By: _____ Date: _____

Frank Dean
General Superintendent
Golden Gate National Recreation Area

By: _____ Date: _____

Craig Kenkel
Superintendent
San Francisco Maritime National Historical Park

Federal Transit Administration

By: _____ Date: _____

Leslie T. Rogers
Regional Administrator

California State Historic Preservation Officer

By: _____ Date: _____

Milford Wayne Donaldson
State Historic Preservation Officer

San Francisco Municipal Transportation Agency/MUNI

By: _____ Date: _____

Edward D. Reiskin.
Director

City and County of San Francisco Planning Department

By: _____ Date: _____

John Rahaim
Director

CONCURRING PARTIES

Ohlone/Costanoan Representatives

By: _____ **Date:** _____
Name
Position

ATTACHMENTS

Attachment A – APE Map

DRAFT