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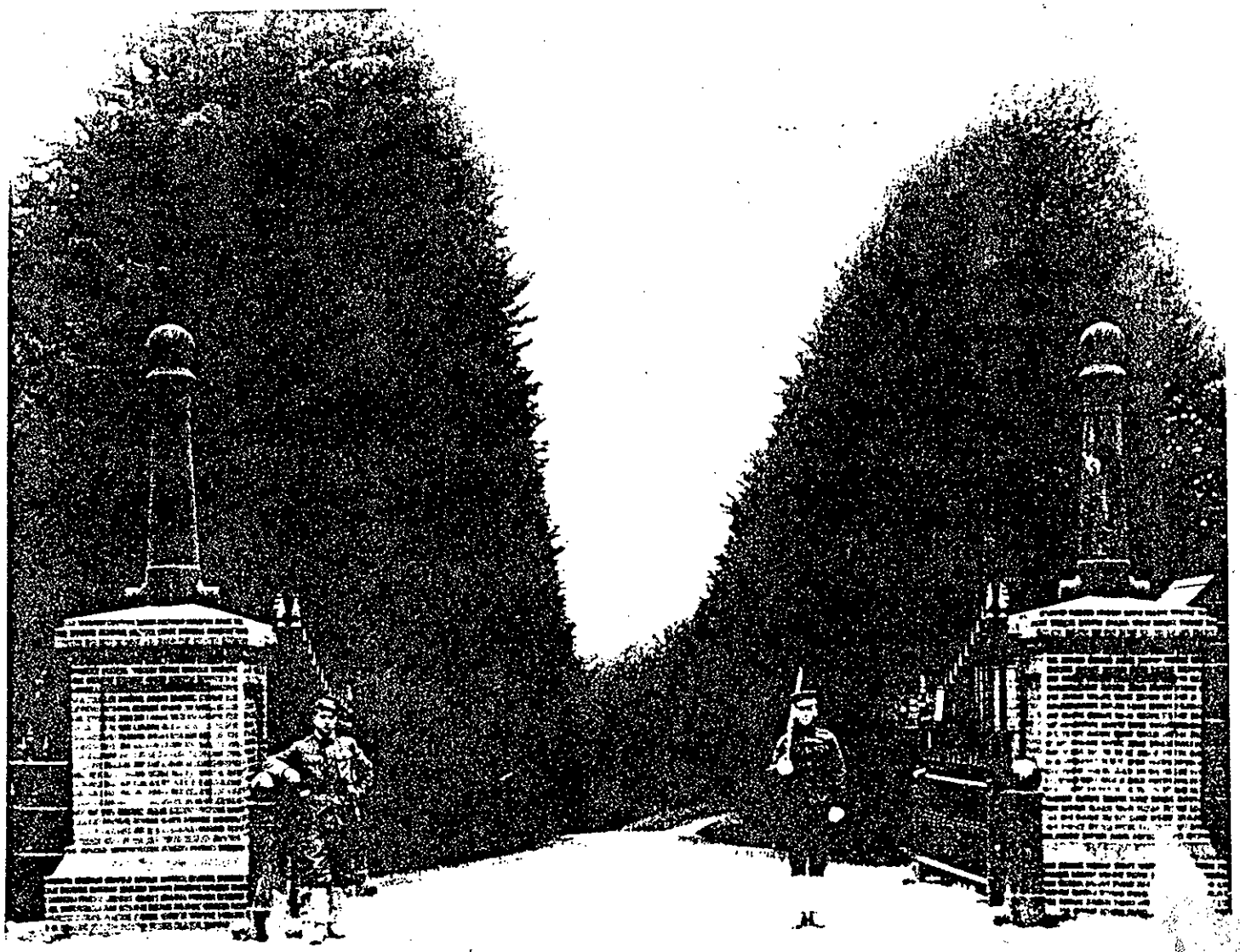
Presidio Gate, Broadway Gate and Vicinity

Cultural Landscape Report

Presidio of San Francisco

Golden Gate National Recreation Area, California

October 1996



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Introduction

The Presidio of San Francisco, through both the National Register and National Historic Landmarks listings, has been recognized as significant in American history. Applicable National Register criteria include:

A. Association with events that have made a significant contribution to the broad patterns of our history.

C. Embodying the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic value, or that represents a significant and distinguishable entity whose components may lack individual distinction.

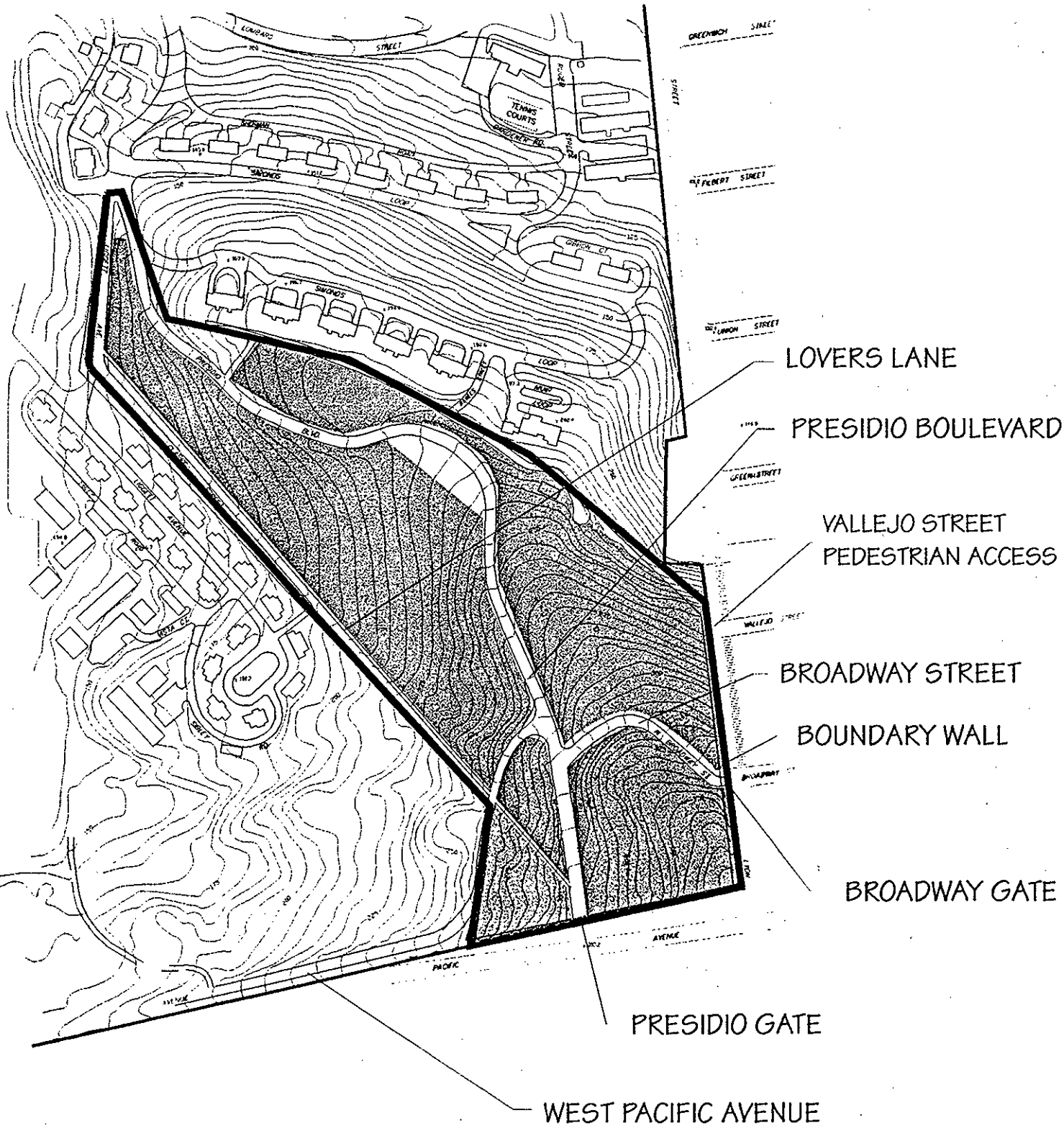
D. Having yielded, or likely to yield, information important to history or prehistory.

(Cultural Landscape Report, August 1993)

As stated in the National Historic Landmark nomination update, "The Presidio of San Francisco is the oldest Army installation in the American West and one of the longest-garrisoned posts in the country. Over two hundred years of military occupation of the Presidio have resulted in the development of a complex historic district of several overlaid historic landscapes, each composed of buildings, structures, objects, sites, and features representing at least eight distinct phases of development... The significance of the Presidio rests not only on resources within Post boundaries, but also on the preeminence of two adjacent and interrelated landscapes: the urban development of the City of San Francisco and the natural geography of San Francisco Bay. The spectacular siting of the Presidio, guarding the Golden Gate to San Francisco bay, is unequaled by any post in the country. Further, no other military reservation within a major United States city is at once as large as the Presidio and so prominently located within the surrounding urban setting. For over a hundred years, the Post has served San Francisco as a man-made [sic] forested reserve amidst the city's dense residential development; the lush character of the Presidio as a wooded reserve has endured to the present day."

Project Boundary

This project study area covers the southeastern most corner of the Presidio, it covers approximately 30 acres, figure 1. Beginning at the southeastern most point of the Presidio, near the intersection of Lyon Street and Pacific Avenue, heading north to Vallejo Street, heading north and east to Shafter Road, heading north and east along Shafter Road to Presidio Boulevard, heading north along Presidio Blvd. to Liggett Avenue, heading south and west along Liggett Avenue to Lovers Lane, heading south and east along Lovers Lane to West Pacific Avenue to Walnut Street, heading east along boundary wall to the southeastern most point of the Presidio, near the intersection of Lyon Street and Pacific Avenue.



PROJECT STUDY AREA

FIGURE 1

Site History, Existing Conditions, Analysis

A. Site History

Draft Chronology of Presidio and Broadway Gates
September 9, 1996, Kristin Baron

1846	U.S. Army took over the Presidio from the Republic of Mexico; at that time, the post was largely an undeveloped open, windswept area, with no forestation; the few remaining adobe buildings were in disrepair; land boundaries between the Army and private citizens were vague and often contested; livestock were allowed to graze on the property.
1860's	During the Civil War, due to the large number of San Francisco citizens who sympathized with the South, the Army began to play a new, peace-keeping role within the city. During this time, the Army began one of the first large construction campaigns at the Presidio; primarily wood-frame buildings were constructed to accommodate the expanding number of troops called in for service. Prompted by security concerns and war-time procedures, the Army probably began to pay more formal attention to the actual post entrances and boundaries, in order to better protect the army base from any civil uprising.
1870s	As the city of San Francisco began to expand and residential development slowly grew out to meet the perimeters of the post, the Army began to make physical changes in response to its new neighbors. The main road to San Francisco came through what is now Lombard Gate entrance and ended at the Alameda, the Army's formal entrance into the Presidio, located at what is now the intersection of Funston and Presidio Blvd. 3 During the 1870s, the only formal access into the post from the eastern boundary was through Lombard street; access from the southwest corner (what will eventually be developed into Presidio Blvd) was by this time only an informal trail. Post improvements were limited to the main post.
late 1870s to 1880s	The initiation of Major Jones' large-scale landscape and beautification plan; Jones' plan had multiple goals: to reduce wind and soil erosion, thereby making the Presidio more hospitable; to make a clear distinction between the

Army post and the adjacent city - the idea was to make the post look bigger and more imposing than it was; and finally, by these plans, to turn the Presidio into a model landscaped army base unlike any other.

"in order to make the contrast from the city seem as great as possible, and indirectly accentuate the idea of the power of the Government - the plan to surround all the entrances with dense masses of wood". Major Jones, 1880s

Major Jones' plan called for improvements at First Avenue (Arguello) entrance and Central Avenue (Presidio Blvd) entrance. The Army was also interested in having their beautification efforts aligned with the city's recent improvements. General McDowell, interested in landscape issues, received credit for encouraging the development of the city's Arguello Blvd, the broad avenue that lead from Presidio's Arguello Gate to the northeast entrance to Golden Gate Park.

Lombard Gate, once the primary entrance from the city into the post, was by @ 1880s, used as the service entrance for freight wagons.

1893 information from 1893 photo:

* Alley of trees lining Presidio Blvd already in place; trees are a@ 5' to 10' tall;
* the West Pacific Street intersection at Presidio is visible;
* Broadway Street is not yet formally defined; it may not yet be paved; perhaps its just currently a footpath and/or a social trail.

pre-1895 "Until the 1890s, the entrance at Lombard Gate and at First (Arguello) Ave has been guarded by heavy wooden archways provided with wooden gates. Both had begun to suffer from old age and Col. Graham thought the time had come to dignify these entrances with gates of iron. The depot quartermaster let contracts for the gates in mid-1895 and by November he had plans readied for stone wing walls at the entrances" (HRS, p. 232-233)

"the iron gate ways were completed early in 1896 at a cost of $3,900. Work then proceeded on the stone wing walls.

Once the entrances had been completed, the depot quartermaster began to proceed with the construction of a stone wall along the eastern boundary of the reservation, starting at Lombard St. and extending southward. At the same time correspondence dealt with plans for a similar wall on the southern boundary, from the Central (Presidio) Avenue entrance westward beyond Arguello.

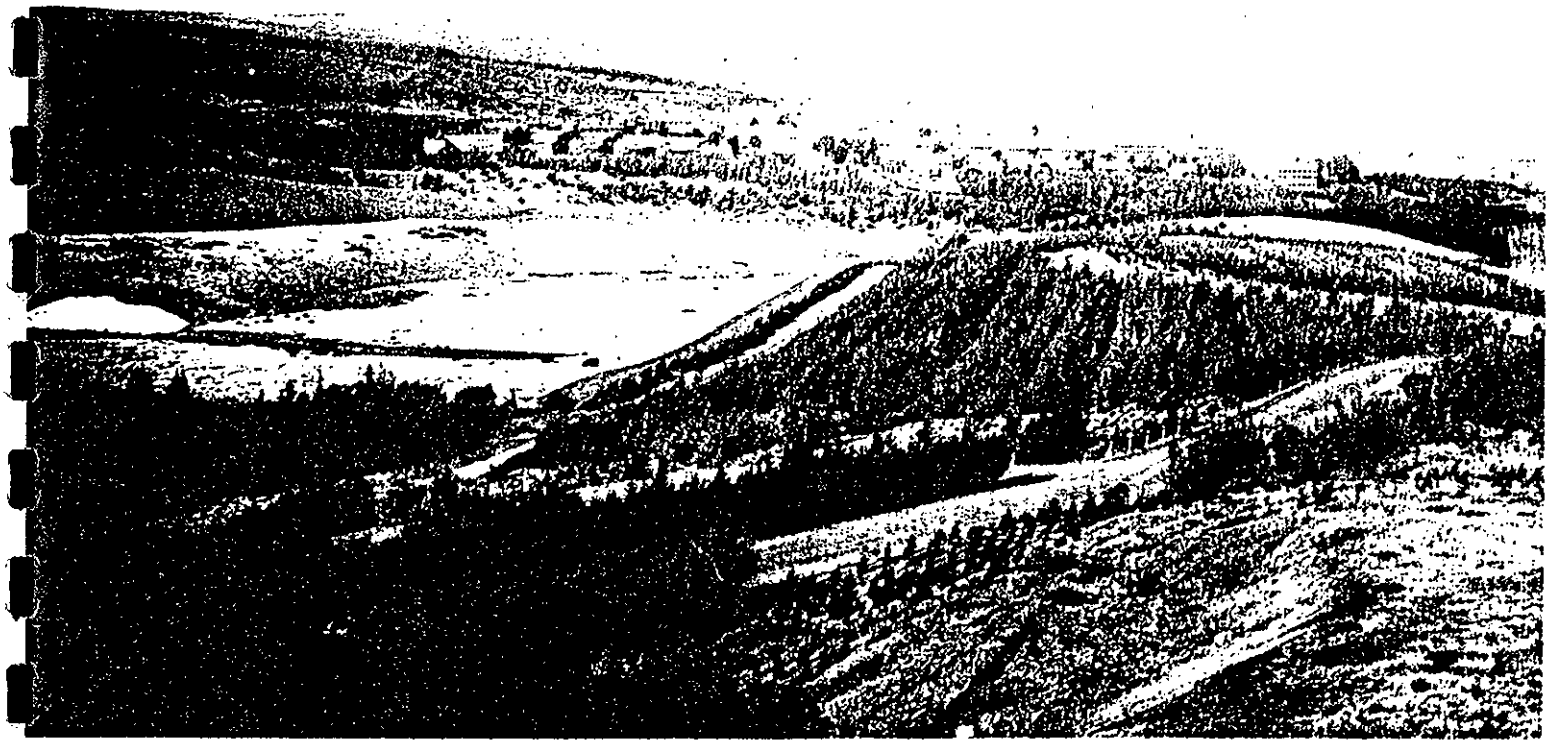


Figure 2 - 1893 Photograph of the Presidio from southeast corner

1896 Description from a 1896 map

* Presidio Blvd is designated as Central on city street grid;
* Presidio Blvd is clearly defined, but not yet named;
* West Pacific Blvd is not labeled but clearly defined on map;
* Broadway Street is not identified on the map; (the area adjacent to Broadway Street gate was involved in the Oro de Argu de Figueros land claim; the area is later referred to as "Miranda Court" in Major Hart's 1907 Report on Expansion)
* Lover's Lane exists and is identified as a connection to outside city cable cars (perhaps the Jackson St. Car Company)

1896 Presidio Gate constructed;

description from 1896-1903 photo: (earliest known photo)

* masonry pedestals with inset panels, covered with a thin, light tan parging
* decorated with inverted cannons; topped with cannon balls
* pairs of cannon ball bollards on either side of pedestals; probably installed to protect the masonry pedestals from potential carriage impact damage
* decorative iron gate; pair of iron gates that span the center opening; iron gates flanked on either side of masonry pedestals; grill work is decorated with U.S. insignia and topped with decorative pointed ends; the iron gate on the west side has a smaller pedestrian gate opening (probably installed to maintain the pedestrian connection to Lover's Lane).
* Gothic Revival wood-frame gatekeepers residence in rear behind eastern pedestal.
* trees/hedges appear to be @15' tall (they are level with the building's roof line)

1897 Broadway Gate constructed;

description from existing condition (no historic photographs found)

* sandstone pedestal with bases in stocky, columnar form
* decorated with round obelisks on top
* iron fence work spans between the 2 pedestals; existing entrance width was obviously originally designed for carriages.
* pedestals are connected on either side by the rubble boundary wall
* brick pavers are visible at entrance; they extend the whole length of the entrance and extend @ 3' deep.

1906 Presidio Gate

(information from historic photo, dated 1906)

* pedestals now constructed in common bond brick work with very clean-looking mortar (when was the light tan parging removed?)
* narrow, white wood-frame sentry box with gable roof is located in the rear, behind the eastern pedestal;
* trees appear to be @ 20' to 25' tall (they appear to be @ 10' taller than the gatekeeper's house)

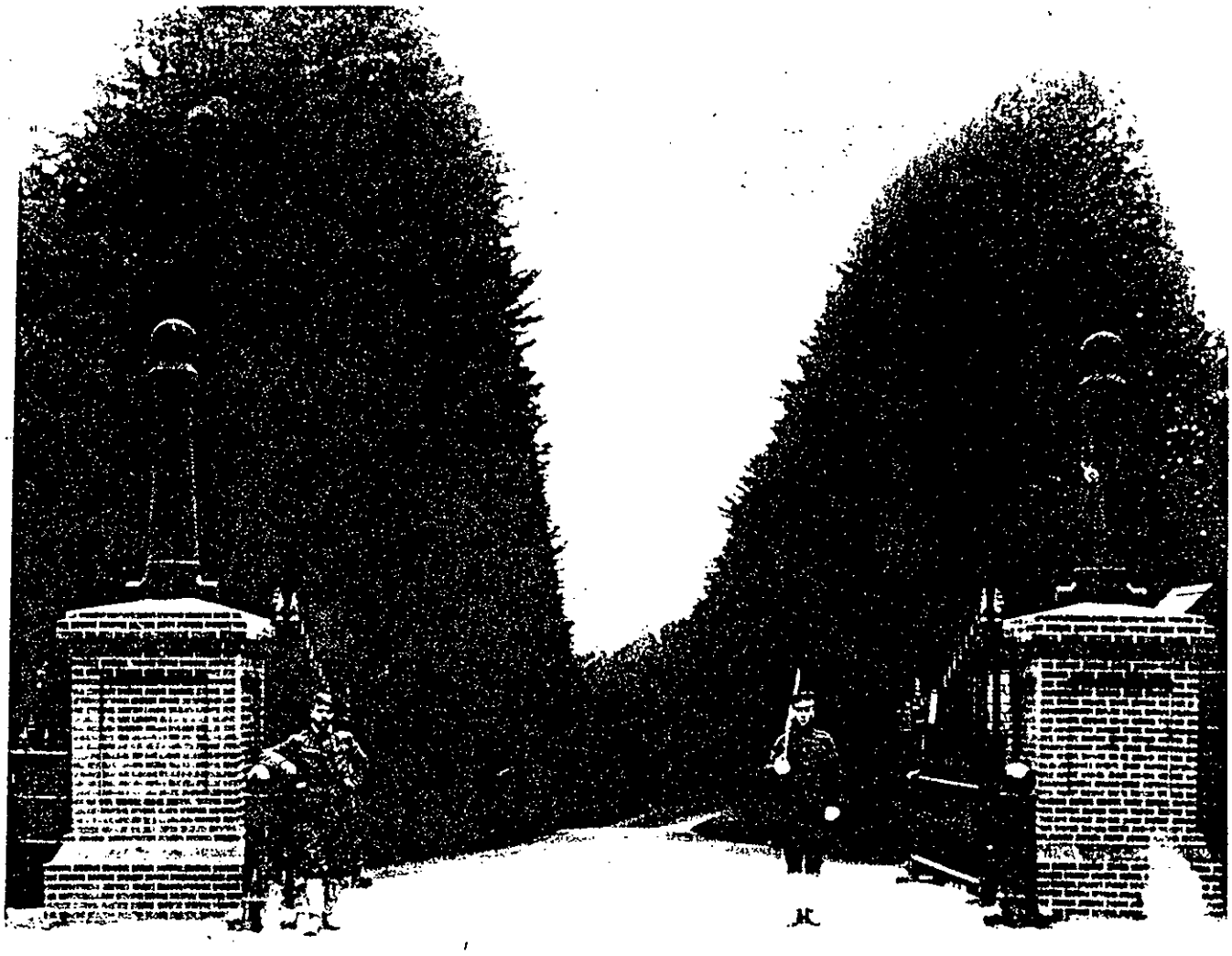


Figure 3 - 1906 Photograph of Presidio Gate

1933 description from 1933 aerial photograph:

Presidio Gate

* the paved street is visible through the tree stands

Broadway Gate

* the entrance is open and cleanly paved;
* there is a large elliptical-shaped landscaped area, NE of the entrance;
* the paved area appears to be much more narrow than the Presidio Gate roadway.

1942 Presidio Gate

* cannons on top of the masonry pedestals (and probably the cannon bollards at the sides) were removed; masonry pedestals were stuccoed (NHL, p. 11)

1948 description from 1948 aerial photograph:

Presidio Gate

* overhead vegetation growth now obscures the visibility of the paved road.

Broadway Gate

* the previously clear paved road has become less clear (vegetation overgrowth?);
* the clearly defined elliptical shape has lost its shape (due to vegetation overgrowth?);
* whole area looks like it has suffered from a lack of landscaping attention;
* the vegetation along the Presidio Blvd has overgrown so that it overshadows the Broadway/Presidio Blvd intersection.

1955 description from 1955 aerial photograph:

Presidio Gate

* no visible change from previous aerial

Broadway Gate

* paved road is more clear and better defined again;
* vegetation cluster adjacent to the eastern edge of boundary wall (along Lyon St.) has been cleared; * cleared area is still grassy, with some small vegetation;
* a clearly visible social trail from Broadway Gate cuts across hill down to the Presidio Gate entrance; (this social trail may be visible on the 1948 aerial but not sure; perhaps this was established as an informal dog run)

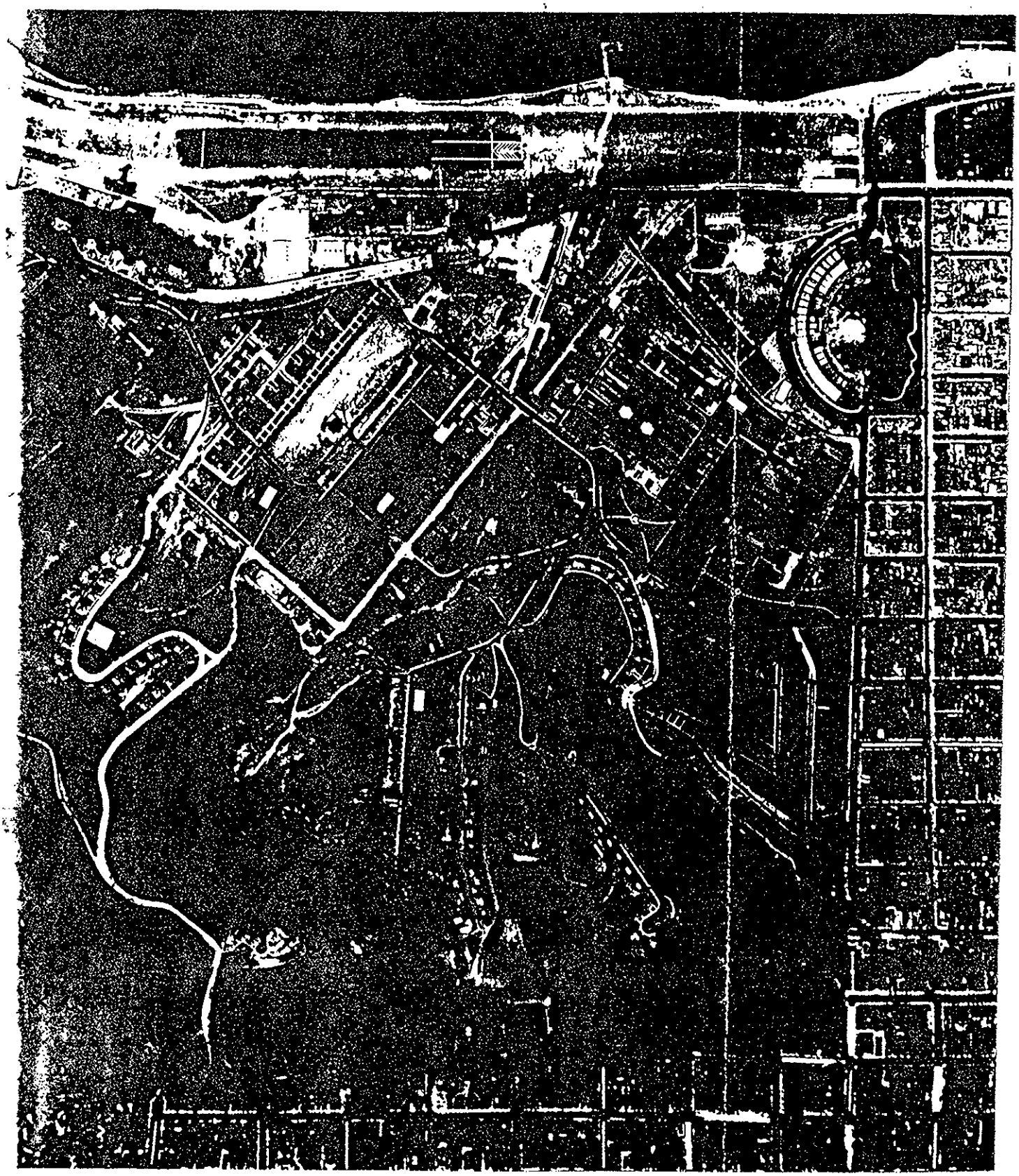


Figure 4 - 1933 Aerial photograph

Figure 5 - 1948 Aerial photograph

Figure 6 1955 Aerial photograph

NOTES:

Questions regarding Broadway Gate

1. Why was the wooded area along the boundary wall thinned out over time? Was it to improve views for the neighbors or to ensure safety by limiting the underbrush? Perhaps the Broadway Gate landscaping improvements were seen as part of the overall site design for the formal garden that was being laid out, immediately to the east of the boundary wall? Is there a relationship between the Broadway Gate modifications and the outside formal garden. Was the city or the private neighbors responsible for that garden layout?

2. Some background to the odd parcel indentation on the east boundary:
"In 1892 Colonel Graham penned a description of the Presidio. Among the details a notation recorded that a small piece of land had been taken from the Presidio for Rancho Ojo de Aqua de Figueroa claim. The story began before the acquisition of California when Apolinario Miranda petitioned for a lot of land one hundred varas (about 100 yards) square in 1833. After the Presidio's boundaries had been established, Miranda's heirs appeared before the U.S. Board of Land Commissioners in 1854 laying claim to the land that extended into the east boundary of the reservation. The case wound its way to the U.S. Supreme Court, which ruled in favor of the claimants in 1864. Yet the dispute lingered. Finally, in 1875 the U.S. Land Office informed the Army Engineer Department that despite the Army's survey of the east boundary, the land claim was valid and that particular area was indeed outside the Presidio's boundaries. Not until a map of the Presidio prepared by Maj. William Harts in 1907 did that small indentation on the eastern boundary in the vicinity of Green Street appear on military maps of the reservation." (Presidio HRS, p. 241).

List of Character Defining Features

1. Stone Boundary Wall
2. Presidio Entrance Gate
3. Broadway Entrance Gate
4. Presidio Boulevard
5. Broadway Street
6. West Pacific Avenue
7. Lovers Lane
8. Presidio Forest
9. Trail access/Stone steps at Vallejo Street

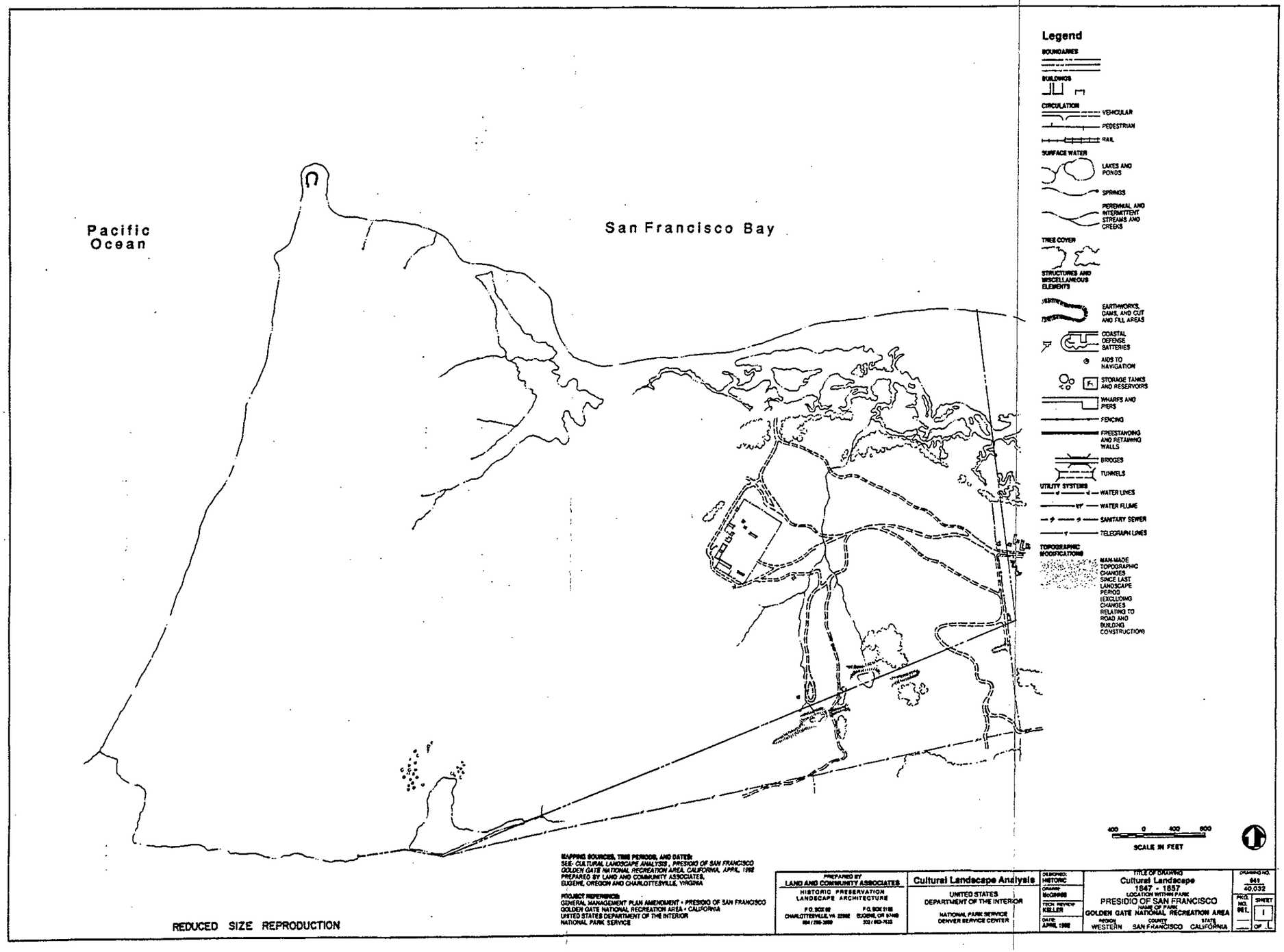


Figure 7 - 1847-1857 map of the Presidio

ON MICROFILM

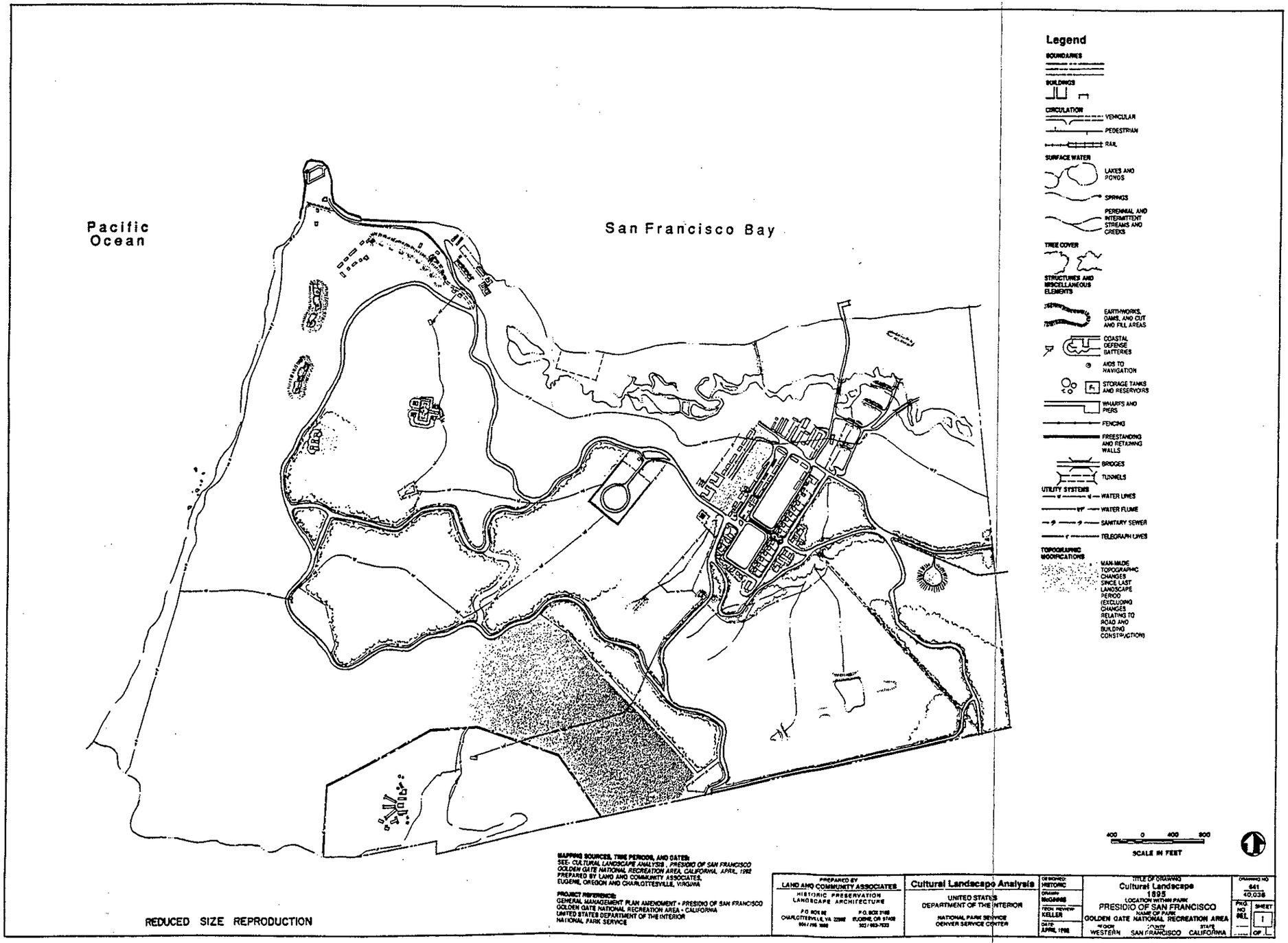


Figure 8 - 1895 map of the Presidio

ON MICROFILM

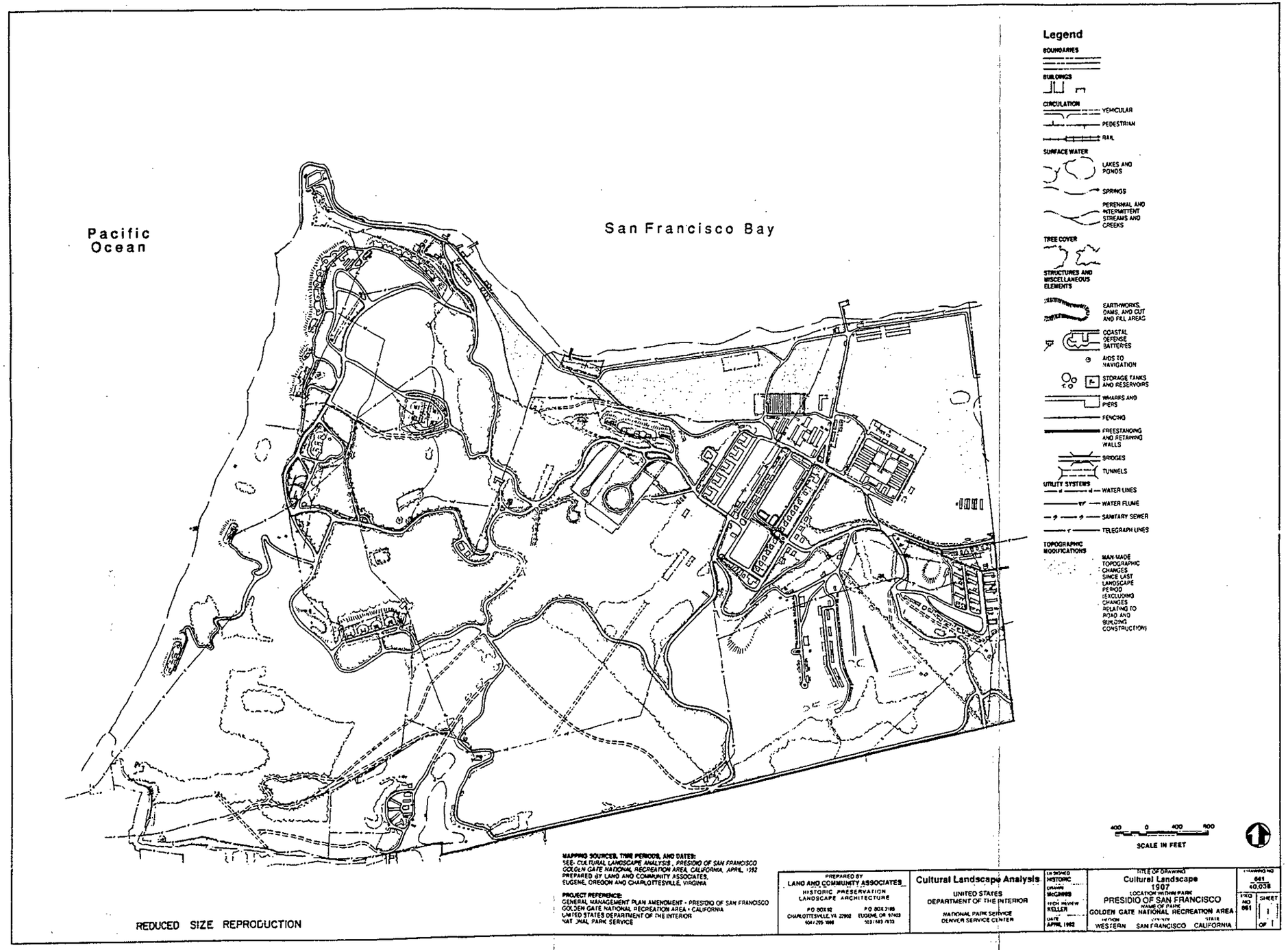


Figure 9 - 1907 map of the Presidio

ON MICROFILM

B. Existing Conditions

Topography

The topography in this area slopes upward to the southeastern corner of the Presidio, from a low point of 140' at the intersection of Liggett Avenue and Presidio Boulevard, to the high point of 360' at the southeastern boundary wall corner. The soil in this planning area consists of sand dunes.

Views and Vistas

The southeastern corner of the Presidio is one of the high points in the Presidio. Views through the Presidio to the main post and bay would have been clear during the early 1900's. This knoll was kept clear of vegetation, evident in the 1893 photograph from this location, figure 2. This knoll remained clear of tree cover, shown in the 1933 aerial photograph, figure 4. The 1955 aerial photograph, figure 6, shows vegetation removed below Broadway Street, all of the Eucalyptus trees in this area were topped at 10' to 15' height (evident in existing trees), to restore view to bay? The tree canopy of the Presidio forest precludes any views from this point today.

Circulation

Presidio Boulevard was one of three entrances into the Presidio in the late 19th century (shown with Lombard and Arguello entrances in the 1895 map of the Presidio). Lovers Lane footpath is also shown in this early plan.

* 1847 - Figure 7 Presidio Boulevard is unnamed and appears as an informal trail.
* 1895 - Figure 8 Presidio Boulevard, West Pacific Avenue and Lovers Lane are clearly identified in present day locations.
* 1907 - Figure 9 Broadway Street is shown in present day location, Shafter Road (including connection to Presidio Boulevard), and Liggett Avenue are shown.

Presidio Boulevard, West Pacific Avenue and Broadway Street are in good condition, all of the streets have had several layers of asphalt placed, average depths appear to be 8". Presidio Boulevard has a concrete curb along its eastern edge, date curb was placed is unknown, appears to be less than 15 years old. Presidio Boulevard averages 25' wide.

There are no paved sidewalks in this study area. Several social trails exist: both sides of Presidio Blvd., from Broadway gate to Presidio gate (areas of this path are severely eroded), Presidio gate west to W. Pacific Ave., from the Broadway/Presidio Blvd. intersection west across W. Pacific to Lovers Lane. Trails vary from 2' to 4' wide, none are stabilized.

Vegetation

This planning area is part of the historic Presidio forest, the large scale landscape and beautification plan initiated by Major Jones in the late 1870's and 1880's. Tree species in this area include Blue Gum Eucalyptus (Eucalyptus globulus), Monterey Cypress (Cupressus macrocarpa), Monterey Pine (Pinus radiata), and Blackwood Acacia (Acacia melonoxylon). Most of these trees

were planted in a very short time frame creating an even aged stand of trees with very little reproduction. The trees were planted in single species stands. The Eucalyptus forest adjacent to Lovers Lane is laid out on a grid parallel with lovers lane (evident in the 1893 photograph, figure 2). Major Jones noted that Monterey Cypress accompanied Eucalyptus stands to add a "dark mass"of greenery from the ground to where the Eucalyptus towered above , giving the appearance of depth. (Jones 1883) The border planting of cypress is evident along Lovers Lane and Presidio Boulevard at the entrance gate. An allée of Monterey Cypress and Monterey Pine lined Presidio Boulevard from the entrance gate to Broadway Street on the east and West Pacific Avenue on the west.

Character Defining Features

1. **Stone Boundary Wall -**

   "There has been under construction for a number of years around the Presidio, as appropriations of money became available from time to time, a masonry wall of good appearance, made of uncoursed rubble 18 inches thick and about 5 feet high, covered with a coping 4 inches thick. It has been extended along the greater portion of the east side and along a considerable length of the south side." Major Wm. W. Harts, 1907

The boundary wall is typically in good condition, an area on the east wall is missing, the coping and mortar joints need to be repaired in several areas.

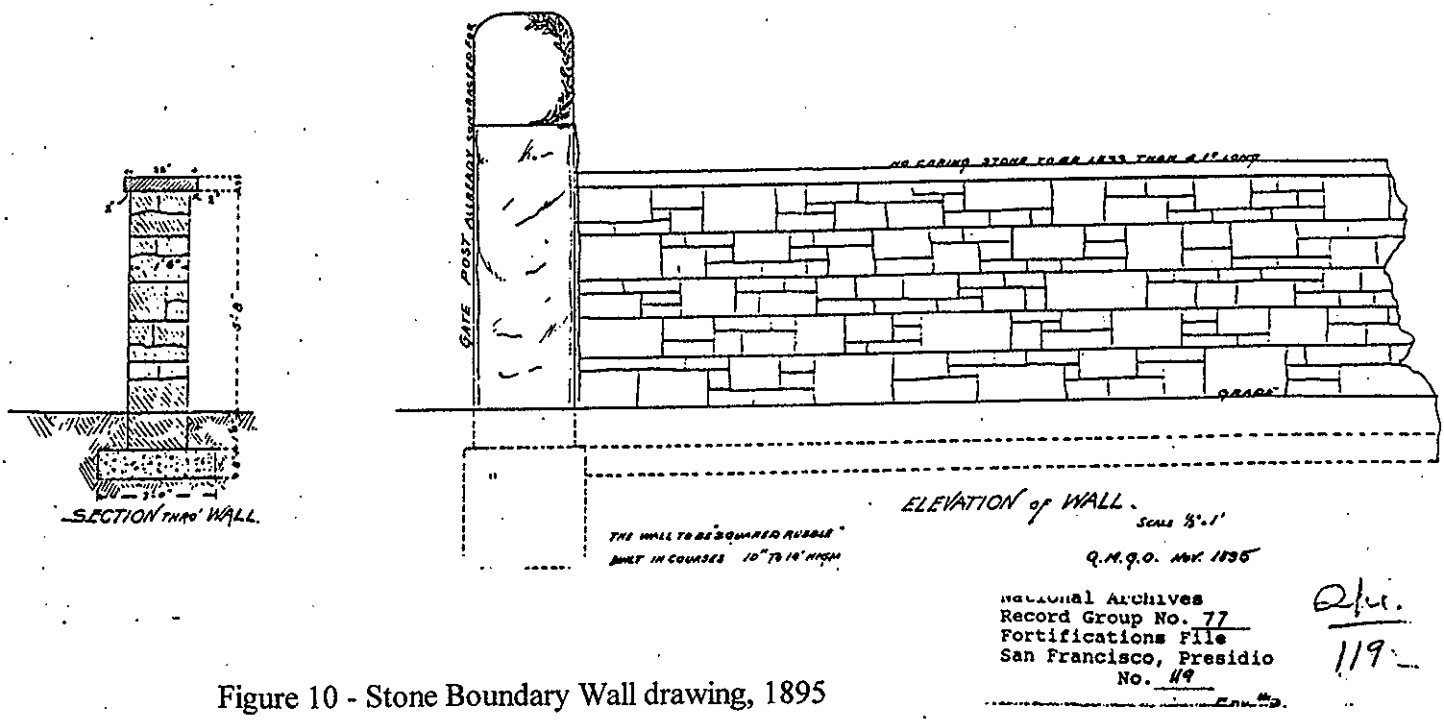


Figure 10 - Stone Boundary Wall drawing, 1895

2. **Presidio Entrance Gate -**

The Presidio entrance gate is the last gate (Broadway Gate?) in its original location. The cannons on top of the masonry pedestals and the cannon bollards were removed in 1942. The vehicular iron gates were removed, date is unknown.

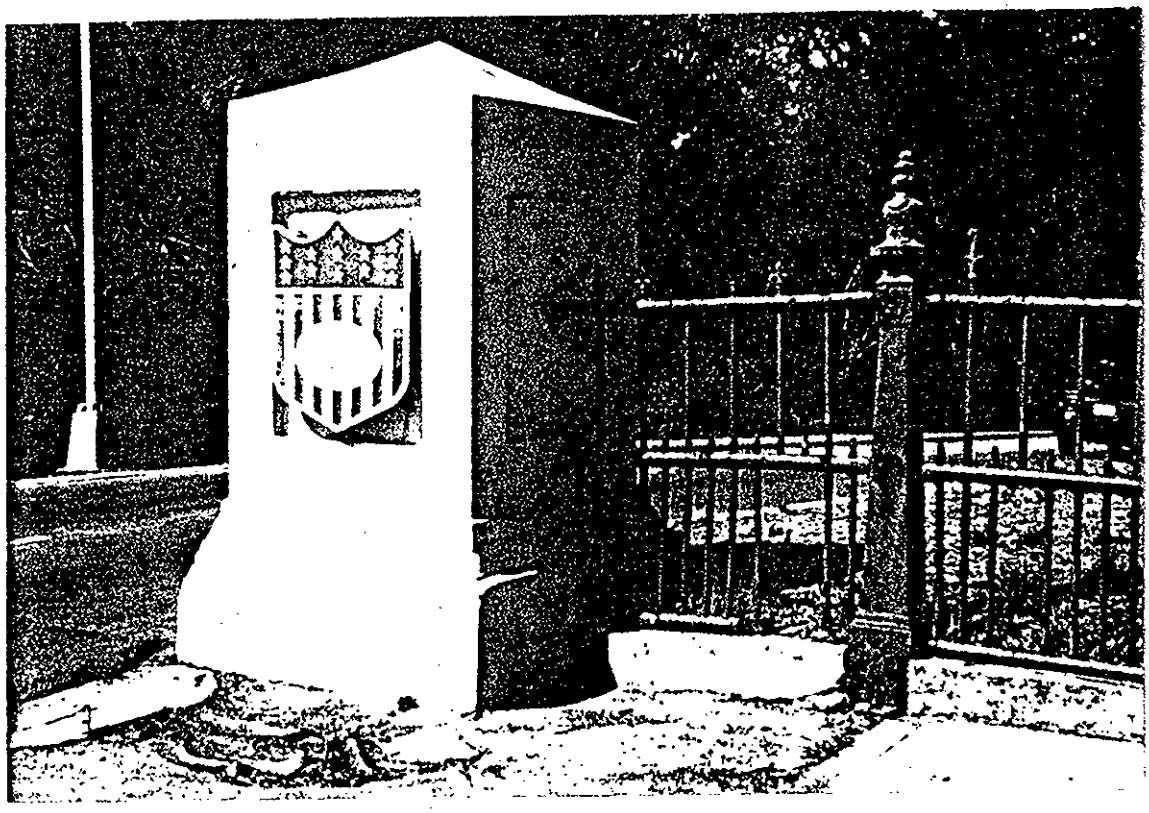


Figure 11 - Presidio Gate Masonry Pedestal

Today, the masonry pedestals have a thick stucco finish, buses are hitting the easternmost pedestal causing moderate damage to the base. The masonry pedestals are 19' apart at the base, extremely narrow for two buses to maneuver. The ornamental iron fence is moderately deteriorated, several pickets are missing, many of the finials are missing, decorative moldings from the iron posts are missing, many of the iron stringers are rusted away from the posts. The pedestrian gate is not the same gate as shown in the 1906 photograph, figure 3, it is unknown when this gate was replaced. The gate is moderately deteriorated, the connection to the masonry pedestal is missing. There is only one pedestrian gate, which is located on the west side of the entrance. Pedestrian and bicycle access from the east side is extremely dangerous, visitors must either cross Presidio boulevard or enter in the vehicular lanes. In either case view is obstructed by the masonry pedestals.

Figure 12 - Iron fence at the Presidio Gate, 1996

" At four of the entrances to the Presidio, handsome, ornamental iron gates have been erected with stone gate posts of fine design. These are of excellent appearance. It is believed, however, that in order to render the wall and gates suitable for the purposes for which constructed, to prevent trespass by unauthorized persons and the unauthorized departure of soldiers of the post, it will be necessary to place along the wall, an iron fence." Major Wm. W. Harts, 1907

3. **Broadway Entrance Gate -**

The Broadway entrance gate was constructed in 1897 and appears to be in fair condition, portions of the stone pedestals are broken, the iron fence work is in fair condition.

4. **Presidio Boulevard -**

Presidio Boulevard receives heavy vehicular traffic, an estimated 40% of the traffic are "pass-through" visitors, entering and exiting directly between Presidio Gate and Lombard Gate. This corridor is dangerous for cyclists and pedestrians, the 25' road width does not accommodate bicycle lanes. Vehicles typically exceed the 25 mph speed limit on Presidio Blvd.

5. **Broadway Street -**
Broadway Street is closed to vehicular traffic, the street is used by pedestrians and bicyclists, the street is shown on the 1907 map of the Presidio, figure 9. The street is approximately 20' wide and has a wide parking pull-off northwest of the Broadway Gate. A non-historic pipe gate blocks the entrance at Presidio Boulevard.

6. **West Pacific Avenue -**
West Pacific Avenue is a paved 22' wide connection between Arguello Boulevard and Presidio Boulevard. The avenue shows on maps as early as 1895, figure 8. The intersection with Presidio Blvd. has poor sight distance for vehicles turning onto Presidio Blvd. from W. Pacific Ave. Due to steep slope of intersection and stand of mature trees on the southwest corner. The side slopes along the north side of W. Pacific between Presidio Blvd. and Lovers Lane are eroded due to steepness of the slope and pedestrian crossing.

7. **Lovers Lane -**
Lovers Lane is moderately to severely deteriorated, portions near the Presidio entrance were completely washed away in a spring storm. The intersection on the north side of West Pacific Avenue is gone, this area is very steep and severely eroded. Many areas along Clark Street are eroded with a 2' paved path remaining. The klinker block edging is missing or buried in several places along the path.

8. **Presidio Forest -**
The forest in this planning area was severely damaged by a spring storm that destroyed a large percentage of the trees next to the Presidio Gate. Most of the Monterey Cypress and Monterey Pine that formed the all'ee of trees along Presidio Boulevard at the entrance are gone. The tree locations show on the aerial maps, historic photos, and the spacing is evident in the existing trees and remaining stumps.

9. **Pedestrian Access at Vallejo Street -**
There is a pedestrian access point via stone/concrete stairs at the end of Vallejo Street and a remnant log retaining wall and trail between Vallejo St. and the end of Shafter Road. This access is cut off by a chain link fence on top of the boundary wall, however, there is some use by people crawling under the fence and heading uphill from this point causing moderate erosion to the slope. The log retaining structure is in poor condition, the cross members are broken or damaged. The date of this pedestrian connection is unknown, the steps appear to be added on to the boundary wall. The trail shows up clearly in the 1948 aerial map, figure 5.

Analysis And Treatment

Period of Significance

The analysis of the landscape development for this area of the Presidio suggests that the appropriate period of significance would be 1880-1942. The beginning of this period is defined by the implementation of Major Jones' plan. The end of this period is defined when the cannons were removed from the Presidio entrance (to be melted down for the war effort?) and the masonry pedestals were stuccoed. The integrity of the character defining features throughout this study area is high, all features appear to be in their original locations.

The analysis and treatment strategies will be addressed for each of the identified character defining features in this study area. The analysis will discuss the current functions, existing conditions, and management objectives for each feature, treatment will include design alternatives for rehabilitating the features.

Analysis of Character Defining Features

1. **Stone Boundary Wall -**
The boundary wall is a key element to the historic landscape, for its definition of the Presidio, and for its quality of material and design. The stone boundary wall was constructed to *"prevent trespass by unauthorized persons and the unauthorized departure of soldiers of the post"* Major Wm. W. Harts, 1907. The walls should be repaired following the original design in form and materials.

2. **Presidio Entrance Gate -**
The entrance gates were designed to provide formal entrance into the Presidio, as well as to control admittance. The iron gates and the gate house that provided controlled access to the post were removed at an unknown time. Due to the historical importance of the stone wall and entrance structures for enclosing the Presidio, restoring the vehicular gates at the Presidio entrance should be considered.

The road through the gate is 19' wide, minimum road width for buses to pass is 20'. The damage buses are causing to the pedestals is moderate at this time. As more vehicular traffic goes through the gate, the damage will become more severe. Design alternatives to reduce damage to the pedestals:

A. Move the eastern pedestal to widen road to 22', the design standard for Presidio Boulevard. This solution would allow buses to pass and maintain the historic character of the gate. This solution would move the pedestal from its historic location.

B. Keep the pedestals in existing locations, restore the cannon

bollards and iron vehicular gates, sign the gate as a narrow entrance. This solution would maintain the historic character and location of the gate. The width of the road would be less than 18', only one bus could pass through the gate. At this width, the gate becomes essentially a one lane gate.

C. Keep the pedestals in existing locations, add narrow curbs to both sides of the road, against the pedestals. This would add non-historic curb to the gate structure. The road width would be reduced to 18.5', extremely narrow for urban setting.

The iron fence and pedestrian gate should be repaired following the original design and materials, using the existing fence and historic photographs to reproduce missing details.

Pedestrian access on the east side of this gate is very dangerous, visitors have to cross the street to enter the pedestrian gate on the west side. A new gate on the east side is recommended to improve visitor safety. The gate should be designed similar to the west gate using same materials. A gate should be used in this opening to keep the enclosure (boundary wall) intact.

3. **Broadway Entrance Gate -**
The management objective described in the GMPA calls for Broadway Gate and Broadway Street to provide pedestrian and bicycle access to the Presidio. This gate structure is in good condition, the vehicular gates are closed, the pedestrian gate remains open. This structure should be repaired following the Secretary of the Interior's *Standards for Rehabilitation.* All existing historic fabric should be retained.

4. **Presidio Boulevard -** 27'-22' with 5' bike lane on South bound.
The width of Presidio Boulevard should be reduced to 22' to help slow traffic. This is a bicycle route, the southbound lane (uphill) should have a designated bike lane to provide a safe route up the hill. The non-historic wood fence on the east side should be removed, the views to the bay should be re-established. ~~Remove~~ Obliterate street access to Shafter from Presidio

5. **Broadway Street -**
To meet managements objectives for Broadway Street, the paved width should be reduced to 10' for pedestrian and bicycle use. The path should follow the historic road centerline. The non-historic gate at Presidio Boulevard should be removed and replaced with trail bollards that allow fire access. The paved pullout on the north side of Broadway St. should be removed and regraded. This area should be planted with the tree species historically planted in this area.

6. **West Pacific Avenue -**

Turning sight distance at the West Pacific Ave./Presidio Blvd. intersection should be improved by narrowing Presidio Blvd. to 22' and moving the stop bar further east.
Management objectives are to make W. Pacific

7. **Lovers Lane -**

Lovers Lane is severely deteriorated in many areas, the path needs to be stabilized. The path should be repaired following the original design in form and materials.
Asphalt with klinker block edging.

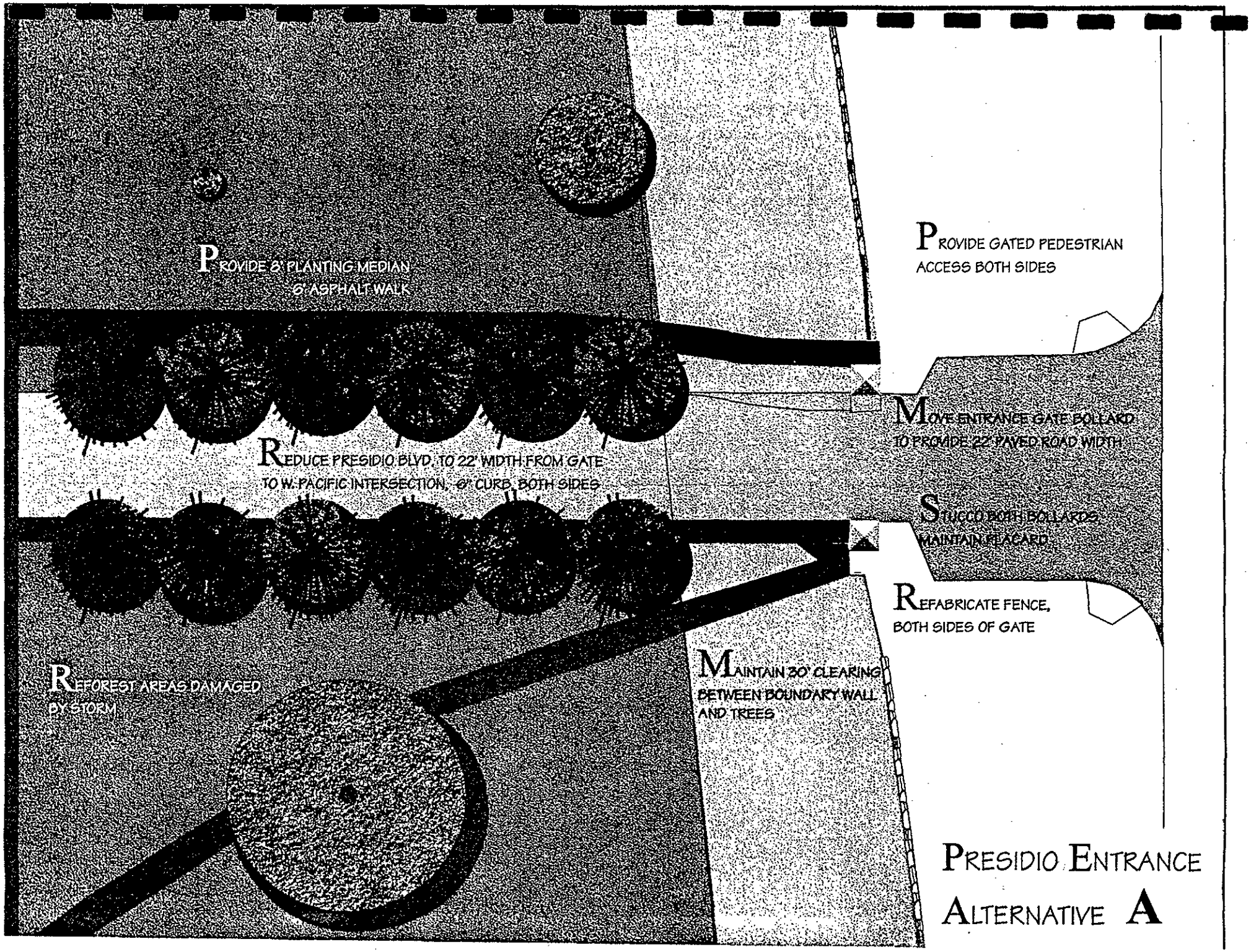
8. **Presidio Forest -**

The Presidio forest is an important feature of the historic landscape and the entry experience. The forest has been completely destroyed at the Presidio gate, the feeling of an enclosed entrance has been lost. The forest in this area should be replanted as soon as possible to restore the historic forest, following the recommendations of the Presidio Forest Management Plan.

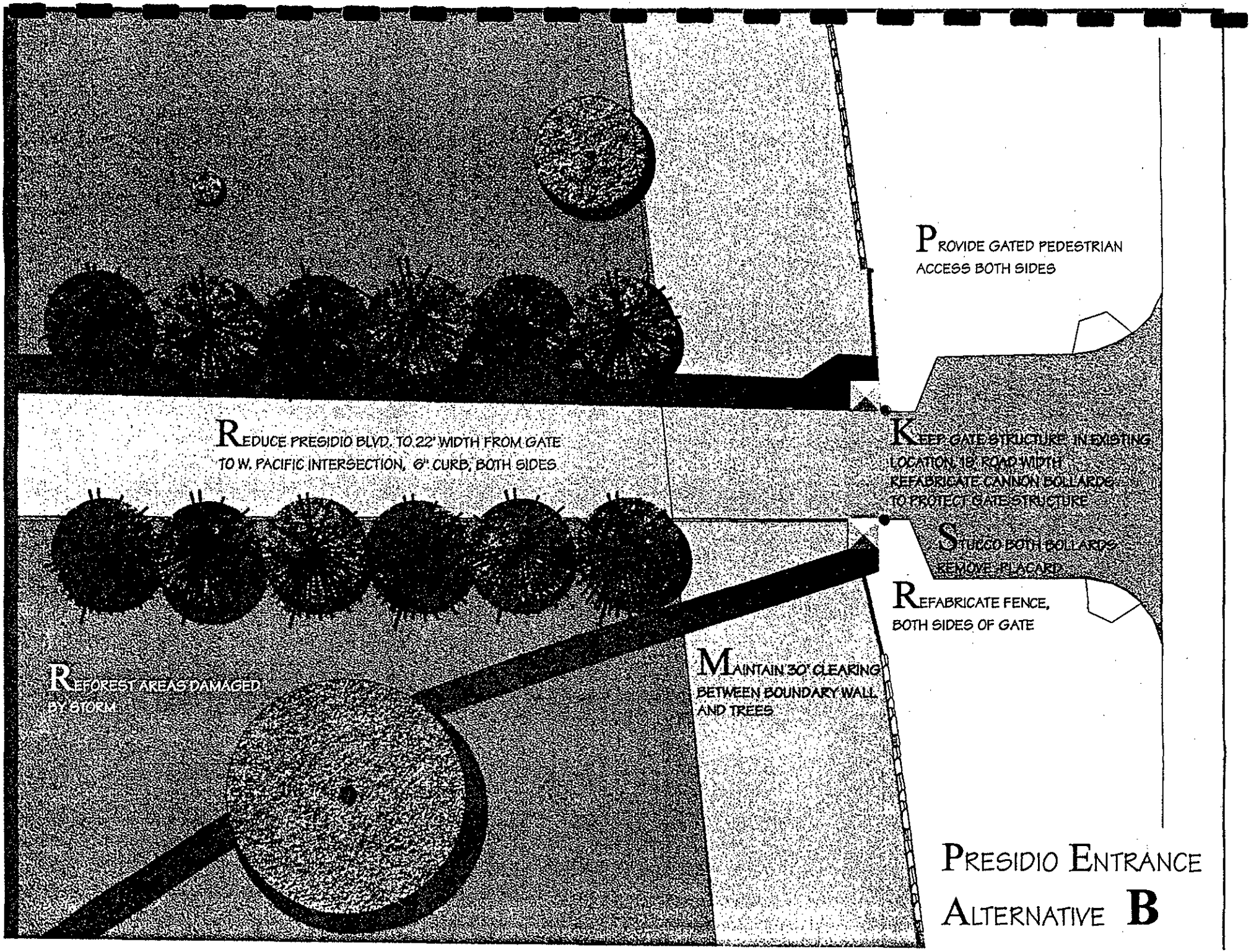
> "*At each of the entrances to the Presidio, there should be clustered groups of the larger trees such as oaks, elms and gum bordered with acacias and such low flowering shrubs as will give the visitor the impression of entering an enclosure as he passes in.*" Major Wm. W. Harts, 1907

9. **Trail access/Stone steps at Vallejo Street -**

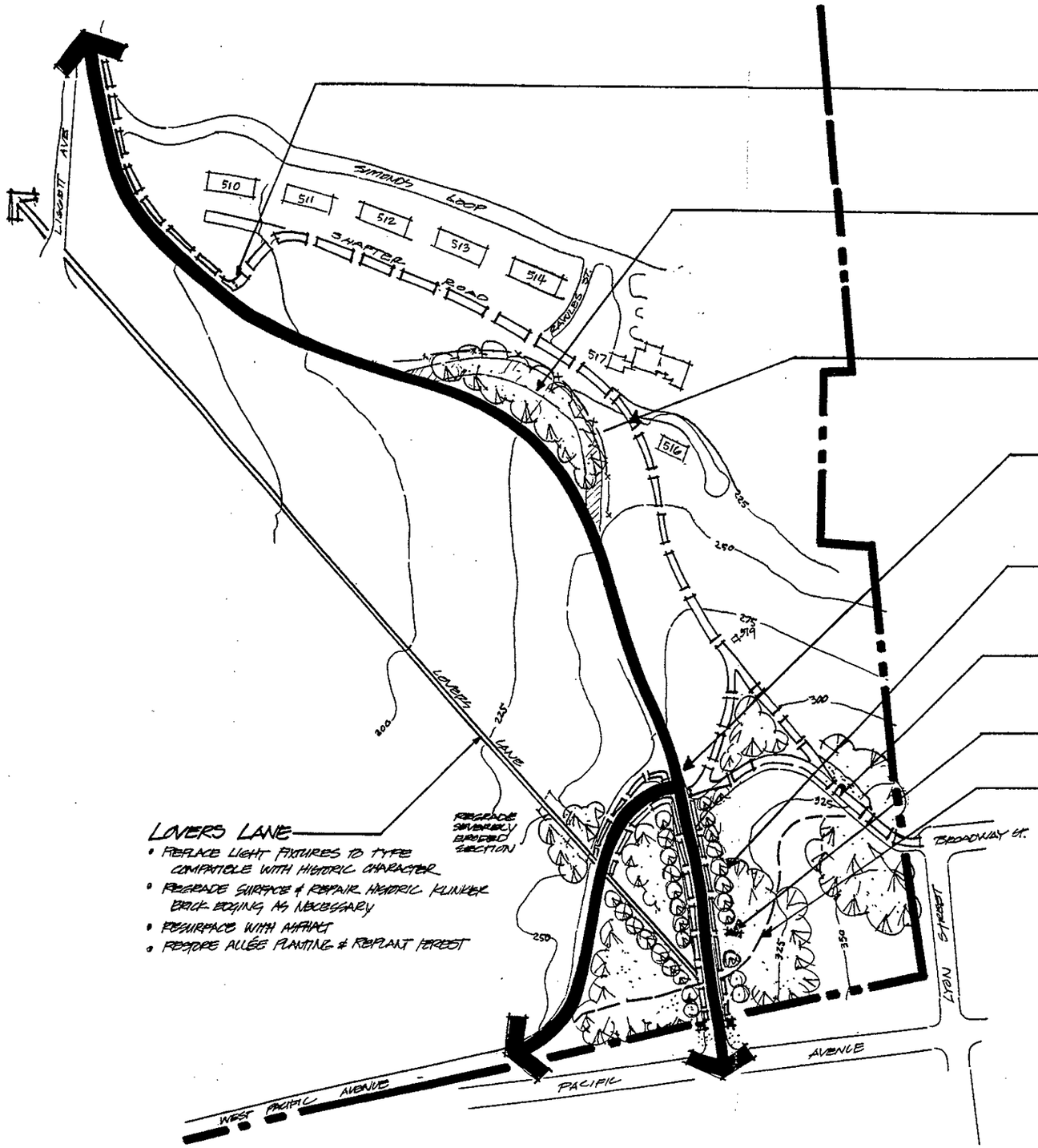
This trail access between Vallejo Street and Shafter Road should be restored. Very little background information is available for this trail.



PRESIDIO ENTRANCE
ALTERNATIVE A



PRESIDIO ENTRANCE ALTERNATIVE B



BIKE TRAIL ACCESS AT SHAFTER ROAD

- RETAIN SHAFTER ROAD AS 10' BICYCLE PATH
- REMOVE GATE AND INSTALL BOLLARDS AND DIRECTIONAL SIGN AT TRAIL ENTRY.

PRESIDIO BOULEVARD

- REALIGN ROAD TO IMPROVE SAFETY AT CURVE
- REDUCE WIDTH TO 11' LANES AND __ SHOULDERS
- REMOVE PAVEMENT, WOOD FENCE AT CURVE, RECONTOUR & REPLANT FOREST AT CURVE AREA

PROPOSED BIKE TRAIL

- CONSTRUCT NEW 8' WIDE BICYCLE PATH TO LINK PACIFIC AVE/BROADWAY & PRESIDIO BLVD
- INSTALL TRAIL BOLLARDS & DIRECTIONAL SIGNING AT ENTRANCES TO PATH

WEST PACIFIC/PRESIDIO BOULEVARD INTERSECTION

- REALIGN WEST PACIFIC AVENUE WITH BROADWAY TO IMPROVE SAFETY
- PROVIDE STRIPED PEDESTRIAN CROSSING
- INSTALL TRAIL BOLLARDS AND SIGN AT BIKE PATH ENTRY

PRESIDIO FOREST

- RESTORE ALLÉE ALONG PRESIDIO BOULEVARD
- REPLANT FOREST TO ORIGINAL (HISTORIC) SPACING/SPECIES

BROADWAY STREET

- REDUCE WIDTH OF BROADWAY TO 10' PAVED ASPHALT TRAIL
- REMOVE EXISTING PAVED PARKING AREA, RECONTOUR & REPLANT FOREST

PROPOSED PARK ENTRANCE SIGN

PEDESTRIAN PATH (FIELD LOCATE)

LOVERS LANE

- REPLACE LIGHT FIXTURES TO TYPE COMPATIBLE WITH HISTORIC CHARACTER
- REGRADE SURFACE & REPAIR HISTORIC KLINKER BRICK EDGING AS NECESSARY
- RESURFACE WITH ASPHALT
- RESTORE ALLÉE PLANTING & REPLANT FOREST

REGRADE SIMPLICITY BURIED SECTION

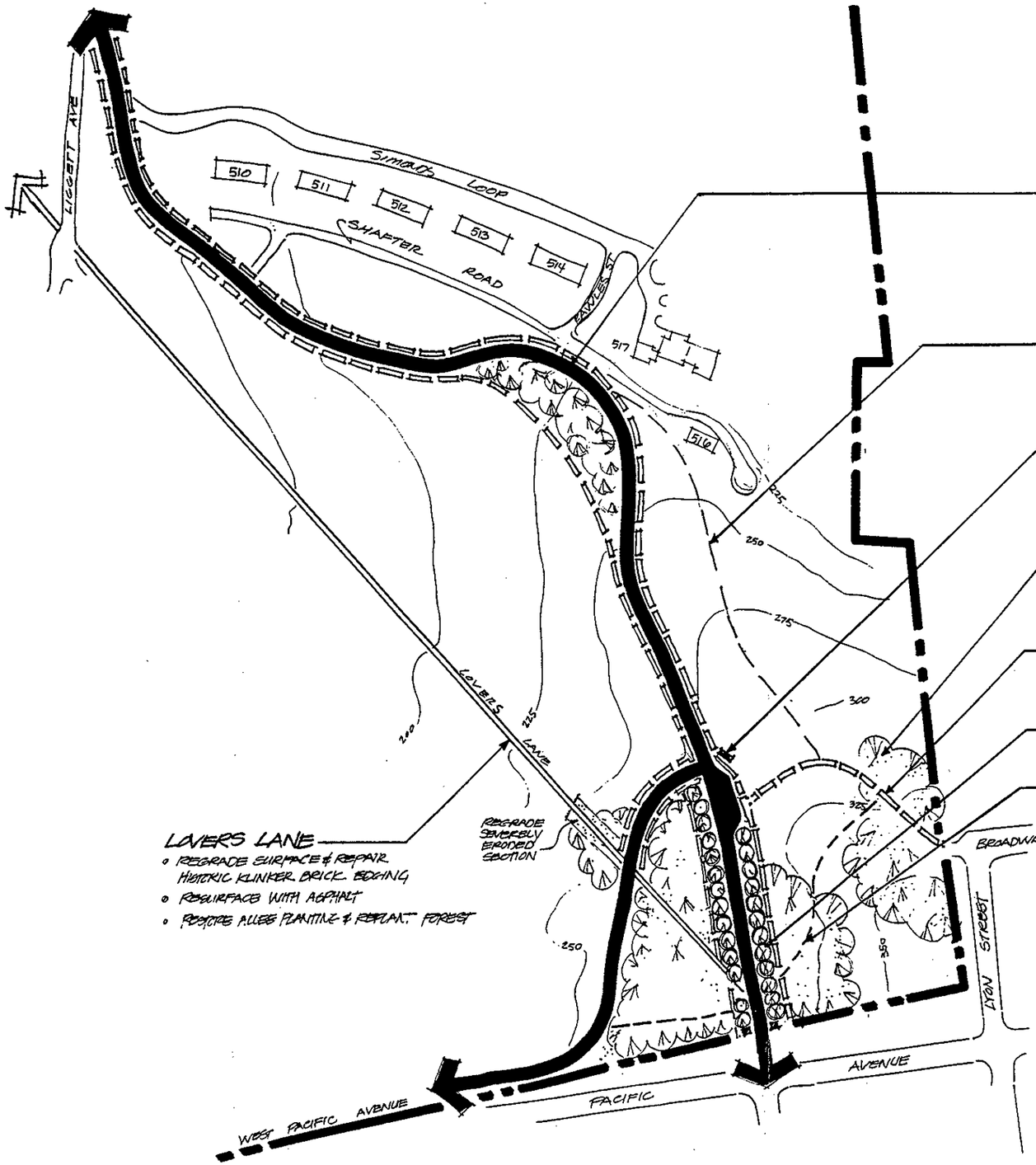
60 30 0 60 120 180

SCALE IN FEET (APPROX.)

NORTH

SITE PLAN SEPT. '96
ALTERNATIVE 1
PRESIDIO GATE

USDI - NPS - DENVER SERVICE CENTER



PRESIDIO BOULEVARD

- REPLACE EXISTING GUARDRAIL WITH NPS WOOD GUARDRAIL
- REDUCE LANE WIDTH TO 11' LANES AND 4' BIKE LANES/SHOULDERS
- REMOVE WOOD FENCE
- ~~SPLIT~~ SPLIT WEST SIDE BIKE LANE AT CURVE

PEDESTRIAN PATH (FIELD LOCATE)

- 3' WIDTH

PROPOSED PULL-OFF, PARK SIGN

- PROVIDE PARKING FOR 3 CARS
- INSTALL BOLLARDS TO BLOCK VEHICULAR ACCESS TO BROADWAY ST.

PRESIDIO FOREST

- RESTORE ALLÉE ALONG PRESIDIO BOULEVARD
- REPLANT FOREST TO ORIGINAL HISTORIC SPACING/SPECIES
- PROVIDE MEANS FOR WATERING PLANTINGS

BROADWAY STREET

- REDUCE WIDTH OF BROADWAY TO 10' PAVED ASPHALT TRAIL
- REMOVE EXISTING PAVED PARKING AREA, RECONTOUR & REPLANT FOREST

PROPOSED ALLÉE (NOT SHOWN TO SCALE)

- SEPARATE PEDESTRIAN/BIKE TRAFFIC FROM STREET AT ENTRANCE

PEDESTRIAN PATH (FIELD LOCATE)

LOVERS LANE

- REGRADE SURFACE & REPAIR HISTORIC KLINKER BRICK EDGING
- RESURFACE WITH ASPHALT
- RESTORE ALLEE PLANTING & REPLANT FOREST

60 30 0 60 120 180

SCALE IN FEET (APPROX.)

NORTH

SITE PLAN SEPT. '96
ALTERNATIVE 2
PRESIDIO GATE

USDI - NPS - DENVER SERVICE CENTER