



# TUNNEL TOPS PROJECT

Supplemental  
Design Guidelines

MARCH 2016  
FINAL



# CONTENTS

<b>INTRODUCTION</b>	<b>2</b>
<b>SECTION I. EVOLUTION OF THE PROJECT AREA OVER TIME</b>	<b>9</b>
<b>SECTION II. SUPPLEMENTAL DESIGN GUIDELINES FOR NEW CONSTRUCTION IN THE MID-CRISSY SUB-DISTRICT</b>	<b>21</b>
<b>SECTION II. SUPPLEMENTAL DESIGN GUIDELINES FOR NEW CONSTRUCTION IN THE MAIN POST BLUFF SUB-DISTRICT</b>	<b>27</b>
<b>SECTION IV. BUILDING 603 DETAILS &amp; REHABILITATION HISTORY</b>	<b>31</b>

---

## PARTNERS



Presidio  
Trust

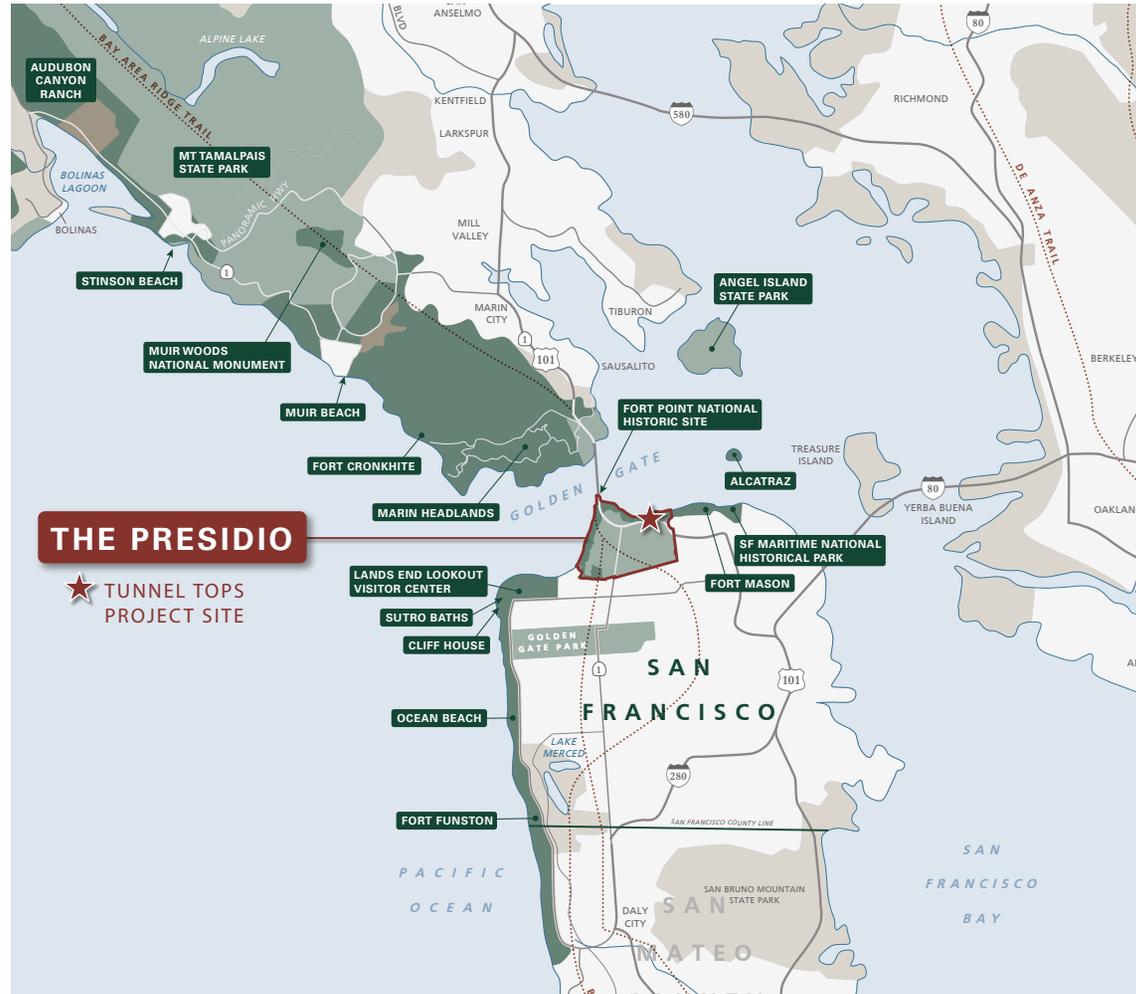
The Presidio Trust is the lead agency for this project, directing the planning, design, and construction effort and managing community outreach and engagement. The Golden Gate National Parks Conservancy, the non-profit partner to the Trust and the National Park Service, serves as the philanthropic and community engagement partner and supports park restoration and enhancement, education, and visitor service projects and programs. The National Park Service is engaged as the manager of the adjacent parklands at Crissy Field and as a partner in interpretation, visitor services, and programming.

COVER IMAGE: PRESIDIO TRUST

# INTRODUCTION

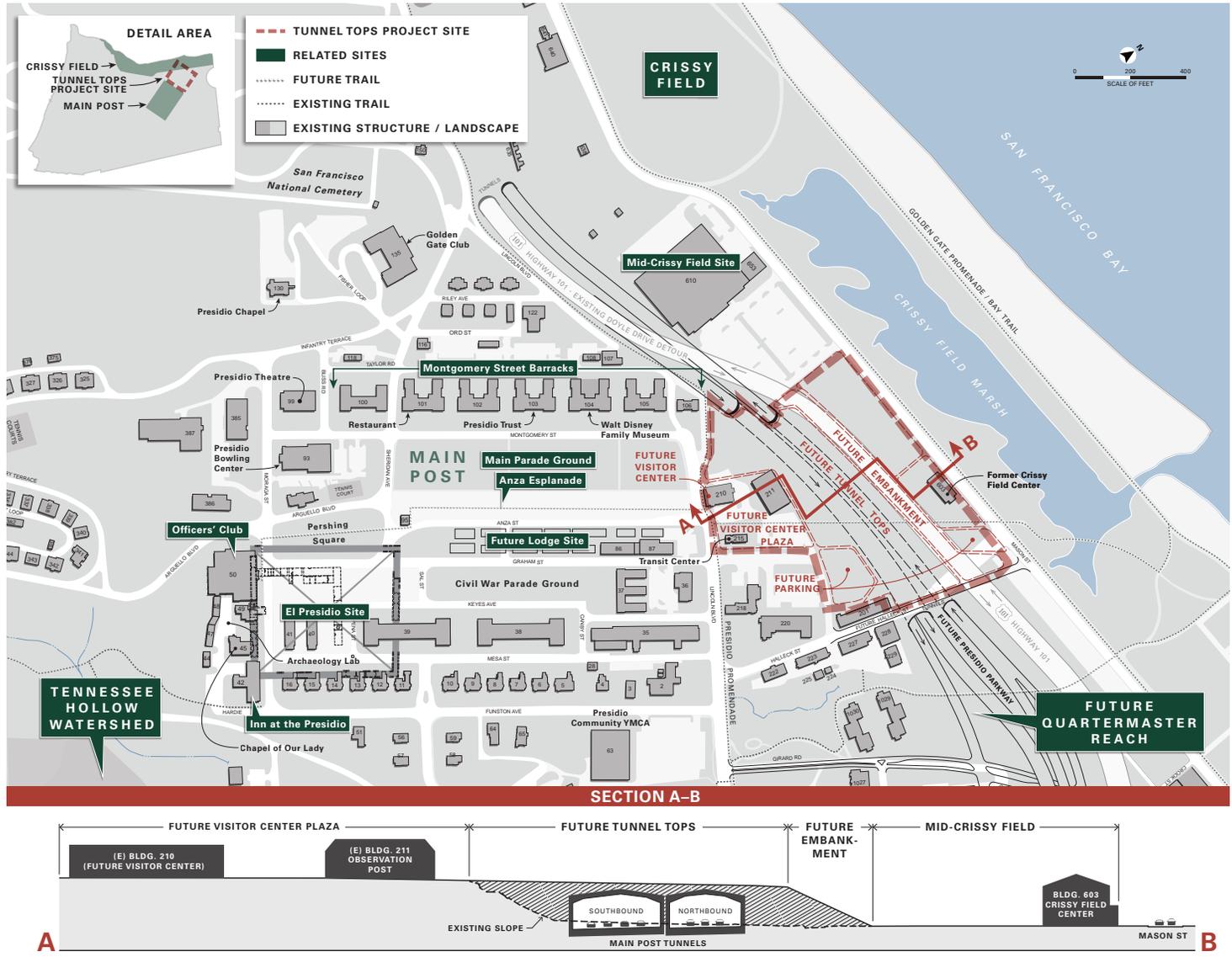
The Presidio Trust (“Trust”), working with the Golden Gate National Parks Conservancy and the National Park Service—Golden Gate National Recreation Area (“GGNRA”), is developing 14 acres of new parkland atop a dramatic bluff and at the base of the bluff adjacent to the Crissy Field Center (Building 603) and Mason Street. The project has come about as the result of replacing Doyle Drive, the 75 year-old freeway leading to the Golden Gate Bridge, with the Presidio Parkway. The Presidio Parkway includes an at grade, tunnel-covered roadway that reconnects the two most expansive public spaces in the Presidio: the Main Post and the bay front at Crissy Field. At the top of the bluff, the Visitor Center and Transit Center (in existing Buildings 210 and 215) will anchor a new visitor center plaza that will be designed as part of the Tunnel Tops project. The three acres at the base of the bluff, adjacent to the Crissy Field Center, will include new facilities and grounds for youth programs offered by the Trust, Conservancy, and National Park Service.

The Tunnel Tops have the potential to become one of the most distinctive sites in the country, serving a broad cross-section of local, national, and international visitors. The site is expected to offer a high quality park experience and provide visitor-serving amenities and activities necessary to welcome the public, enrich their visit, and encourage them to return.



**Figure 1**

The Presidio is at the center of the 80,000- acre Golden Gate National Recreation Area, one of the largest national parks in an urban area in the world.



**Figure 2**  
Tunnel Tops project area context.

The Trust develops design guidelines early in the environmental review process to help avoid impacts to the Presidio’s natural, cultural, and archaeological resources, and to ensure that projects are consistent with the agency’s prior plans and commitments. The Trust has elected to develop supplemental design guidelines for the Tunnel Tops project (“***TT Supplemental Guidelines***”) project area, as identified in Figure 2, in anticipation of new construction associated with the expansion of programs associated with Building 603 to support the Crissy Field Center program and serve the general public. New construction on the Main Post Bluff may include new support facilities (janitorial, storage and restrooms) along with the possible replacement of Building 211.

The ***TT Supplemental Guidelines*** builds on ***The Presidio Trust Management Plan*** (2002) and the ***Main Post Update*** (2010), and supplements the ***Main Post Planning & Design Guidelines*** (2011), the ***Main Post Cultural Landscape Report*** (2012), ***Mid-Crissy Area Design Guidelines*** (2011) and ***Doyle Drive Architectural Criteria Report*** (2008).

The ***TT Supplemental Guidelines*** do not replace these earlier documents, which are all incorporated into this document by reference. Rather, these new guidelines are intended to guide new construction now under consideration by the Trust so as to ensure consistency with prior guidance, compatibility with the character of the Presidio of San Francisco National

Historic Landmark District, and to help in the development of designs that will avoid cumulative and site-specific adverse effects. They are also intended to assist consulting parties and the public participating in Section 106 review of the Tunnel Tops project (undertaking) according to the terms of Stipulation IV.C.2. of the Presidio Trust Programmatic Agreement (PTPA 2014). Accordingly, a draft version of these guidelines was submitted on September 11, 2015 for review and comment per the terms of Stipulation III.B.2. of the PTPA. This final document incorporates comments from consulting parties received on the September draft and the October draft final.



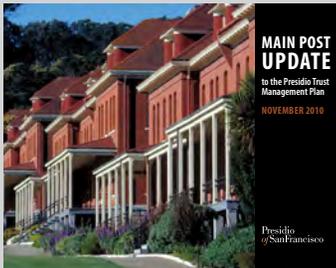
Looking west at the new Main Post Tunnel under construction (c.2011).

## RELATED PLANNING EFFORTS



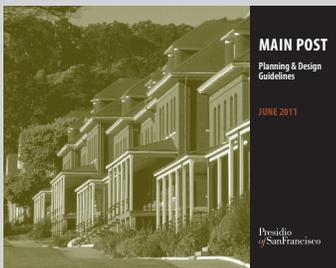
### 2002 The Presidio Trust Management Plan (PTMP)

The *TT Supplemental Guidelines* builds upon the high-level planning guidelines for the Main Post and Crissy Field Districts—where the Tunnel Tops project is situated—set forth in the 2002 *PTMP*.



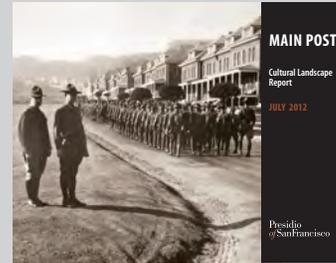
### 2010 Main Post Update (MPU)

The *MPU* was a planning effort to develop strategies to carry out the *PTMP's* vision for the Main Post as a “focal point for visitor orientation.” The *MPU* presents both the historic and planning context for the Main Post to make it the “heart of the park.”



### 2011 Main Post Planning & Design Guidelines (MPPDG)

The *MPPDG* were developed to recognize and protect the historic character of the Main Post's archaeological resources, historic buildings and cultural landscapes, so that future changes will not compromise its significance.



### 2012 Main Post Cultural Landscape Report (CLR)

In 2012, the Trust updated the 2002 *Main Post Cultural Landscape Assessment*, augmenting it with new information so that it follows the standardized format of a Cultural Landscape Report (CLR).



### 2011 Mid-Crissy Area Design Guidelines (MCADG)

The *MCADG* guides the redevelopment of the Mid-Crissy area in a manner that enhances the whole of Crissy Field and protects its diverse resources. It provides direction for all projects—including building reuse, parking, circulation, and landscape upgrades.



### 2008 Doyle Drive Architectural Criteria Report (ACR)

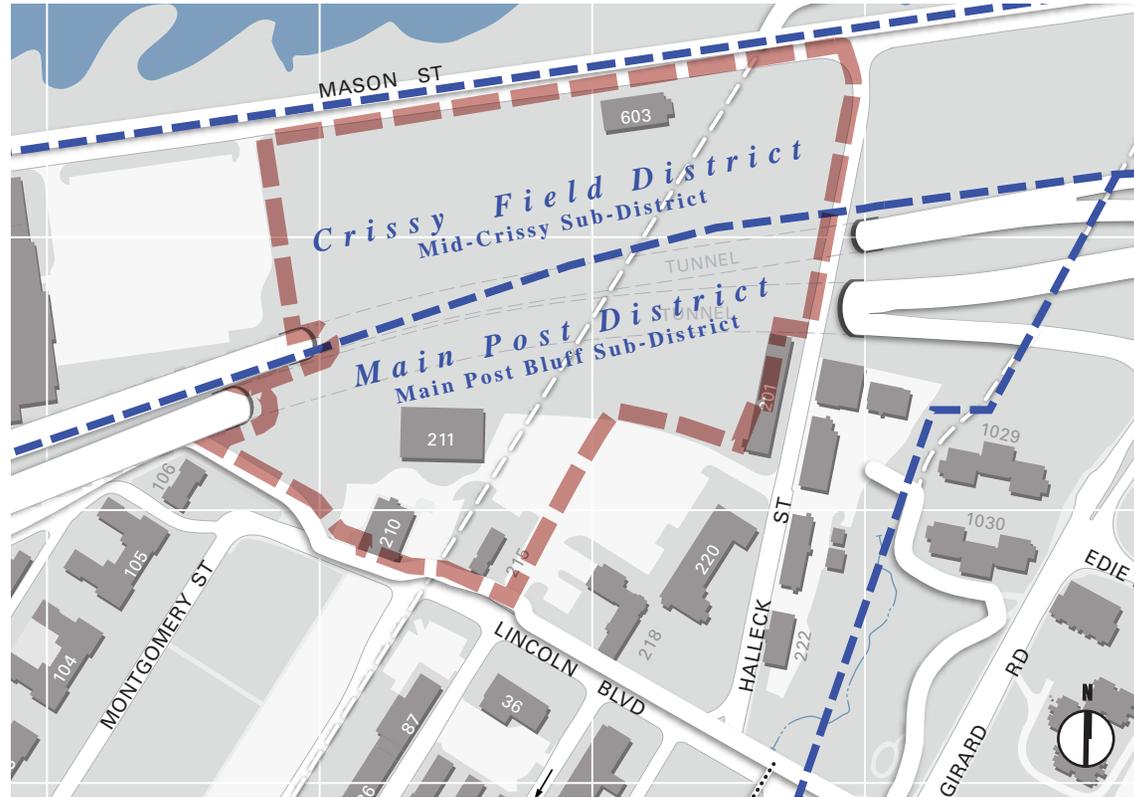
The *ACR* addresses how Doyle Drive relates to the existing historic, cultural, and scenic resources of the Presidio as well as integrating the facility within the Presidio's transportation infrastructure.

## PROJECT AREA

The Tunnel Tops project area includes portions of the Main Post and Crissy Field, two planning districts defined in the 2002 *PTMP*. The lower segment of the project area incorporates a portion of the “Mid-Crissy” sub-district, bound by the east edge of the Building 610 parking lot, Mason Street, Halleck Street and the Main Post Bluff tunnels. The upper segment includes the “Main Post Bluff” sub-district, a triangle bound by the tunnels, the east edge of the Building 220 parking lot and Lincoln Boulevard. The only structure in the lower portion of the project area is NHLD contributing Building 603; the upper portion includes NHLD contributing Buildings 210 (Guardhouse, 1901) and 201 (Warehouse, 1897) and non-contributing Buildings 211 and 215. See Figure 4 for a full list of the contributing and non-contributing resources in the project area.

The *TT Supplemental Guidelines* document is divided into three sections:

- **Section I** outlines the historical development of the Tunnel Tops project area.
- **Section II** includes supplemental design guidelines for new construction in the Mid-Crissy portion of the Tunnel Tops project area.
- **Section III** includes supplemental design guidelines for new construction in the Main Post Bluff portion of the Tunnel Tops project area.
- **Section IV** includes information describing Building 603, its evolution and character defining features in order to assist in the evaluation of rehabilitation plans.



**Figure 3**  
Tunnel Tops project area, 2014.

— Tunnel Tops Project Boundary  
— Planning District Boundary

NUMBER/NAME	YEAR BUILT	SQ FT*	HISTORIC USE	PRESENT USE	FUTURE USE
<b>HISTORIC STRUCTURES</b>					
Building 201	1896	12,330**	Exchange Store	Vacant	Public Serving/TBD
Building 210	1900	6,430	Guard House	Post Office/Bank	Visitor Center
Building 603	1939	11,801	Commissary	Crissy Field Center	Youth/Education Programs
Halleck Street	1885	-	Roadway	Roadway	Roadway
Lincoln Boulevard	1870	-	Roadway	Roadway	Roadway
(Old) Mason Street	1920	-	Roadway	Roadway	Roadway
<b>NON-HISTORIC STRUCTURES</b>					
Building 211	1968	9,294	-	Observation Post	Public Serving/TBD
Building 215	2004	1,848	-	Transit Center	Transit Center
<b>ADJACENT CONTRIBUTING ARCHAEOLOGICAL SITES</b>					
Quartermaster's Dump	ca. 1880-1912		Historic Site	N/A	N/A

**Figure 4**

Contributing and non-contributing resources.

\* Building gross square feet.

\*\* Building 201 will be 6,200 SF post-Doyle construction.



1925 aerial view of Crissy Field and the Main Post looking south.

15) (10-20-25) (10-25-25)

# SECTION 1. EVOLUTION OF THE PROJECT AREA OVER TIME

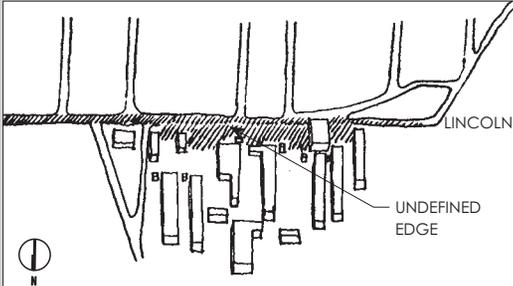
The Main Post Bluff and Mid-Crissy Area portions of the project site comprise an area that has undergone significant changes since the late 19th century. The area that is now Crissy Field once consisted of an extensive tidal marsh at the base of the bluffs that was separated from the bay by large sand dunes. A seasonal creek drained the plateau on which the Main Post now sits, flowing northeast into the marsh near where present-day

Building 603 now stands. The ecologically rich area provided bountiful resources for the Ohlone people of the area, who were called Yelamu in the northern peninsula. With the arrival of the Spanish in 1776, the transformation of the area by non-Native hands began, first with the establishment of the adobe fort in today's Main Post, and later by large-scale earth moving activities near the original fort and along the

waterfront under the US Army. The development of the Main Post after the American takeover in 1846 followed the original Spanish geometry and orientation toward the bay. While the majority of the Main Post is laid out on a regular northeast-southwest grid atop a fairly flat plateau, the Main Post Bluff area slopes down towards the bay with a wide variety of structures oriented more towards the sloping topography than the grid of the plateau.

**BUILDING ORIENTATION CREATED A POROUS END TO THE MAIN POST**

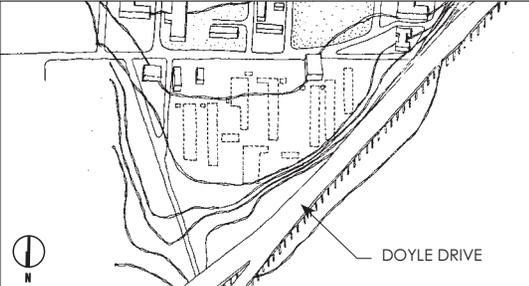
The buildings above the bluff were generally oriented along Main Post's north/south axis, although they were slightly skewed from it. This meant that the parade grounds did not have solid, definite ends. Instead, it was possible to see and move between the service buildings to the post's south end.



**Figure 5**  
The boundary between Lincoln Boulevard and the service area was undefined.

**HISTORICALLY, BUILDINGS AND OPEN AREAS WERE DISTRIBUTED EVENLY ACROSS THE SITE**

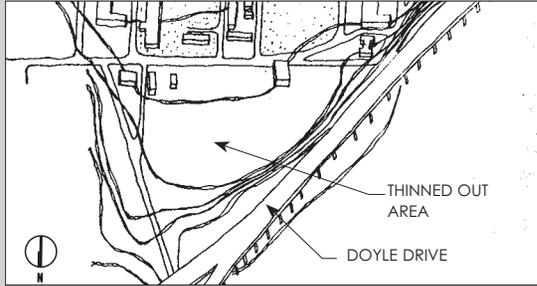
Through the end of World War I, buildings of a similar type and size were distributed over the level part of the site without a clear hierarchy. The pattern of distribution was irregular, but the density was consistent.



**Figure 6**  
Historically, buildings and open space were distributed evenly across the site.

**SINCE THE 1960s THE SITE HAS EVOLVED CONTINUOUSLY**

At the end of the First World War, many of the buildings on the site were removed and replaced, with additions such as Building 220 and the Post Fire Station being added post-war. Since then, the lower boundary of Main Post has been the bluff, which was further reinforced by the construction of Doyle Drive in 1936. Since the 1960s, the site has thinned out.



**Figure 7**  
The Main Post Bluff area has thinned out since World War I.

From the beginning of the American period (1846), when the wharf was moved to the east of the early Spanish-era anchorage, to the 1890s, the area between Lincoln Boulevard and the waterfront contained service buildings, stables, temporary structures and transportation/shipping infrastructure. Due to its proximity to the Bay, several Presidio piers, and the adjacent rail transportation line along the waterfront, the Main Post Bluff and lower bluff area, was the service zone for Main Post and adjacent portions of the Presidio. Unlike the rest of the Post, it was organized for utility rather than ceremony. It included stables, garages, workshops, a guardhouse, the fire station, the connection to the shoreline, and the service railway to San Francisco. Development patterns in the upper and lower bluff areas were similar in function, density and architecture; in these areas individual buildings came and went with greater frequency than they did on the upper part of the Post.

The 1915 Panama Pacific International Exposition (PPIE) brought sweeping change to Crissy Field as a whole, completing the fill of the marshland and constructing a vast, temporary “city” of exhibit halls and a racetrack. After the closure of the PPIE, the city removed the majority of the temporary buildings and the army constructed a large cantonment of densely-built barracks buildings in the Crissy Field area, oriented perpendicularly to the shoreline. Infrastructure, including the Mason Street Rail



**Figure 8**

1920's aerial of the Main Post and Mid-Crissy Field area. (National Archives & Records Administration)

Line, connected the Presidio to Fort Mason and the Port of San Francisco during this time.

Crissy Field closed as an active airfield in 1936 due to treacherous flying conditions resulting from the construction of the Golden Gate Bridge and advances in military aviation. It was at this time that construction of Doyle Drive separated the waterfront from the Main Post, limiting the visual and physical connections

between the ceremonial landscapes of the upper bluff and the light industrial functions of the waterfront.

By 1945 the Mid-Crissy area largely consisted of military motor pool, storage and warehouse buildings, many of which remained until the 1980s. The present-day organization of the Mid-Crissy area largely dates to 1989, when the remaining motor pool buildings were removed,



**Figure 9**

Looking east at utilitarian buildings in the Mid-Crissy Field Area below the Main Post. Bank Street is in the foreground, the Oregon pavilion is in the distance and the Palace of Fine Art is in the upper right corner, c.1916. (Source Unknown)

and the Commissary (Building 610/653, now Sports Basement) and associated parking were constructed. At the close of World War II, the northern Main Post contained a cluster of Women's Army Corps (WAC) barracks and the extant service buildings. Its present-day use as a transit hub, parking and services area largely dates to the late 1960s, when the booming civilian population working on-Post necessitated

dining options for non-service people, and transit infrastructure for commuters.

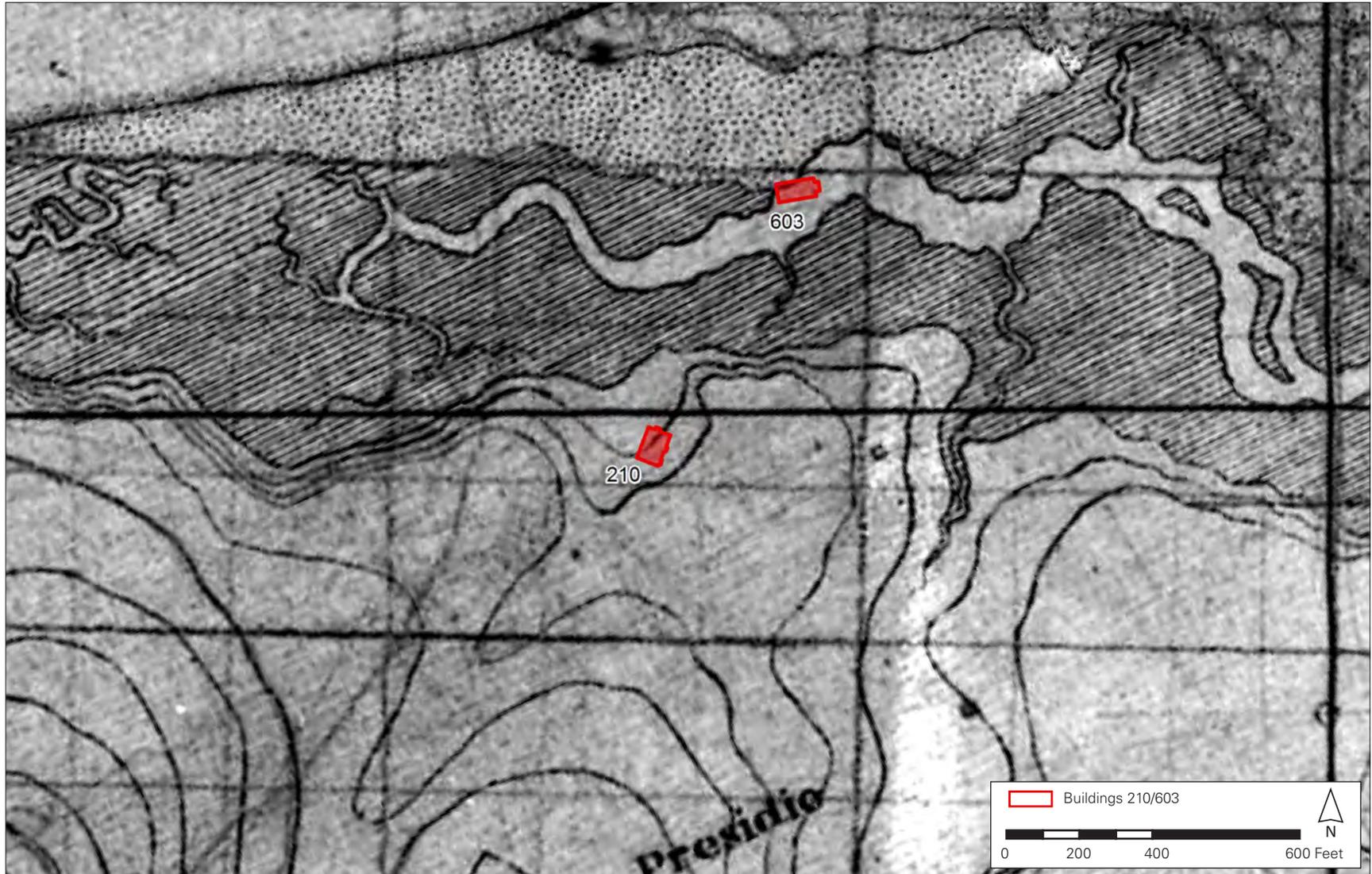
The Tunnel Tops project, currently underway, re-establishes connections that were interrupted when the construction of Doyle Drive severed the upper and lower bluffs that had historically been connected by a series of informal footpaths and roads at Halleck Street and Bank Street.



**Figure 10**

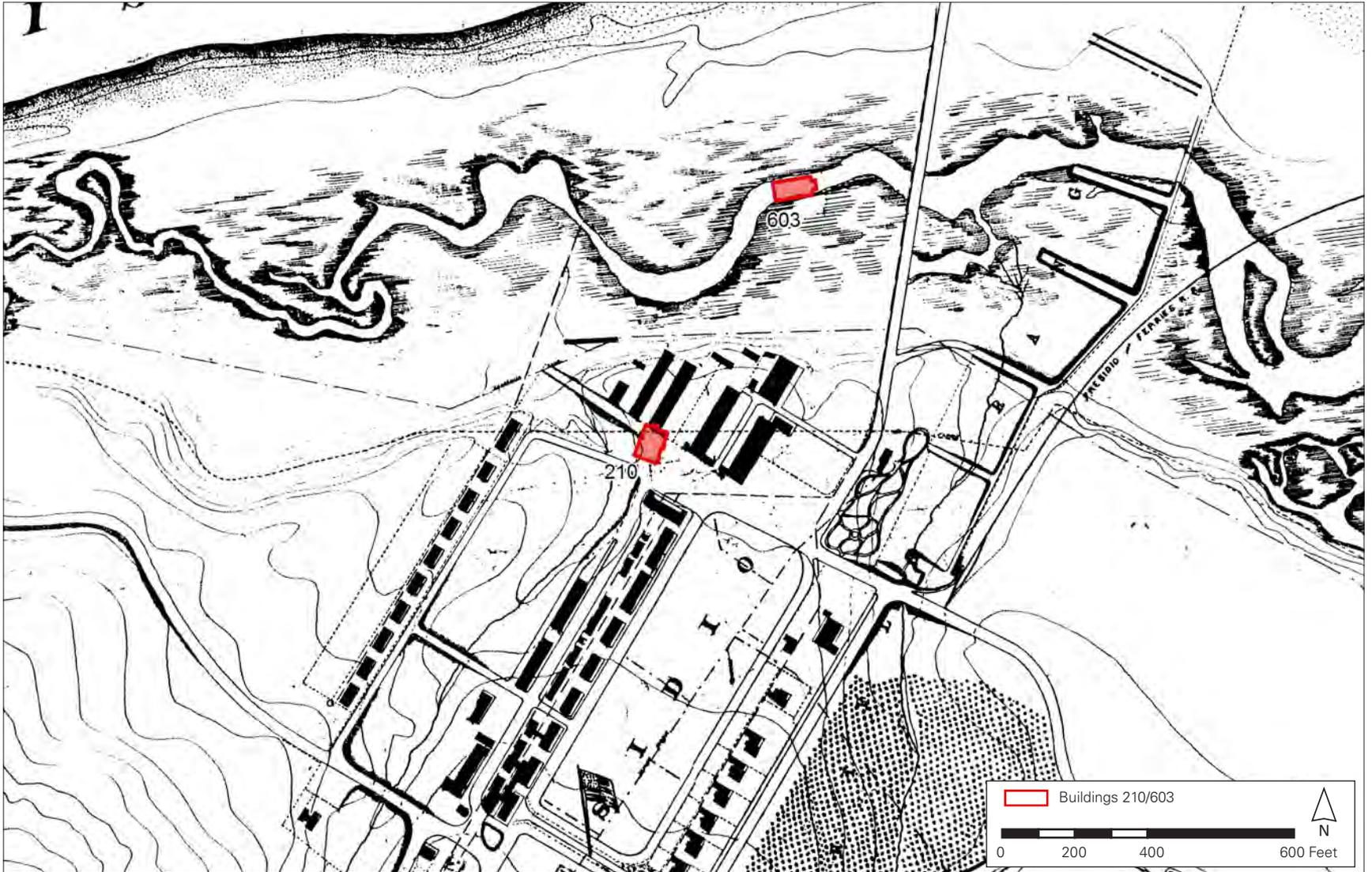
Looking south at buildings atop of the Main Post Bluff with Building 106 visible in the background, c.1910. (San Francisco History Center, San Francisco Public Library)

The new landscape envisioned in the Tunnel Tops project re-introduces a bluff element, emphasizes open character and historic views from the pre-development period (c.1850), preserves remaining historic buildings and landscape features, and enhances public program opportunities.

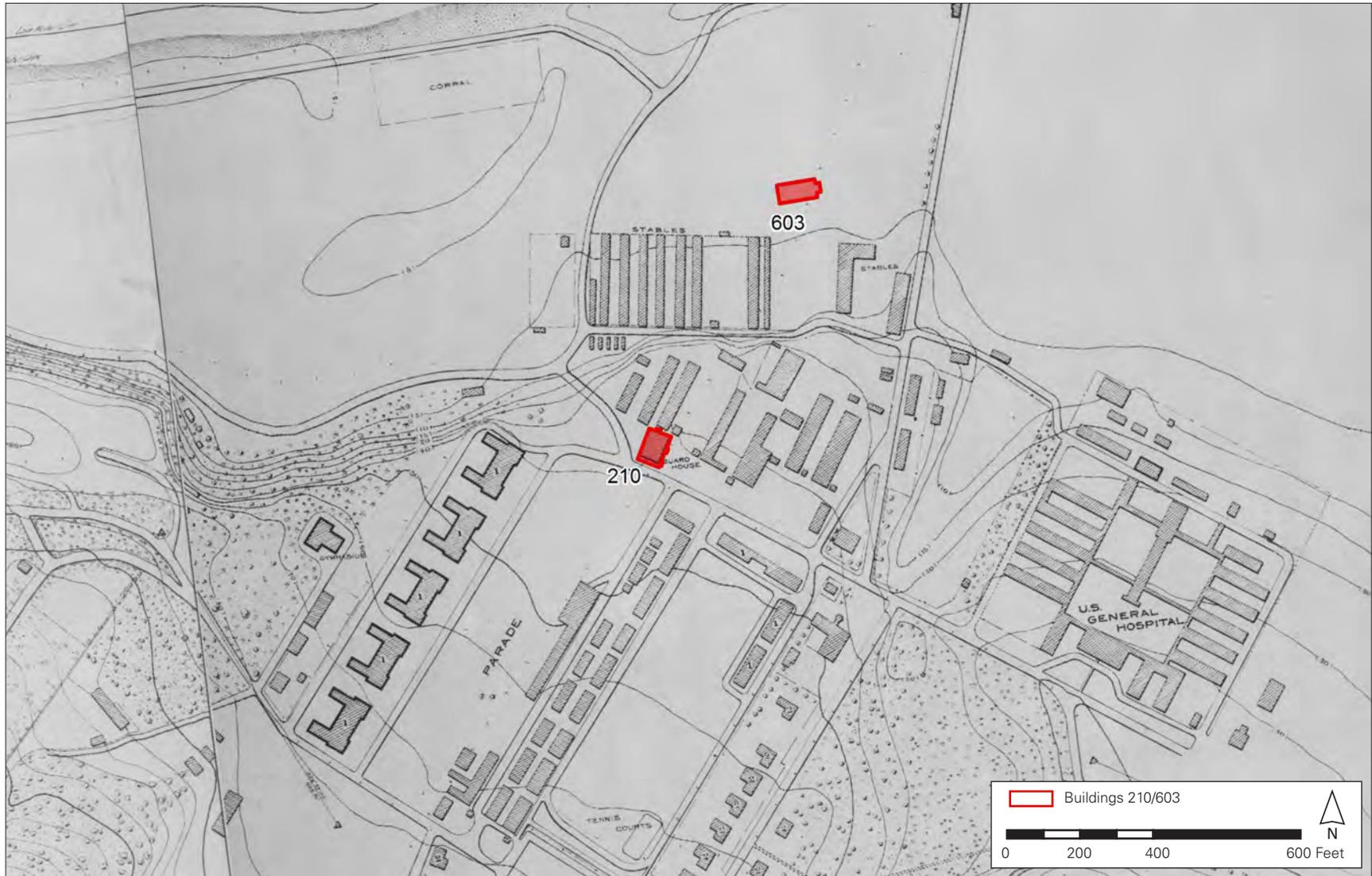


**Figure 11**

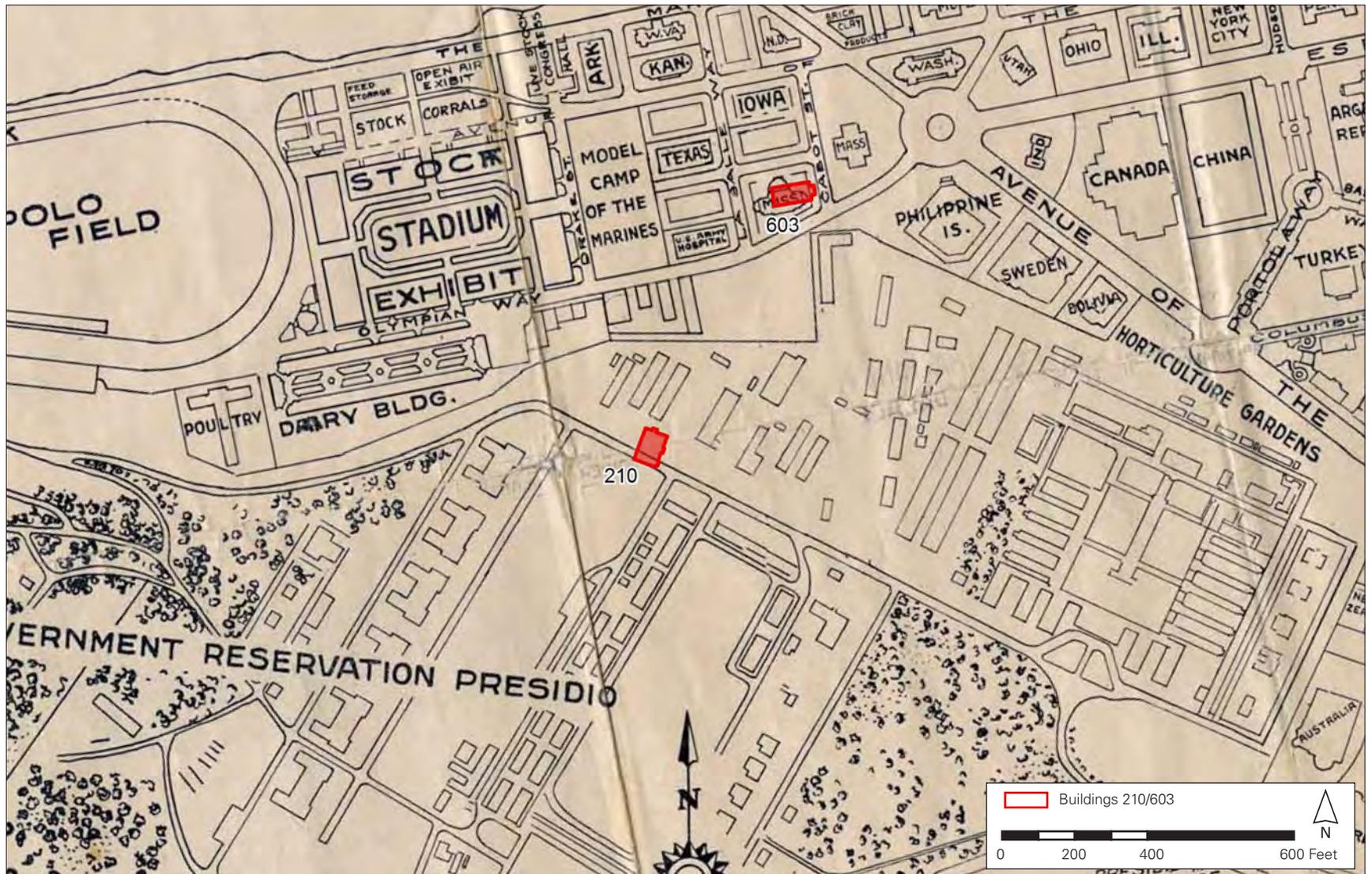
1851 U.S. Coast and Geodetic Survey.



**Figure 12**  
1880 U.S. Army Map.

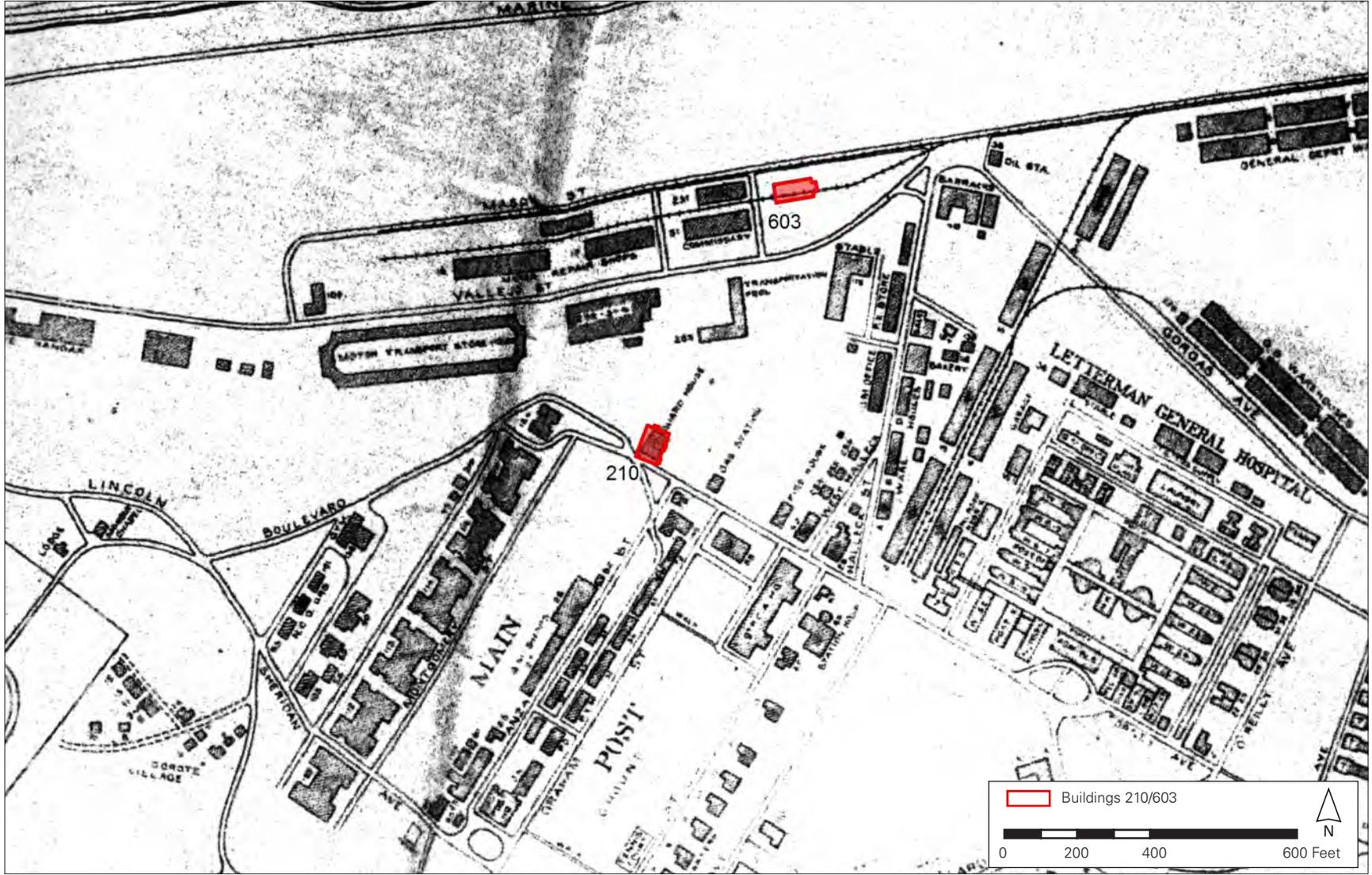


**Figure 13**  
1907 U.S. Army Map.

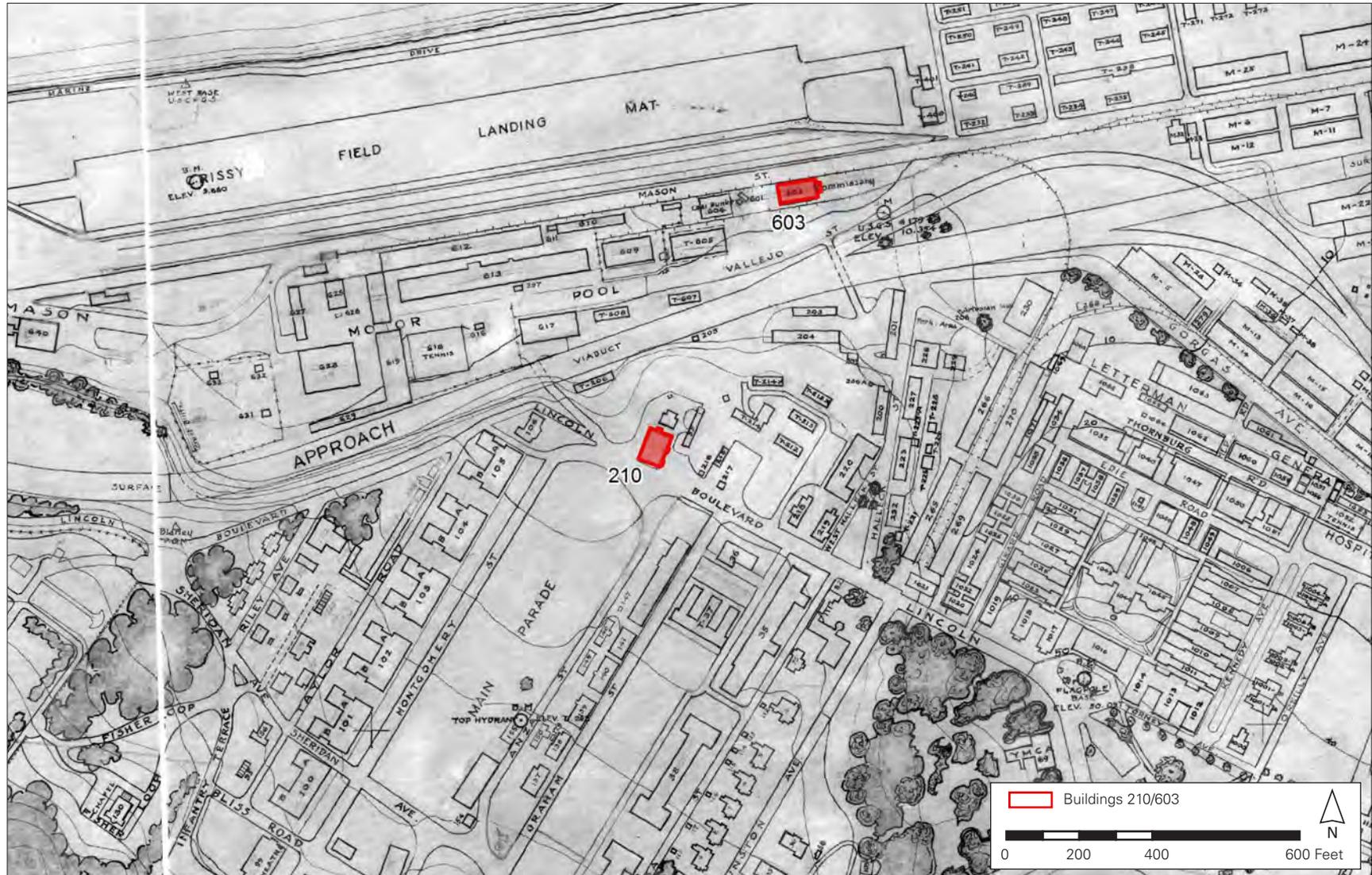


**Figure 14**  
C.1915 U.S. PPIE Map.





**Figure 16**  
1928 U.S. Army Map.



**Figure 17**  
 1941-1945 U.S. Army Map.





**Figure 19**

2004 U.S. Geological Survey Aerial.

# SECTION II. SUPPLEMENTAL DESIGN GUIDELINES FOR NEW CONSTRUCTION IN THE MID-CRISSY SUB-DISTRICT

Passages in *italics* are existing design guidelines from the **Mid-Crissy Area Design Guidelines** that are applicable to Building 603. They are pulled from the sections on Spatial Organization & Land Patterns, and Buildings & Structures.

Guidelines in **bold** are new supplemental guidelines developed for the Tunnel Tops project.

The landscape design will follow the landscape, spatial organization, and land use pattern recommendations provided in the **Mid-Crissy Area Design Guidelines**.

## 1. SPATIAL ORGANIZATION AND LAND PATTERNS

*Retain the historic visual and physical relationship between Building 603 and Mason Street.*

- **For new construction associated with Building 603, maintain a 70-foot setback from Mason Street so that the west elevation of the historic building is not obscured.**
- **Favor permeable and open facades in new construction associated with Building 603 that allow for strong connections between interior uses and street and/or exterior spaces.**

- **Areas of allowable new construction are shown in Figure 20.**

*Ensure that any new construction or building additions are sited and configured to be compatible with the historic district, and are sensitive to the prevailing architectural treatment, scale, massing, and orientation of the historic building clusters.*

**New site features must comply with the Secretary of the Interior’s Standards for Rehabilitation. They must be located so as to not damage historic features or to compromise the integrity of the Mid-Crissy subdistrict. This can include compatibly designed and sited features, such as benches, signage, waysides, decking, play structures, parking infrastructure and site and street lighting, support structures for new construction and existing buildings (e.g. trash enclosures, small storage boxes) clustered where feasible. In some cases, missing historic features may be reintroduced if there is sufficient documentary evidence showing the size, shape, location, and material of the missing feature.**

## 2. BUILDINGS AND STRUCTURES

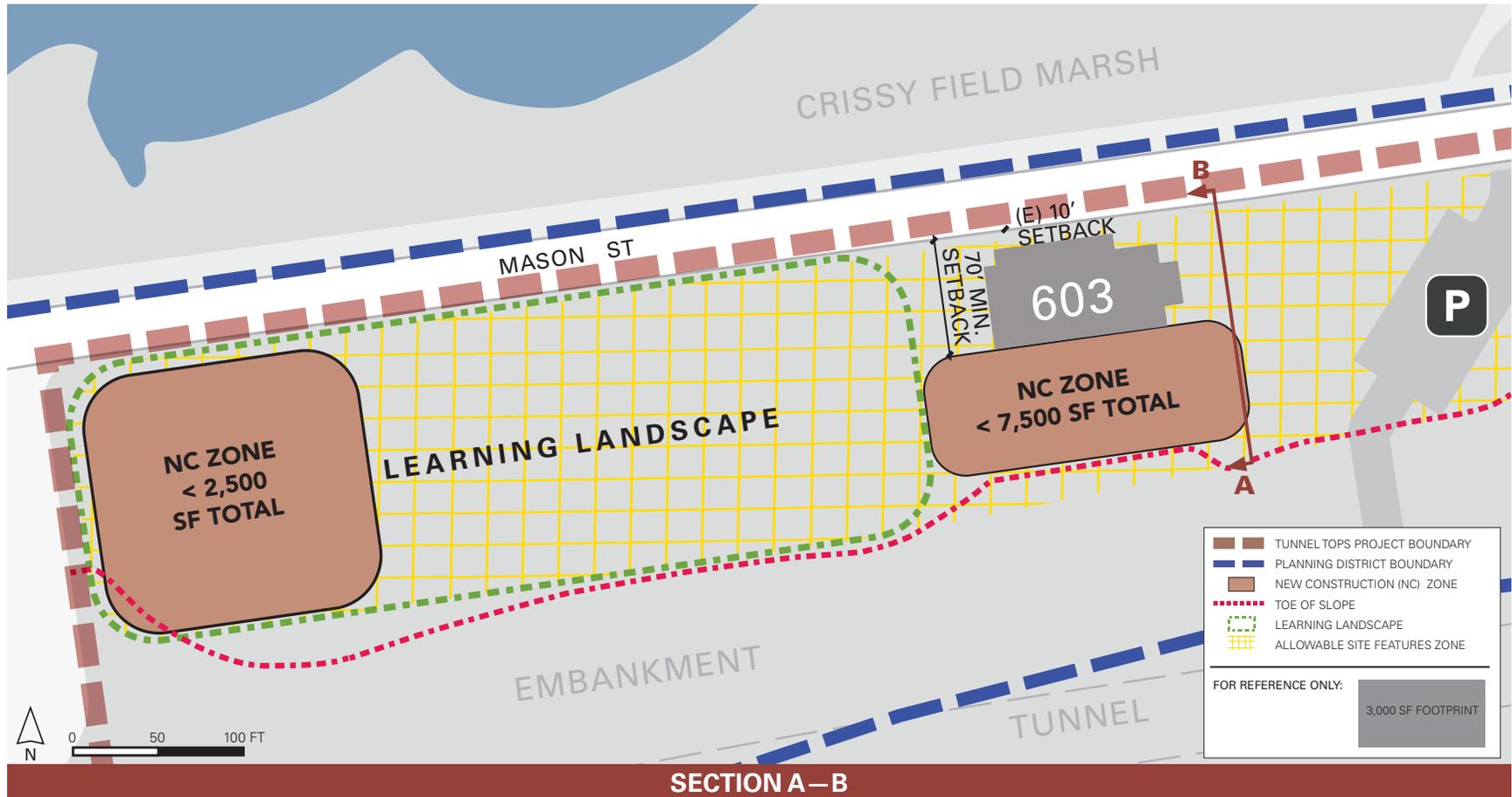
*Retain and rehabilitate historic buildings in a manner that is consistent with the Secretary of Interior’s Standards for the Treatment of Historic Properties. Design building additions and/or*

*auxiliary structures, if any, to be subordinate in square footage, mass, and scale to historic buildings. Site building additions and/or auxiliary structures so as not to compete with the historic entrances or features such as loading docks. Orient new construction to maintain historic relationships to Mason Street.*

- **No single new building in the Crissy Field portion of the site may exceed 5,800 SF (less than half of the total interior square footage of Building 603’s two floors).**
- **Breaking new buildings into smaller volumes in order to disperse their mass over this once-densely built site is encouraged.**
- **Total new construction within the Crissy Field portion of the Tunnel Tops project site may not exceed 10,000 SF.**

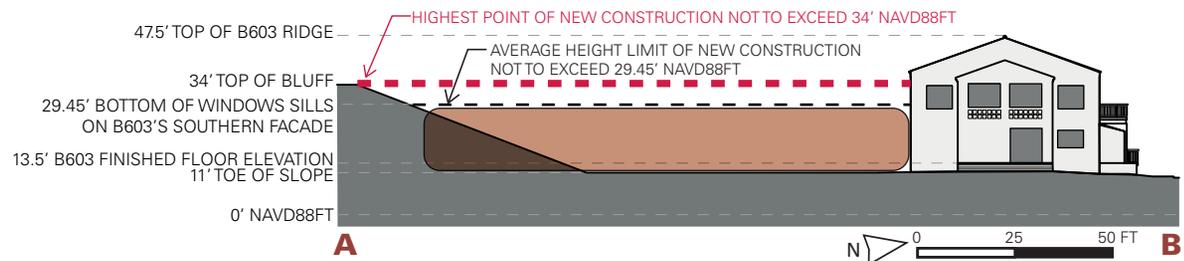
**Allowable square footage applies to buildings, but not features under the guidelines. Buildings are defined as follows:**

- **Conditioned, habitable space (office, classroom, or storage in this setting), equipped with full mechanical, electrical and plumbing (MEP) utilities, four walls and a roof. These buildings count against the square footage limits described under the design guidelines.**



**Figure 20**

Allowable new construction zone and height limit associated with Building 603.



*Respect the simple architecture and repetition of forms that characterize Crissy Field in new construction and building additions. Rely on massing, use of compatible fenestration patterns and building form, rather than applied decoration to give new buildings or additions a distinct identity.*

*Differentiate new construction and building additions from existing historic buildings, yet maintain compatibility according to guidance from the **Secretary of Interior's Standards for Rehabilitation**. Design the scale and dimensions of new building elements to respond sensitively to the scale of other Crissy Field structures.*

**Make applicable adjustments for access and egress requirements, or explore alternative approaches to these features per the historic building code. Concentrate any new deck, ramp or access features on secondary elevations (west, south) and focus on restoring primary elevations (north, east) to their historic appearances. Avoid obscuring the historic relationship between the loading dock on the north and west elevation of 603, and the building's elevated first floor plate, except sensitive new elements that provide universal access to the building's elevated first floor plate.**

*Additions to historic buildings (Buildings 603, 631, 632) will be subject to additional consultation and—where necessary—further study, including but not limited to historic structure reports.*

**Character defining features and treatment recommendations for Building 603 are outlined in the building summary report (Section IV). Follow guidelines for treatment of the building articulated therein.**

*Preserve views from the Main Post toward Crissy Field, the Bay and Golden Gate, and from Crissy Field to the National Cemetery and Main Post, by keeping the height of new construction below the bluff profile (elevation 45 feet), which is approximately 35 feet above the existing ground elevation at Building 610 and 603 (see Figure 2 on page 3).*

**The average height of new construction associated with building 603 and the adjacent Learning Landscape must not exceed the height of the bottom of 2nd floor window openings on the south elevations of Building 603—approximately 29.45' above sea level (see Figure 20 and 21). The highest point of new construction cannot exceed the top of bluff elevation—approximately 34' above sea level.**

*Consider the appearance of building roofs from the future Main Post Bluff, Presidio Promenade, and Cemetery Bluff. Hide mechanical systems and other unattractive features that are often located on rooftops.*

**As per the Secretary of the Interior's Standards for Rehabilitation & Illustrated Guidelines on Sustainability for**

***Rehabilitating Historic Buildings* (2014), compatibility of PV arrays, green (living) roofs, or other sustainable features will be carefully considered and the subject of ongoing consultation.**

*Relying on the most current science-based and regionally specific projections of future sea level rise, explore appropriate, innovative and effective approaches to reduce flood damage during the expected life of the project.*

- **Incorporate flood control measures into the construction of the building (e.g. a concrete curb or stem wall) to help minimize damage from flooding; and/or**
- **Design new construction that can be easily repaired or replaced in the event of damage due to flooding; and/or**
- **Raise the grade to a maximum of elevation 13.5' above sea level within the allowable zone for new construction in the Mid Crissy area in order to minimize flood damage to the new buildings during anticipated high tide/storm episodes. Raising the grade in the area of allowable new construction may also help to avoid land use controls that overlap this zone, and minimize the potential for encountering archaeological deposits.**
- **Consider landscaping, building materials and other site work that will allow for the periodic flooding of the site.**

## BUILDING MATERIAL AND COLOR PALETTE APPROPRIATE FOR USE IN THE MID-CRISSY SUB-DISTRICT

*For all buildings, use materials that are visually compatible with the historic Crissy Field buildings (such as stucco and concrete). The color palette should complement the range of colors that predominates at Crissy Field, including Presidio White, terracotta red (found in roofing tiles), and trim colors in brown and/or white.*

**Limit the use of the following exterior materials: Reflective metal finishes, Dry-vit or EIFS, and reflective glass. Select building materials that are compatible with the existing buildings.**

**New construction must use materials (or visually equivalent materials) from the following list:**

### Exterior Wall Materials

- **Cement board form or smooth finish painted in appropriate colors.**
- **Wood: painted horizontal siding, trim, windows, and doors. Stained or unpainted horizontal wood siding should be used sparingly.**
- **Painted or unpainted cast-in-place concrete.**

- **Composition board (e.g. Hardieboard or Hardieplank) used in traditional applications like lap or flat siding, for soffits and trim.**
- **Aluminum or metal panel wall systems.**

### Windows and Doors

- **Steel: steel windows, steel exterior doors, steel rails and fences; dark burnished steel and painted steel are acceptable.**
- **Aluminum: windows, storefront, curtain wall, doors are permitted but the profile of aluminum framing members shall be minimized whenever possible. Aluminum to be powdercoated or kynar finished in appropriate colors. Reflective surfaces are not permitted.**
- **Glass: clear glass is preferred, low-e is permitted. Tinted glass should be used in limited quantities and tint should not be readily perceivable. Spandrel glass and obscure glass is permitted in limited quantities.**

### Roofing and Trim

- **Shingles and tiles: Red asphalt tab shingles, clay tile.**
- **Metal roofing: painted, galvanized metal is commonplace in the Crissy Field area. Copper, zinc, terne-coated copper, ternemetal are permitted. Built-up roofing, membrane, and other flat roofs are permitted. Green (living) roofs are permitted for flat installation in areas that are not highly visible.**
- **Painted copper flashing/gutters.**
- **Red ceramic tile roof is acceptable if differentiated from Building 603.**
- **Compatibly designed photovoltaic arrays may be incorporated into the roofs of new construction adjacent to 603. Photovoltaic arrays should contribute substantively to the energy consumption of the Crissy Field Center complex. Photovoltaic arrays are not permitted on the roof of Building 603.**



**Figure 21**

Historic Building 603, the former Commissary Building, was built in 1939. It is a two-story building constructed of board-formed reinforced concrete with Spanish tile roof, gable ends on west and east elevations, and a full-length railroad platform along its north elevation toward Mason Street, designed for moving inventory by railroad. (National Archives and Records Administration)

■ ■ ■ Dotted line indicates the bottom sill of the 2nd floor windows at approximately 29.45' above sea level.



**Figure 22**

As part of the transformation to the Crissy Field Center in 2001, a north-elevation sun porch extends atop the railroad platform, with aluminum floor to ceiling windows.



# SECTION III. SUPPLEMENTAL DESIGN GUIDELINES FOR NEW CONSTRUCTION IN THE MAIN POST BLUFF SUB-DISTRICT

Passages in *italics* are existing design guidelines from the **Main Post Planning & Design Guidelines** that are applicable to the Main Post Bluff portion of the Tunnel Tops project Area. They are pulled from the sections on Spatial Organization & Land Patterns, Buildings and Structures.

The landscape design will follow the treatment recommendations provided in the **Main Post Cultural Landscape Report**.

Guidelines in **bold** are new supplemental guidelines developed for the Tunnel Tops project.

## 1. SPATIAL ORGANIZATION AND LAND PATTERNS

*New buildings should not obstruct existing views of San Francisco Bay and they should be designed to preserve important east/west views.*

*All new landscape features will be consistent with recommendations provided in the **Main Post Cultural Landscape Report**.*

- **New site features must comply with the Secretary of the Interior’s Standards for Rehabilitation. They must be located so as to not damage historic features or to compromise the integrity of the Main Post subdistrict. This can include compatibly designed site features, such as benches,**

**signage, waysides, decking, parking infrastructure and site and street lighting, support structures for new construction and existing buildings (e.g. trash enclosures) clustered where feasible to limit their impact on the historic site. In some cases, missing historic features may be reintroduced if there is sufficient documentary evidence showing the size, shape, location, and material of the missing feature.**

## 2. BUILDING AND STRUCTURES

*Locate new additions or elements as inconspicuously as possible, keeping in mind that buildings in this cluster are highly visible from all directions.*

- **Areas of allowable new construction are shown in Figure 23.**

*Avoid additions of tall elements that will be visible from the Main Parade. Respect view corridors from other parts of the Main Post when planning changes to buildings in this cluster.*

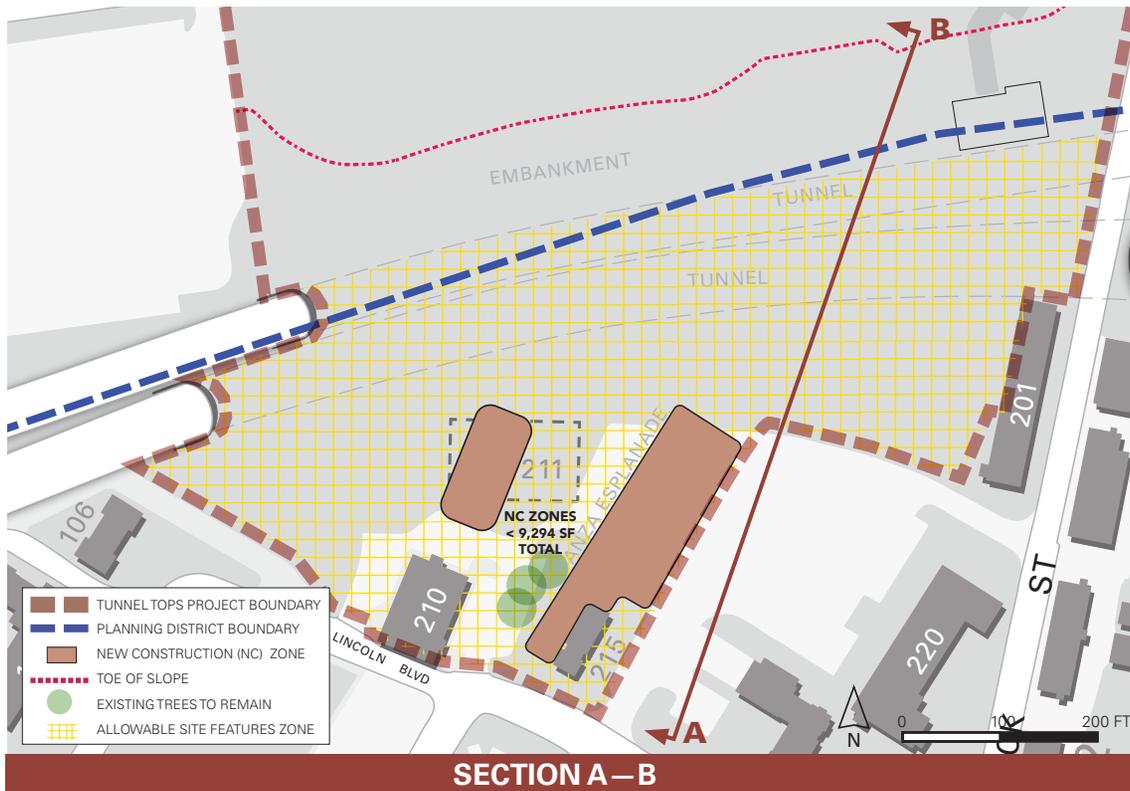
- **The average height of new construction on the Main Post Bluff may not exceed 68.61’ above sea level—the peak of the roof of existing Building 215 (see Figure 23). The highest point of new construction must be lower than the top of Building 210—approximately 80.85’ above sea level. Minor building**

**elements, such as elevator overruns, flagpoles, or other “signaling” features above this height limit may only be used sparingly.**

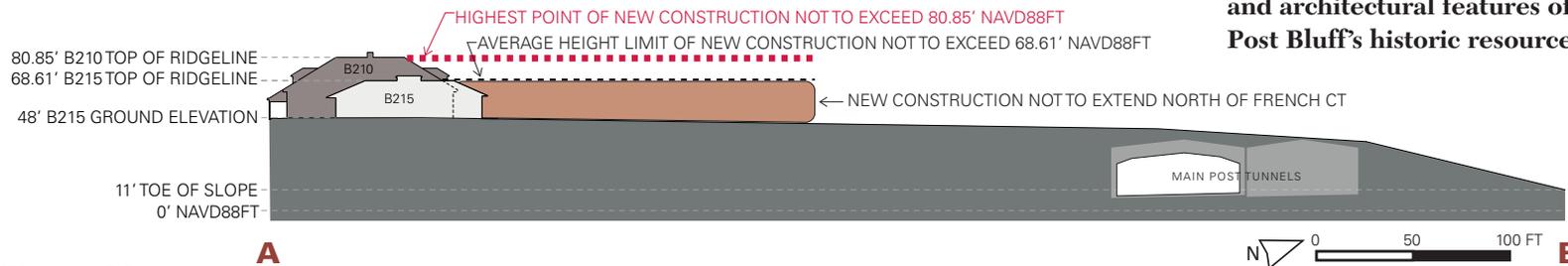
- **Relate new construction to the overall scale and massing of existing buildings; consider articulating roof variations and building volumes to achieve this objective.**

*Locate any new additions or elements in a manner that emphasizes the openness and views of this predominantly landscaped area.*

- **Organize any new buildings on the site according to patterns of historic development in the area (e.g., perpendicular to Lincoln Boulevard and/or parallel with Graham Street).**
- **Site new construction within allowable areas of new construction so as to be minimally visible from the historic core of the Main Post.**
- **Use new buildings or landscape to screen the parking area between Building 220 and Graham Street from the Main Post Bluff landscape area to the west.**
- **Consider removal of non-historic Building 211 in order to re-establish views north from the foot of the Main Parade and the rear of Building 210.**



- Set back new building construction from the bluff edge so that it is not visible from Crissy Field.
- Total new construction within the Main Post Bluff portion of the Tunnel Tops project site may not exceed 9,294 SF—the size of Building 211. Allowable square footage applies only to conditioned enclosed space as described under Section II.
- Breaking new buildings into smaller volumes in order to disperse their mass over this once-densely built site is allowable within areas permitted for new construction.
- Consistent with the *Secretary of the Interior's Standards*, new additions to the site and/or its contributing buildings will not destroy historic materials that characterize the property, new work must be differentiated from the old and compatible with the massing, size, scale and architectural features of the Main Post Bluff's historic resources.

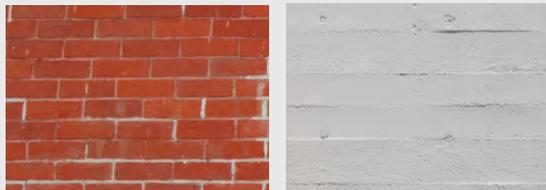


**Figure 23**

Allowable new construction zone and height limit at Main Post Bluff.

## BUILDING MATERIAL AND COLOR PALETTE APPROPRIATE FOR USE IN THE MAIN POST BLUFF SUB-DISTRICT

Develop an exterior color palette that complements the range of colors predominant in the Main Post, such as Presidio White, brick red, terracotta (found in roofing tiles) gray-colored stone, and trim colors in brown and white.



**Figure 24**

Top Left: Example of Brick at the Main Post.

Top Right: Example of gray board-formed concrete at the Main Post.

Limit the use of the following exterior materials: Aluminum or metal panel wall systems, reflective metal finishes, Dry-vit or EIFS, and reflective glass. Select building materials that are compatible with the existing buildings.

New construction must use materials (or visually equivalent materials) from the following list:

### Exterior Wall Materials

- Cement plaster (stucco) applied in a smooth finish painted in appropriate colors.

- Brick: in size and color similar to what is found on the Montgomery Street Barracks.
- Wood: painted horizontal siding, trim, windows, and doors. Stained or unpainted wood should be used sparingly.
- Painted cast-in-place concrete.
- Stone: in limited quantities for watertables, sills and trim pieces should be similar to other Main Post stone.
- Composition board (e.g. Hardieboard or Hardieplank) used in traditional applications like lap or flat siding, for soffits and trim.

### Windows and Doors

- Steel: steel windows, steel exterior doors, steel rails and fences; dark burnished steel and painted steel are acceptable.
- Aluminum: windows, storefront, curtain wall, doors are permitted but the profile of aluminum framing members shall be minimized whenever possible. Aluminum to be powdercoated or kynar finished in

appropriate colors. Reflective surfaces are not permitted.

- Glass: clear glass is preferred, low-e is permitted. Tinted glass should be used in limited quantities and tint should not be readily perceivable. Spandrel glass and obscure glass is permitted in limited quantities.
- ### Roofing and Trim
- Shingles and tiles: Red asphalt tab shingles, clay tile.
  - Metal roofing: painted, galvanized metal is commonplace in the Main Post. Copper, zinc, terne-coated copper, ternemetal are permitted if used judiciously. Built-up roofing, membrane, and other flat roofs are permitted. Green (living) roofs, photovoltaics and other sustainable design features are permitted for flat installation in areas that are not highly visible. Use the *Secretary of the Interior's Standards for Rehabilitation & Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings* (2014) to evaluate sustainable design features in this area.
  - Painted galvanized or copper flashing/gutters.
  - Ceramic tile as ornament or in small areas.



**Figure 25**

Historic Building 210, the former Post Guardhouse, is a red-brick structure with the typical red asphalt tab shingles.



**Figure 26**

Building 215, the Transit Center (built in 2004), is an example of how a new building may be successfully added to the Main Post. Its simple rectangular form, its hipped roof, and its color and material palette are derived from character-defining features found on surrounding historic buildings.

## SECTION IV. BUILDING 603 DETAILS & REHABILITATION HISTORY



**Figure 27**

GGNPC and the Trust rehabilitated Building 603 in 2001 to serve as a programs facility. Building 603 is currently being used by CalTrans as a project office for the Presidio Parkway effort. The Trust expects the GGNPC to reoccupy Building 603 once the Presidio Parkway project has been completed.

### INTRODUCTION AND PURPOSE

Building 603 is a contributing structure to the Presidio National Historic Landmark District (NHL) constructed in 1939 as a commissary and storehouse on the Crissy Field waterfront. Following World War II, the army converted the warehouse into a photographic laboratory and audiovisual center (ca. 1947). In 2001, after the closure of the base, the Golden Gate National Parks Conservancy rehabilitated the building to accommodate the Crissy Field Center, a community and education center. The building is currently occupied by an office tenant.

The Presidio Trust, National Park Service, and the Golden Gate National Parks Conservancy have partnered to rehabilitate Building 603 as the new Crissy Field Center. In anticipation of this collaboration, the Presidio Trust has prepared this brief history and analysis of Building 603 to facilitate the future use and design of this building. The following is a summation of this research that provides an overview of the architectural history, historical and architectural significance, and treatment recommendations for Building 603. Trust historic compliance staff determined that a full Historic Structure Report was not warranted due to the low integrity of the building's interior, its recent rehabilitation and limited project funds for such a task.

## HISTORICAL BACKGROUND AND CONTEXT

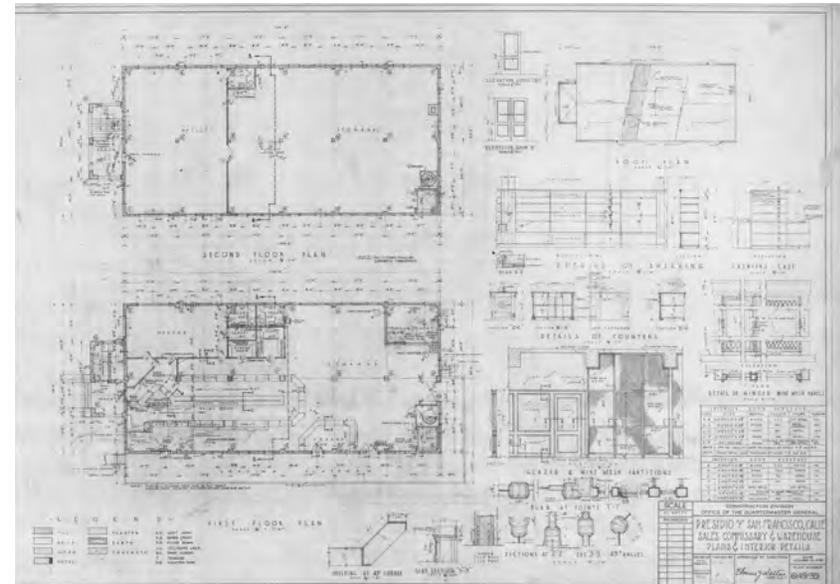
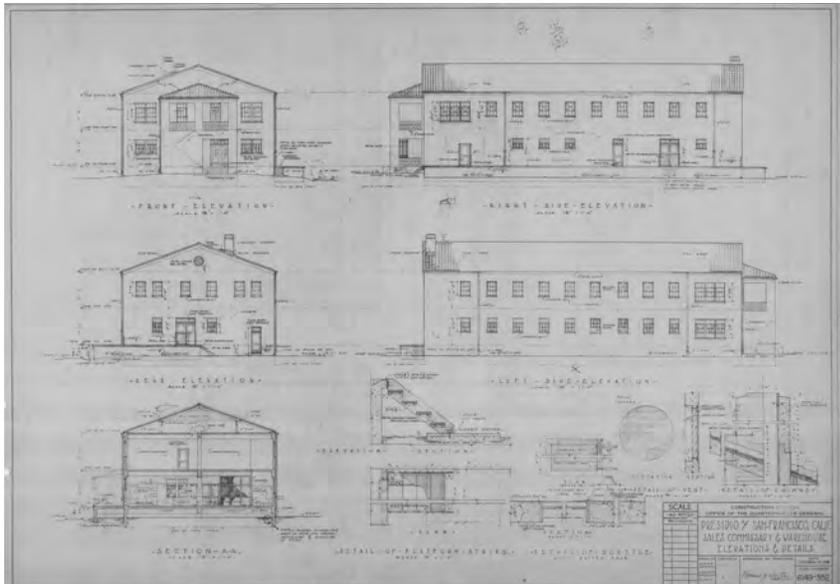
When United States Army first occupied the Presidio in 1846, the future site of Building 603 was located within an extensive marshy area at the base of a bluff. By the turn of the century, much of the natural waterfront was replaced with fill to accommodate the back-of-house needs of the Presidio. To such ends, the army fit out the lower bluff area along the bay with rail lines, shipping/transportation infrastructure, warehouses and stables.

The army removed many of the site's utilitarian structures in preparation for the City of San

Francisco's 1915 Panama-Pacific International Exhibit. After the PPIE's closure in December 1915, and with America's preparation for a possible involvement in the European War, the army quickly replaced the elaborate temporary city with a dense collection of wood-frame barracks for the new war effort. In 1921, Crissy Air Field and its associated support buildings opened, but due to dangerous flying conditions and advances in military aviation technology the air field closed in 1936. The landscape was further altered in 1936, with the completion of Doyle Drive to support the new Golden Gate Bridge. The new freeway bifurcated the Main Post and Crissy Field, greatly limiting the formal

and informal connections between the upper and lower bluff areas. The Army constructed Building 603 in 1939 as one of several buildings that serviced the busy movements of goods along the Mason Street railway lines.

The site changed again as the army constructed several buildings as part of the pre-mobilization effort before WWII. By 1945, the Mid-Crissy area consisted of a dense collection of motor pool buildings, storage and warehouses. The area remained largely unchanged until 1989, when the remaining motor pool buildings were removed, and the Commissary (Building 610/653, now Sports Basement) and associated parking lots were constructed.



**Figure 28** Building 603 elevations, details and plan drawings (c.1938) for the sales commissary and warehouse. (Golden Gate NRA, Park Archives)

## BUILDING DESCRIPTION

Building 603 is a two and one half story reinforced concrete structure with a red tile gable roof and minimal Mission Revival features. Measuring roughly 60' x 104' 6" in plan, the building fronts Mason Street, facing Crissy Field, and features a concrete loading dock that runs the full length of the building on the north

elevation and wraps around the west elevation. Originally open, the north-facing loading dock was enclosed in glass with a flat roof that serves as a second floor deck as part of the building's first rehabilitation in 2001. The main (east) entrance provides a formal entry point in juxtaposition to the utilitarian, and simple loading dock. A partially enclosed exterior stair case connects the first and second floors. The landing at the second

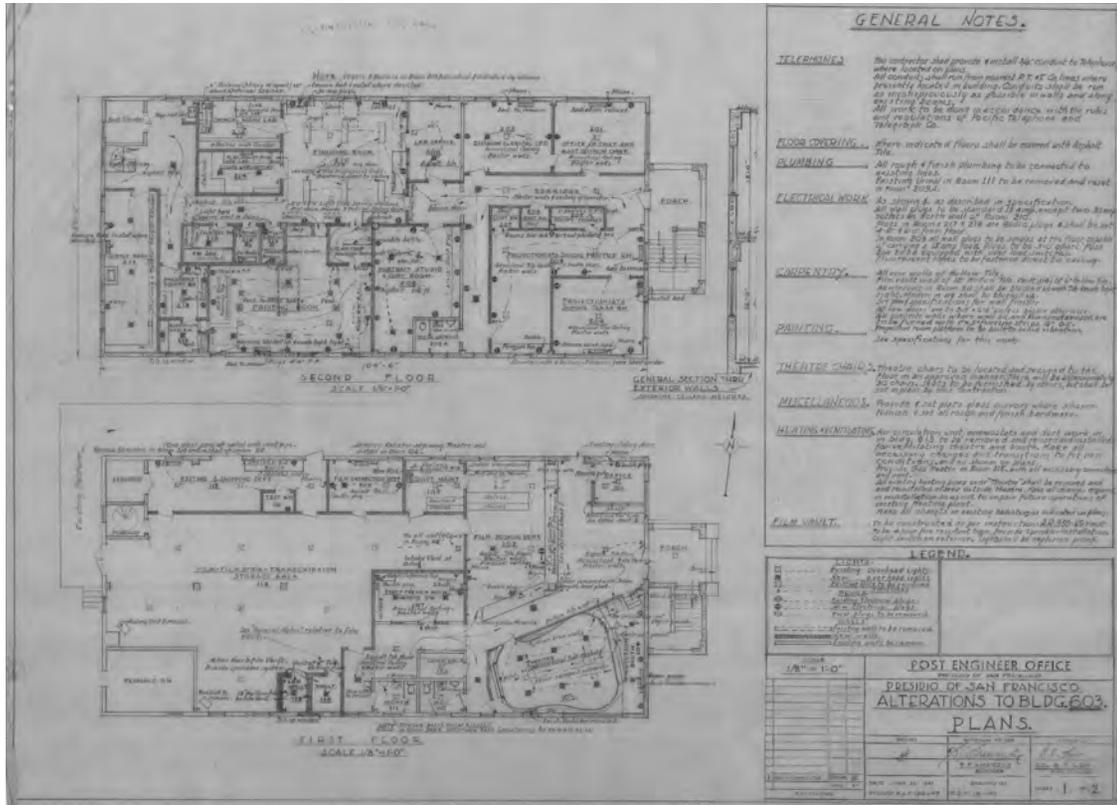
floor opens onto a sheltered porch that features a concrete half-wall with square-shape perforated openings. The building features industrial steel frame hopper windows, of varying sizes, with an integrated security assembly. Larger windows located at the east end of the building, on both floors, correspond to the original administrative use at one end, rather than the retail or storage sections within the remaining two-thirds of the building.

The Building 603 Physical History Report prepared in 1993 offered this description of the building: "Like other buildings of its type, the structure has minimal wall relief, and minimal Spanish detailing. The grid railing on the second floor of the staircase and the flatness of the walls give it a more modern feeling, however than the traditional revival structures."

## BUILDING SIGNIFICANCE AND HISTORY

### *Period of Significance: 1939-1958*

The building is significant as a contributor to the NHL District, therefore its period of significance corresponds to the date of construction (1939) to the end of the period of significance for the district (1945 with draft update to 1958). The building's original commissary use changed shortly after its construction to a photographic laboratory and audiovisual center (ca. 1947) which entailed substantial interior alterations. The 2001 rehabilitation did not treat the later interior build out as historic, so nothing from this second era of use remains in the building today.



**Figure 29**

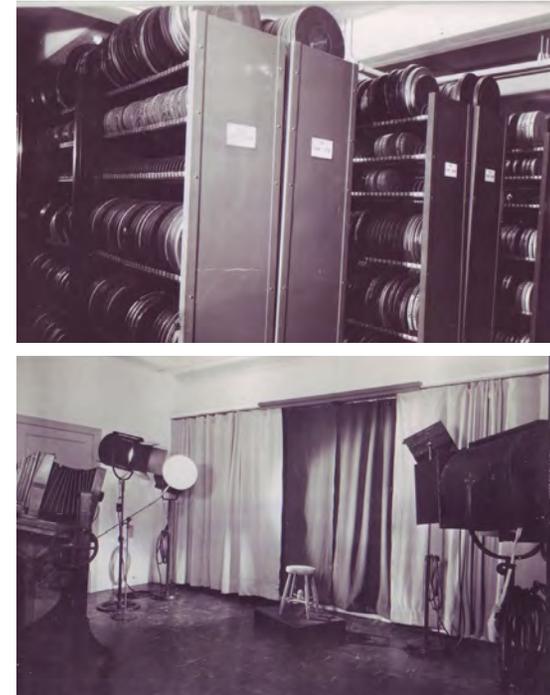
Building 603 alterations and plans (c.1947). (Golden Gate NRA, Park Archives)

### **Building History:**

The army constructed Building 603 as a Commissary and Warehouse in 1939 with funds and labor partially sourced from the P.W.A. (Public Works Administration) and W.P.A. (Works Progress Administration). The building, sited within the shipping and transportation district on (Old) Mason Street, featured a loading dock adjacent to the Mason Street rail line that could allow for easy and loading and unloading from rail cars. Constructing Quartermaster Major F. D. Jones offered a succinct description of the building in his 1940 Completion Report:

*The Commissary and Warehouse consists of the salesroom, officer and storage space. There are approximately 4,700 square feet of storage space available. The building is on H section steel piles about 40 feet long. It is reinforced concrete building with clay tile curtain walls. (Jones, 1)*

Building 603 has maintained relatively high level of exterior architectural integrity however the interior was modified by a change of use in 1947 and subsequent rehabilitation in 2001. In 1947, the army modified the commissary and warehouse to accommodate a photographic laboratory and television studio that operated until the Presidio closed in 1993. The rehabilitation scope in 1947 and subsequent modifications resulted in the removal and construction of partition walls, an auditorium, and blocked windows.



**Figure 29**

Building 603 (c.1948) as a photography laboratory, graphics and television studio. (National Archives and Records Administration)

In 2001, the Conservancy rehabilitated the building for use as a youth environmental education center, public interpretation facility, café and second floor offices (known as the Crissy Field Center). The Conservancy also replaced a wood shed located on the north loading dock with a glass enclosed addition and access to a new second story deck on top of the new structure. The 2001 scope of work included

a new interior stair connecting the first and second floors at the north side of the building, new partitions, new finishes throughout, new bathroom and elevator core in the southeast corner of the building, second floor skylight, all new structural and MEP systems, and the enlargement of several windows to accommodate new doors.



**Figure 30**  
 Building 603 (c.1948) as  
 a photography laboratory,  
 graphics and television  
 studio. (San Francisco  
 Chronicle)

### HISTORIC BUILDING NUMBERS

1939-c.1945: #210  
 c.1945-Present: #603

### HISTORIC USES

1939-1947	Commissary and Warehouse
1947-1999	Photographic laboratory, graphics and television studio
1999- 2009	Crissy Field Center
2009-Present	Temporary CalTrans Offices for the Doyle Drive Project



**Figure 31**

Building 603 (c.1981). (Department of the Interior)

## BUILDING CHRONOLOGY

Text in *italics* taken from the 1993 Physical History Report; regular text indicates new information from additional research.

1939 *Building completed from \$56,744.20. The office of the Quartermaster General in Washington D.C. prepared the plans and specifications for the structure. P.W.A. and the W.P.A. monies were used in the*

*construction of the foundation of the structure (“Purchase and Hire” method). Robert E. McKee Company received the contract to construct the building proper.*

*The contemporary description of the plans noted that the building consisted of “the salesroom office and storage space. There are approximately 4,700 square feet of storage space available. The building is on H section steel piles about 40 feet long. It*

*is a reinforced concrete building with clay tile curtain walls.”*

*The completion report noted much of the equipment that went into the structure: porcelain pull light receptacles; Young unit heaters and blast coils; an electric meter, main switch, and fuse box manufactured by Trumbull Electric Manufacturing of Los Angeles; plumbing equipment manufactured by Standard*

*Sanitary manufacturing; chrome finish wall mirrors; a gas storage tank with a thousand gallon capacity; and a hand operated elevator manufactured by Vincent Whitney Company of San Francisco (69 x 68 x 80 with a capacity of 2,000 lbs.).*

*The completion report stated that the commissary structure was [built] on “an old fill, and piles were necessary.” Difficulties encountered during construction included a strike of housesmiths that resulted that resulted in a 21-day extension order, and in driving the piles for the building. The report stated “considerable difficulty was had in driving piles because of the metal junk that had been used as fill in the area.”*

*1940 Natural Gas heaters installed in the building. Major alterations and additions completed to structure including: adding shelving and counters; moving special articles room; moving office from first to second floor; construction of new entrance porch; construction of new cashier’s cage; laying linoleum in cashier’s office. That same year one drinking fountain, one cabinet, and one electrical meter were installed in the structure.*

*1941-42 Additional shelving, racks, and partitions were constructed.*

*19-- Loading dock area on the north side of structure enclosed for additional office and storage spaces.*

1947 Rehabilitated building to accommodate a photo developing lab, a projectionist school, a small auditorium and other multi-media functions. Alterations included removing all existing partitions except those for the boiler room, upstairs and downstairs lavatories, a demising wall on the second floor, and the elevator. The plans retained the spiral staircase. Both the first and second floors were built out with new partitions for the new use.

Five windows on the south side of the second floor and west of the men’s lavatory were filled in with tile for a printing room and negatives room. A window on the first floor, directly beneath the printing room, was tiled in for two vaults.

1948 *The building was dedicated as a photo lab.*

The army dedicated the building with a plaque to Col. Melvin Gillette (1892-1947) that read: “Gillette Pictorial Center. Dedicated 1948 to the memory of the architect of military pictorial service Melvin E Gillette 1892 1947 Colonel Signal Corps United States Army”

The building’s theatre was dedicated in honor of Ehram Brickell. The dedicating plaque read: “Brickell Theater-Dedicated 1948 to the memory of Ehram Brickell 1903-1945 Army Service employ audio-visual equipment coordinator World War II”

Both plaques were removed at an unknown date.

1957 New light fixtures added.

1966 Enlargement of existing auditorium to accommodate a 70-seat auditorium constructed in the southeast corner of the building. Work included blocking four windows, one on the east elevation and three on the south, with concrete blocks.

19-- Fans, vents and louvers added to four windows on the west end of the south elevation of the second floor.

1977 New ventilation system and eye wash station in a group of rooms on the north side of the second floor. Alterations included replacing four fans and louvers in existing windows on the south elevation of the second floor with new fans and louvers.

1978 Sprinkler and security alarm systems added.

1993 Boiler replaced. All work performed in boiler room.

2001 Rehabilitation of building for the Crissy Field Center. Work included extending the front concrete steps and added a ramp for accessibility on the east elevation.

Converted existing windows into doors....

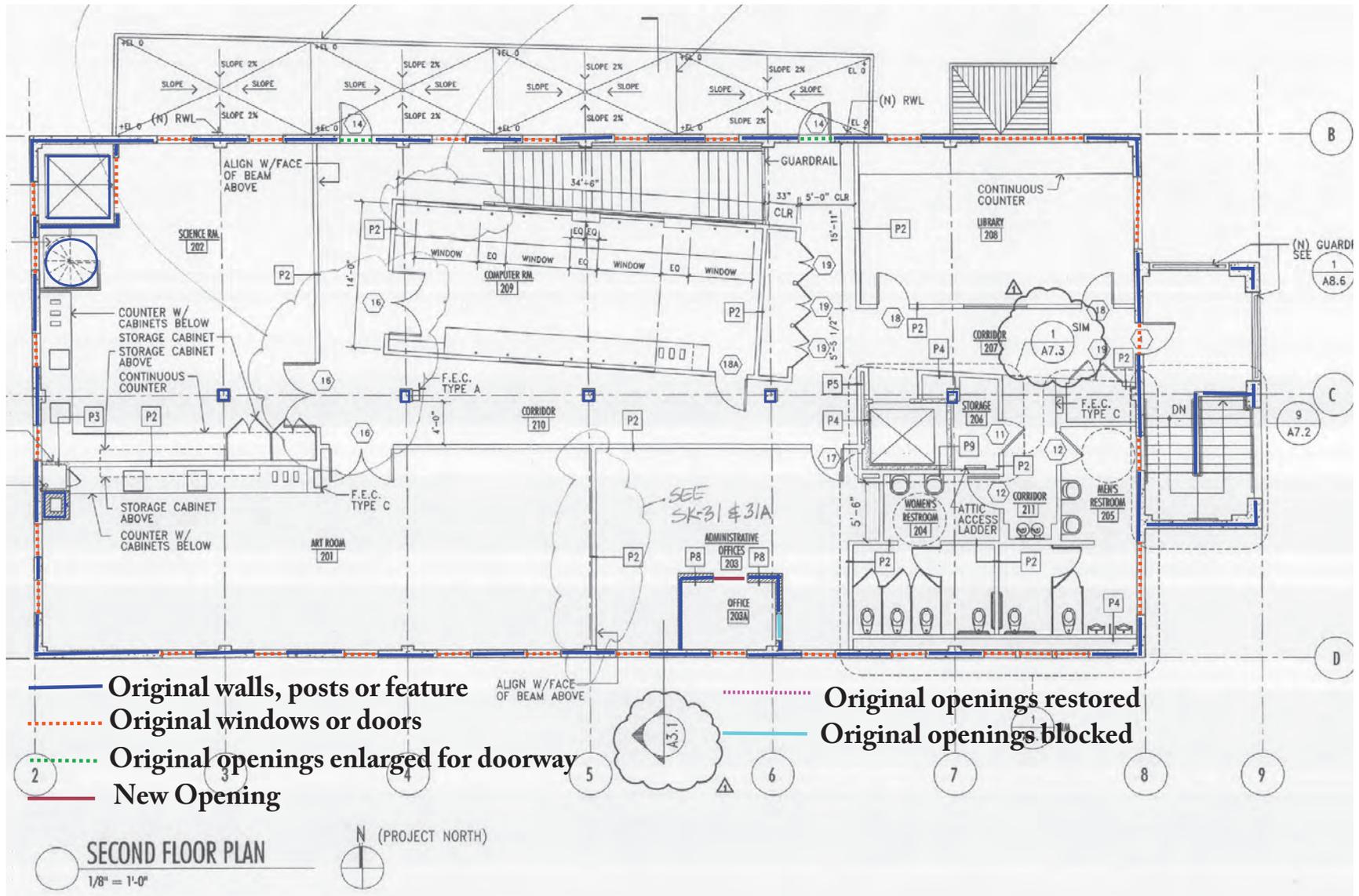
Multiple partitions removed and added throughout the building

Removed and replaced loading dock enclosure on north elevation

Interior access to boiler room added

2000 Transformer and transformer pad added at the southeast corner of the building.





**Figure 33**

Second floor plan of the Crissy Field Center for use as a youth environmental education center, public interpretation facility, café and second floor offices in 1999. (Golden Gate NRA, Park Archives)

## CHARACTER DEFINING FEATURES

Adapted from PHR – original text in *italics*.

### Exterior

- *Building form, shape, materials, silhouette, symmetry*
- *Red-tile gable roof*
- *Wooden formwork impression (shuttering) visible in concrete*
- *Projecting two-story entrance porch to the east*
- *Metal industrial sash security windows (metal sash with exterior metal grilles shaped like mullions for security) usually nine or twelve light with central or upper two-thirds hinged*
- *Concrete loading dock, north and west elevations, with concrete steps*
- *Historic entrance doors, first and second floors (first floor paired; six light with one panel, three light transoms above; second floor single version of same) with historic door hardware*
- *Minimal eave overhang—eaves virtually flush with all walls*
- *Circular louvered vents in gable ends*
- *Square grid patterns in concrete railing, entrance porch*
- Brick chimney
- Exterior two-story staircase with metal gate at first floor

### Later Exterior Additions and Non-Historic Modifications

- Loading dock enclosed in a sun-porch style addition
- 2nd floor deck and railing atop of the loading dock enclosure
- Skylight and mechanical equipment on roof

### Interior

- *Partitions surrounding the men's room on the floor (historic)*
- Partitions around the former mechanical room, now kitchen, and those around the elevator
- Metal spiral staircase
- Elevator cab, shaft and mechanical system (currently mothballed)
- Sliding warehouse door, first floor north loading dock (currently concealed behind a wall)
- Bevel edges, window interiors
- Intact concrete flooring (first floor)
- Open floor plan (attributable to original Commissary and Warehouse construction)
- Square concrete columns

### Later Interior Additions and Non-Historic Modifications

- Interior partitions (associated with the 2001 rehab)
- Interior staircase (associated with the 2001 rehab)
- Finishes and equipment associated with the café and commercial kitchen (installed after the 2001 rehab)

## TREATMENT RECOMMENDATIONS

### General

- The rehabilitation should comply with the *Secretary of the Interior's Standards for Rehabilitation* and the *Presidio Trust Management Plan (PTMP)*, *Mid-Crissy Area Design Guidelines*, and the *Tunnel Tops Project Supplemental Design Guidelines*.
- Retain, repair, reuse or replace in kind all above-listed character defining features; relatively few original interior features remain, so those that do should be incorporated into the building's new program
- All additive forms or structures should be reversible or achieve minimal permanent impact to the historic building.
- Utilize glazed or partially glazed elements (transoms, glazed doors, sidelights) to help differentiate new interior partitions from historic walls.
- Consider removal of the glazed loading dock addition and restoration of the north elevation of the building, or replacing blue glass in addition with more compatible clear glass.

### Site and Setting

- Maintain the loading dock and east porch as distinctive features; separate and/or minimize new ramps, decks or other access features so that they don't subsume or obscure the loading dock structure.
- Maintain exterior historic finishes and openings.
- Site any new construction to the south and west of the building, leaving the north, east and majority of the west elevations un-encumbered by new construction.
- Introduction of any new openings should be limited to the south and west elevations, using existing window openings as cues for the dimension and scale.

## BIBLIOGRAPHY

- International, ICF. *Cultural Resources Inventory Report and Finding of Effect for the Quartermaster Reach Restoration Project, Presidio of San Francisco, California*. Oakland: ICF International, 2010.
- Davis, Albert E. "Historical Monuments, Plaques, Street Signs and Cannons on the Presidio of San Francisco California," Master Planning Division, Engineer Section, Headquarters, Presidio of San Francisco, April 29, 1960
- Jones, F. D. Major. *Completion Report on Construction of Bakers' and Cooks' School and Barracks, and Commissary & Warehouse*. San Francisco, 1940.
- National Park Service, Golden Gate National Recreation Area. *National Historic Landmark Nomination Form - 1993 Update*. Final Report. San Francisco, 1993.
- National Park Service/Soullier, Laura. "Presidio Physical History Report: Building 603." 1995.
- Thompson, Erwin N. *Defender of the Gate*. Draft Version: Text Only. San Francisco: Golden Gate National Recreation Area, 1997.



# Presidio Trust

The Presidio Trust  
103 Montgomery Street, P.O. Box 29052  
San Francisco, CA 94129-0052  
415.561.5300  
[www.presidio.gov](http://www.presidio.gov)