

# MID-CRISSY AREA

Design Guidelines

DECEMBER 2011  
FINAL

Presidio  
*of* San Francisco





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COVER IMAGE: PRESIDIO TRUST

# INTRODUCTION

The Presidio Trust (Trust) develops design guidelines early in the environmental review process to avoid, minimize, and mitigate impacts to the Presidio's natural, cultural, and archaeological resources, and to ensure that projects are consistent with the agency's plans and commitments. The Trust has developed design guidelines for the Mid-Crissy area, as identified in Figure 1, in anticipation of the completion of the Presidio Parkway<sup>1</sup> in 2014, which will give the area new prominence as a visitor destination as well as ongoing interest in the reuse of Building 610 and possible expansion of Building 603 (Crissy Field Center).

The Crissy Field district as defined in the 2002 *Presidio Trust Management Plan (PTMP)*, extends from the Marina Gate at Mason and Bay Streets to the Golden Gate Bridge. It parallels San Francisco Bay to the north and is defined by a bluff to the south. The district can be roughly divided into four areas: West Crissy, Mid-Crissy, East Beach, and Cavalry Stables. Doyle Drive runs adjacent to the bluff and has been a barrier between the waterfront and the Presidio's interior since 1937.

Crissy Field was the birthplace of West Coast aviation. The restored airfield and related



Figure 1  
Mid-Crissy area.

Mid-Crissy Area Boundary

buildings along West Crissy are all that remain to tell this important story. Since the *PTMP* was completed, the Trust has made a number of improvements to revitalize West Crissy and to interpret its history. The Trust has rehabilitated the West Crissy streetscape and overseen rehabilitation and preservation plans for 11 of its 14 historic buildings.

Mason Street is the district's main artery, and is one of the boundaries between Areas A and B of the Presidio. Area B is Mason Street and south and is under the jurisdiction of the Trust. Area A is north of Mason Street and is under the jurisdiction of the National Park Service (NPS). Ten years ago, the NPS and the Golden Gate National Parks Conservancy (GGNPC)

<sup>1</sup> Doyle Drive is being replaced by the Presidio Parkway. One of the many benefits of the new roadway is that it will reconnect Crissy Field to the Presidio's Main Post via cut-and-cover tunnels in the Mid-Crissy area.

rehabilitated the Area A portion of Crissy Field, creating one of the most visited public areas in San Francisco. The GGNPC and the Trust rehabilitated Building 603 in 1999 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.

Multiple efforts have focused on preserving and enhancing the rich ecology of Crissy Field. In 2004, the Trust, NPS, and GGNPC completed the Crissy Marsh Expansion Study,<sup>2</sup> which analyzed the volume of water flowing in and out of the marsh and its ongoing function in order to understand what would be required to keep the marsh inlet open without periodic mechanical intervention. The study concluded that it was infeasible to expand the marsh enough to fully avoid mechanical breaching without having significant impacts on other park resources. In 2010, the Trust completed an environmental assessment for Quartermaster Reach,<sup>3</sup> which will allow for the marsh's expansion south of Mason

Street, re-establishing the ecological connection between Crissy Marsh and the Tennessee Hollow watershed.

The *Mid-Crissy Area Design Guidelines* are intended to guide the redevelopment of the Mid-Crissy area in a manner that enhances the whole of Crissy Field and protects its diverse resources. The Mid-Crissy Area includes four buildings and approximately 14 acres of open space. The *Guidelines* build upon prior planning and compliance efforts, including the 2001 *Presidio Vegetation Management Plan (VMP)*, the 2002 *Presidio Trust Management Plan (PTMP)*, the 2004 *Presidio Trails and Bikeways Plan (PTBP)*,<sup>4</sup> the 2010 *Quartermaster Reach Environmental Assessment*<sup>5</sup> and the multiple planning and compliance efforts completed in conjunction with the replacement of Doyle Drive with the Presidio Parkway.<sup>6</sup>

The *Guidelines* provide direction for all projects in the Mid-Crissy area, including building reuse, parking, circulation, and landscape upgrades; they will be used by the Trust to review, develop,

and evaluate project proposals. The Trust has consulted with parties to the *Presidio Trust Programmatic Agreement (PTPA)* about the *Guidelines* and has also solicited public comment.<sup>7</sup>

The *Mid-Crissy Area Design Guidelines* document is divided into three sections:

- **Section I** outlines the historical development of the Mid-Crissy area.
- **Section II** reproduces the concept for the entire Crissy Field District (Area B) from the 2002 *PTMP*.
- **Section III** pairs the general planning guidelines developed for the *PTMP* (on white pages) with design guidelines developed specifically for the Mid-Crissy area (highlighted in grey).

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<sup>2</sup> Philip Williams & Associates, Ltd., March 16, 2004. *Crissy Field Marsh Expansion Study*. Final Report. (<http://www.presidio.gov/Trust/Documents/EnvironmentalPlans/>)

<sup>3</sup> Presidio Trust, September 21, 2010. *Quartermaster Reach Environmental Assessment*. (<http://www.presidio.gov/trust/projects/quartermaster.htm>)

<sup>4</sup> All available at <http://www.presidio.gov/trust/documents/environmentalplans/>.

<sup>5</sup> Loc cit.

<sup>6</sup> More information on the Presidio Parkway, including environmental compliance documents, is available at <http://www.presidioparkway.org/>.

<sup>7</sup> The PTPA guides the Trust's processes for complying with the National Historic Preservation Act (NHPA). Parties to the PTPA include the California State Historic Preservation Officer, the Advisory Council on Historic Preservation, and the National Park Service as signatory parties, and the National Trust for Historic Preservation and the Presidio Historical Association as concurring parties. The *Guidelines* will facilitate review and comment on specific projects by these parties, as well as by the public. Depending on the scale and type of projects proposed in this area, additional consultation under the PTPA may be required.



1928 AERIAL OF CRISSY FIELD AND MAIN POST.

## SECTION 1. MID-CRISSY AREA EVOLUTION

The Mid-Crissy area changed considerably over time, and its overall historic integrity is low due to U.S. Army-era removal of buildings from the period of significance, the presence of large, non-historic buildings (chiefly Building 610/653), the creation of the Crissy Marsh in 2000, the removal of Doyle Drive, and the planned re-creation of the Main Post bluff. Mason Street is the primary historic feature in the area. Only three historic buildings remain in the sub-district: Buildings 603, 632, and 631. The following section documents the evolution of the Mid-Crissy area using a series of historic maps and aerials, all at the same scale. The footprint of Buildings 610/653 is shown in red on each map as a reference.

The area that is now Crissy Field once consisted of an extended tidal marsh at the base of the bluffs that was separated from the bay by large sand dunes. The ecologically rich area provided bountiful resources for the Ohlone people of the area, who were called Yelamu in the northern peninsula. Ohlone people often lived at the bay shore, creating shellmounds in the areas they occupied. Beginning around the turn of the 20th century, the U.S. Army began to fill the site for use as stables, horse corrals and other utilitarian functions. At this time a Native Ohlone shellmound was discovered; archaeologists from UC Berkeley quickly documented the site before it was reburied as the last of the former marsh was filled. In 1915, the Panama Pacific International Exposition (PPIE) brought



Figure 2  
Mid-Crissy area - historic buildings.

Mid-Crissy Area Boundary  
Historic Buildings within the Area Boundary

sweeping change to Crissy Field as a whole, constructing a vast, temporary “city” of exhibit halls, as well as a racetrack and polo field. The onset of the World War I cut the PPIE short, and the exposition buildings were replaced with a large cantonment of densely-built barracks buildings, oriented perpendicularly to the shoreline. Infrastructure, including the Mason Street Rail Line, connected the Presidio to Fort Mason and the Port of San Francisco during this time. The World War I cantonment was removed as the airfield functions extended to the

east beginning in 1921, but Crissy Field closed as an active airfield by 1936 due to treacherous flying conditions and advances in air power technology. By 1941 the Mid-Crissy area largely consisted of 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, and the Commissary (Building 610/653, now Sports Basement) and associated parking were constructed.

Number/Name	HISTORIC USE	PRESENT USE	YEAR BUILT
<b>HISTORIC STRUCTURES</b>			
Building 603	Commissary	Crissy Field Center	1939
Building 631	Ammunition Magazine	Storage	1935
Building 632	Ammunition Magazine	Storage	1935
(Old) Mason Street	Roadway	Roadway	1920
<b>CONTRIBUTING ARCHAEOLOGICAL SITES</b>			
CA SFR 6/26	Pre-contact Site	N/A	Pre-contact
Quartermaster's Dump	Historic Site	N/A	ca. 1880-1912
<b>NON-HISTORIC STRUCTURES</b>			
Building 610	Commissary	Sports Basement	1989
Building 653	Refrigerator Warehouse	Storage	1965

Table 1  
Existing Structures and Archaeological Sites.

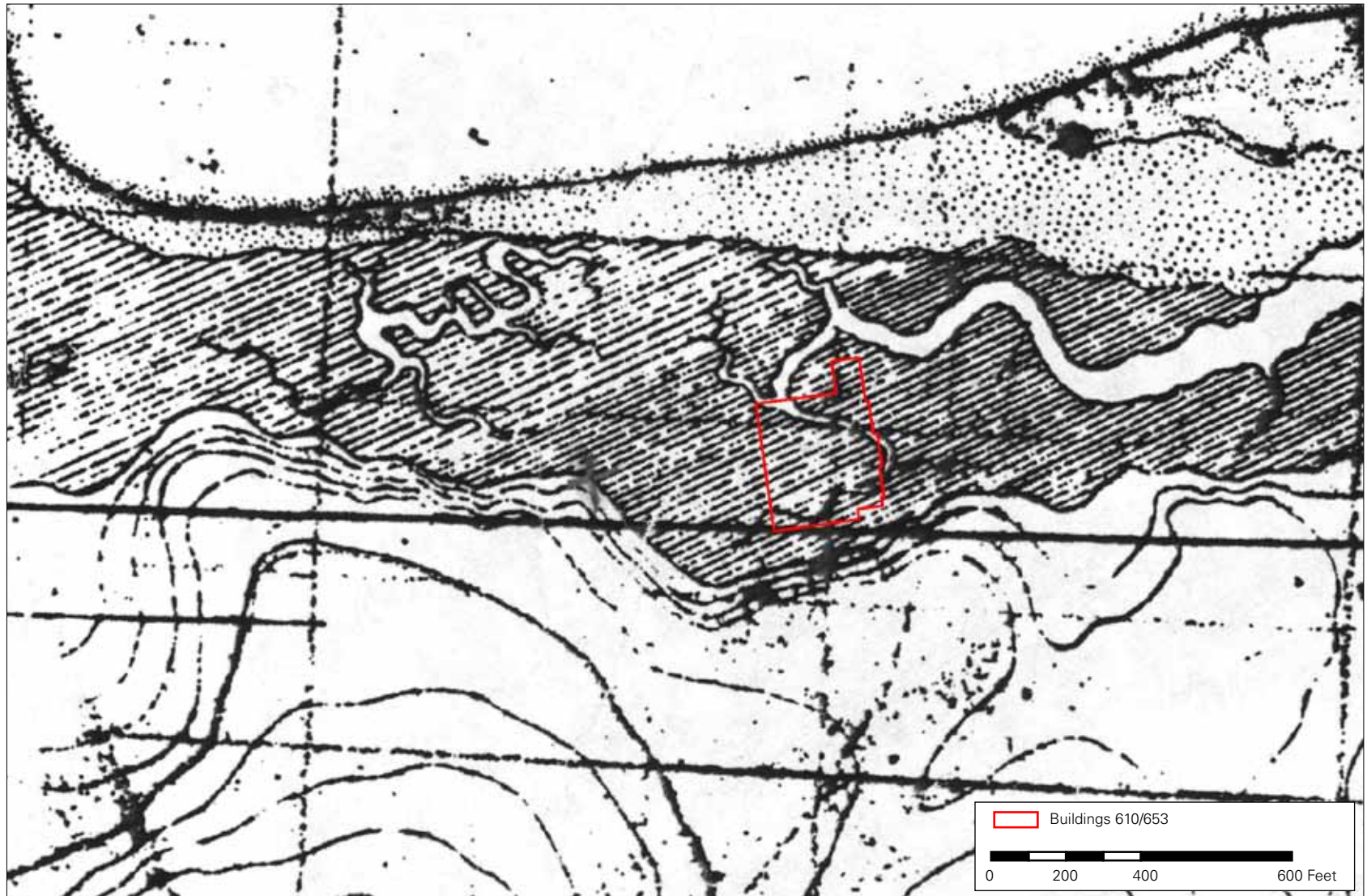


Figure 3  
1851 U.S. Coast and Geodetic Survey.

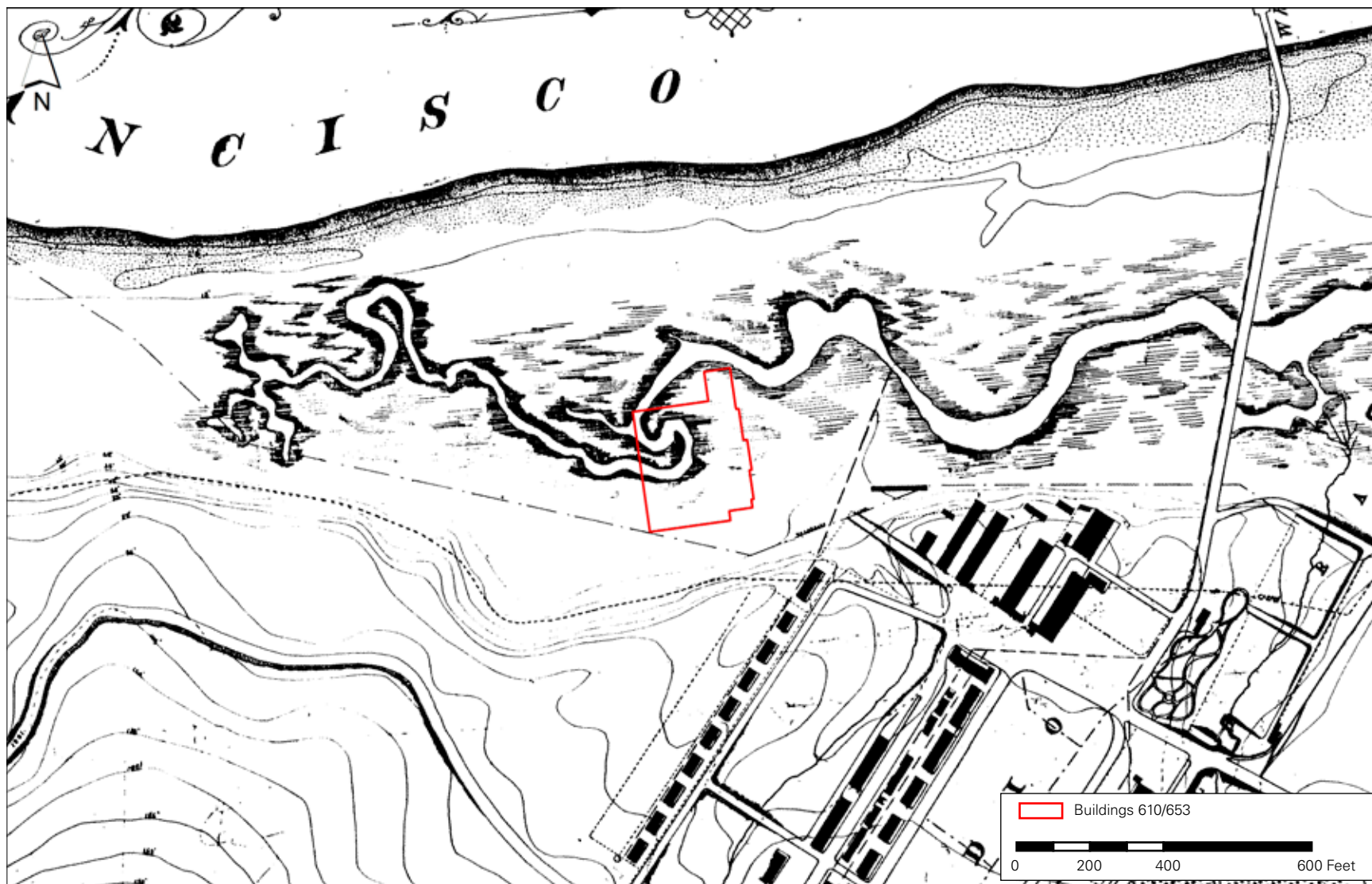


Figure 4  
1880 U.S. Army Map.



Figure 5  
1907 U.S. Army Map.

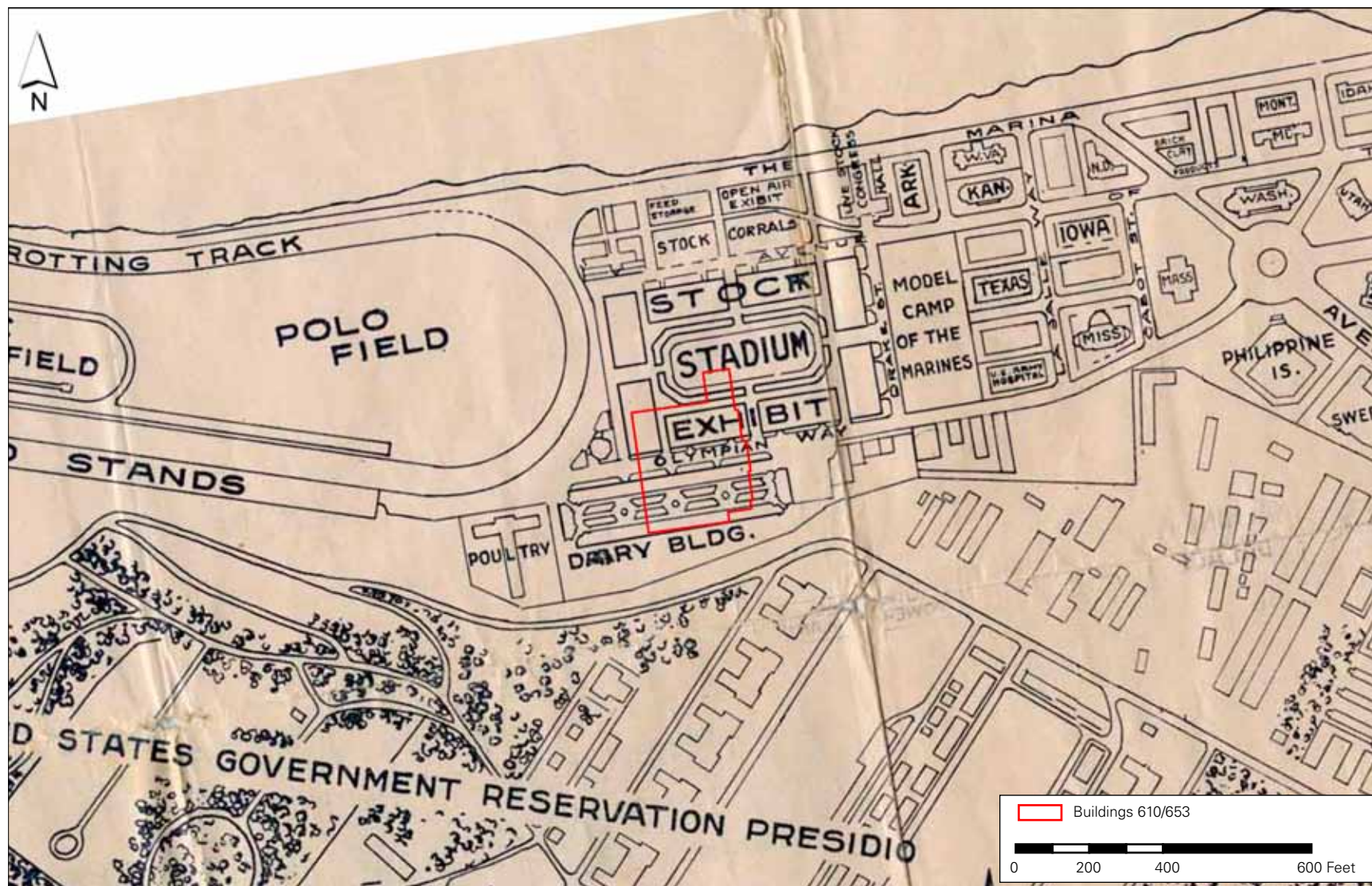


Figure 6  
C1915 U.S. PPIE Map.

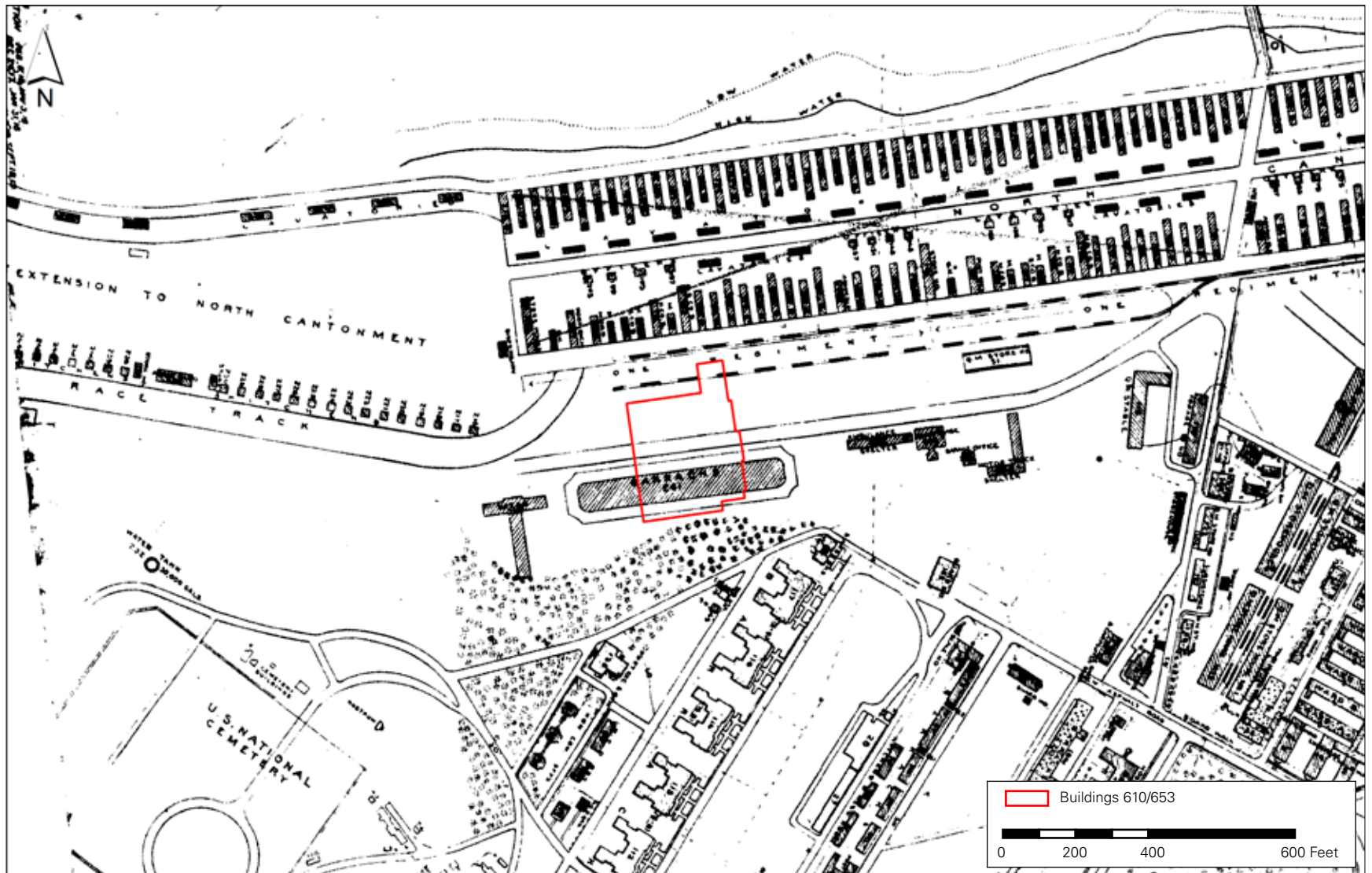


Figure 7  
C1919 U.S. Army Map.

Figure 8  
1928 U.S. Amry Map.

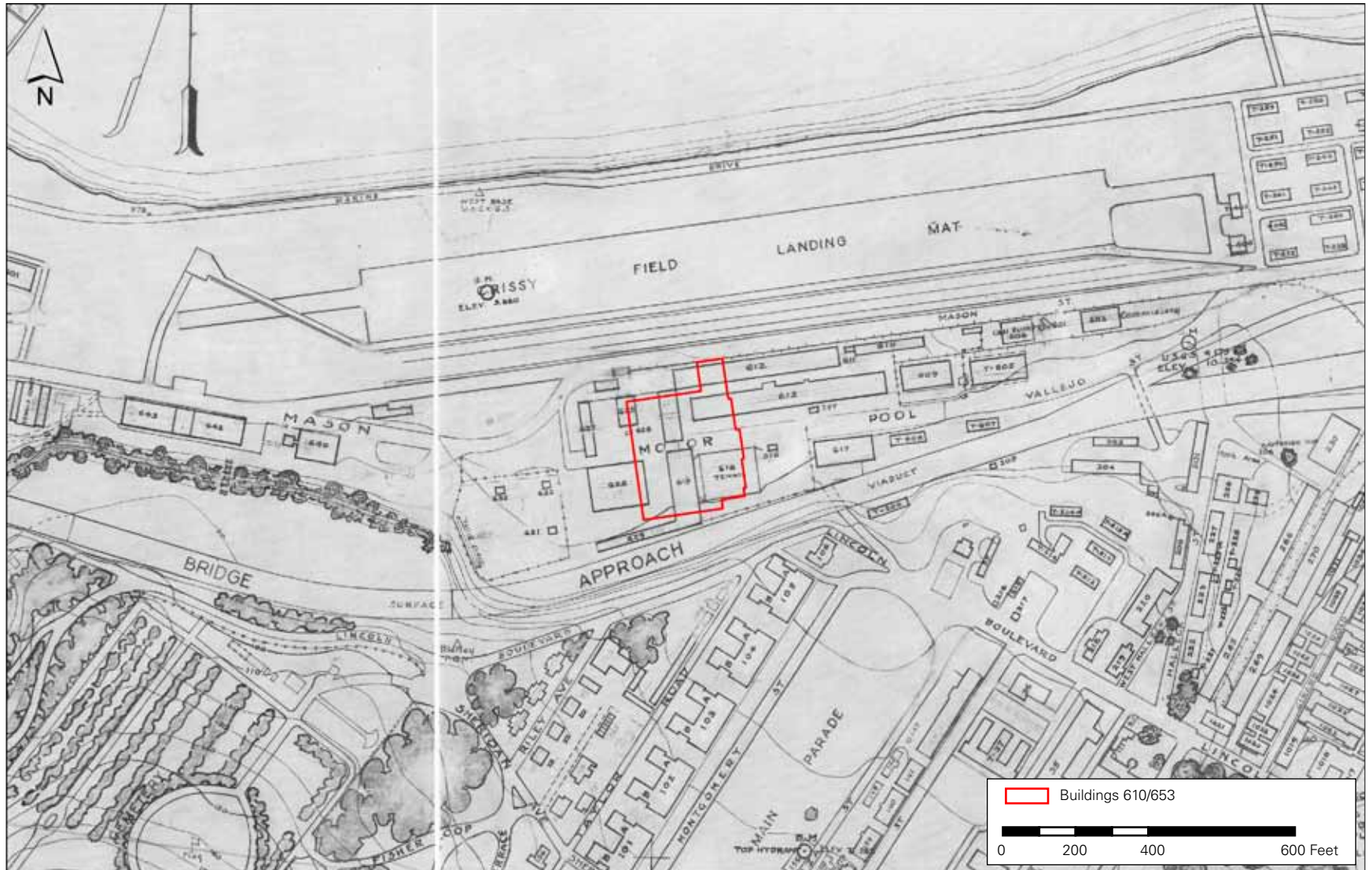


Figure 9  
1941-1945 U.S. Army Map.

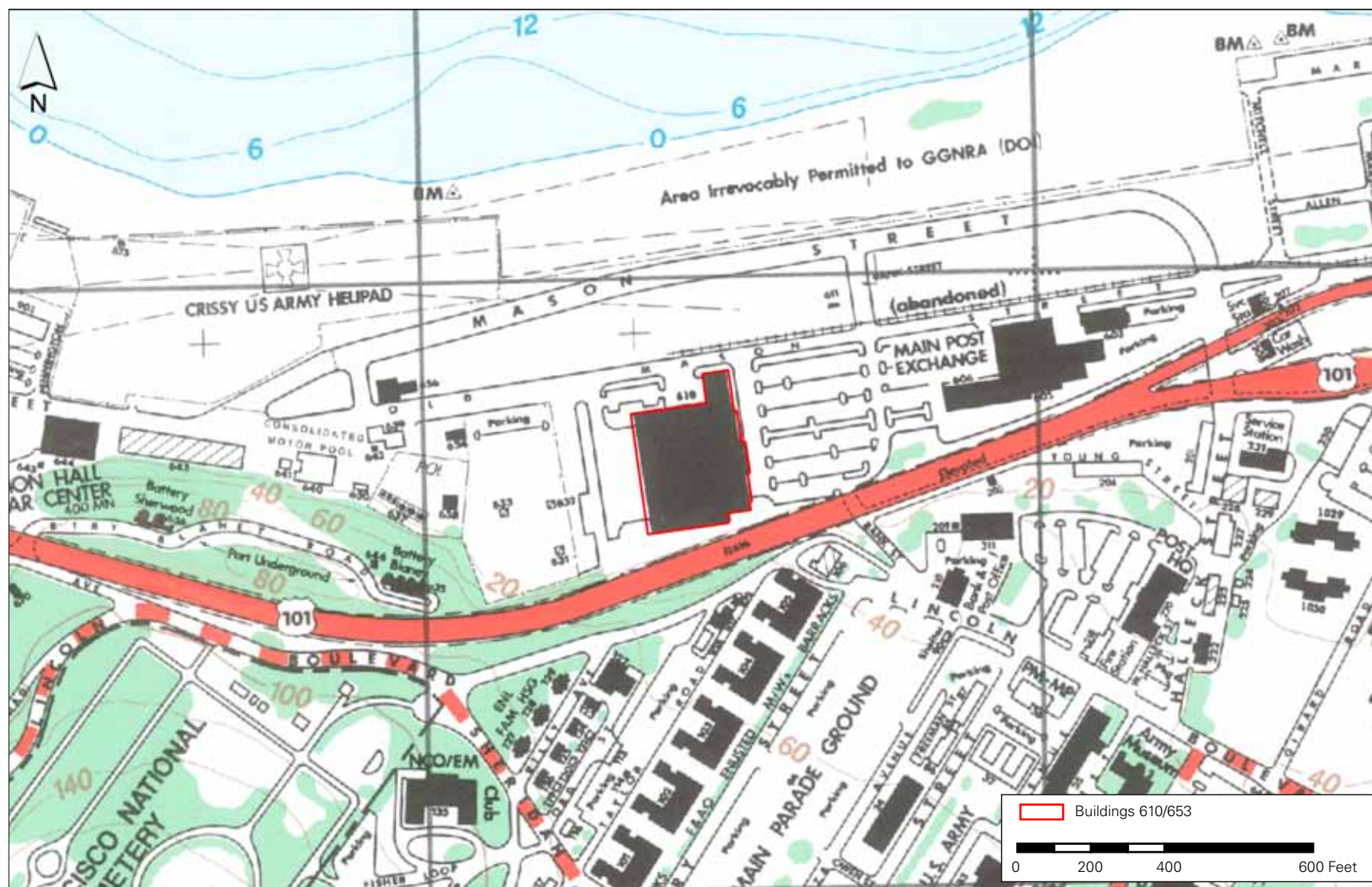


Figure 10  
1993 U.S. Army Map.



Figure 11  
2004 U.S. Geological Survey Aerial.

## SECTION II. 2002 *PTMP* CRISSY FIELD DISTRICT CONCEPT

The following text is excerpted directly from the 2002 *PTMP*, pages 70 to 78.<sup>8</sup>

### PLANNING CONCEPT

Crissy Field will remain the “front yard” of the Presidio, with uses and improvements that complement the spectacular bayfront park that the Crissy Field shoreline (Area A) has become. Sensitive site enhancements and visitor-oriented uses will transform the area south of Mason Street in “Area B” into a friendly, welcoming place. Important open spaces, historic resources, and natural resources will be protected and their viability ensured. The Presidio Trust will work with the National Park Service to ensure that the successful improvements made to Area A are carefully considered and complemented by activities and changes within Area B.

### Character, Land Use, and Open Space

Originally an ecologically rich stretch of coastal marsh, the Crissy Field (Area B) planning district has been dramatically reconfigured by years of use. In 1921, when an airfield was established on the site, Crissy field was the first and only Army Air Service coast defense station on the West Coast. Military use of Crissy Field continued through the 1970s.

Area A of Crissy Field, managed by the National Park Service, is largely open space that

encompasses the historic airfield (newly restored as open space), an 18-acre tidal marsh, wetland, beach and dunes, a shoreline promenade, meandering trails, and dedicated bike lanes along Mason Street. The Area A section of Crissy Field has become a popular bayfront park for recreational activities. The Torpedo Wharf complex is another popular site for visitors, with

a newly established warming hut and continued use of the pier for fishing.

The Crissy Field (Area B) planning district south of Mason Street contains about 40 buildings, including the crescent of former airplane hangars and airfield support buildings at the west end, historic warehouses at the east, and the Commissary and PX<sup>9</sup> in the center.



Figure 12

The Trust will seek appropriate uses for buildings south of Mason Street that complement and enhance existing bayfront activities.

<sup>8</sup> *PTMP*, pp. 70-78 ([http://library.presidio.gov/documents/ptip/PTMP/chapt3\\_crissyfield.pdf](http://library.presidio.gov/documents/ptip/PTMP/chapt3_crissyfield.pdf)).

<sup>9</sup> The PX (Buildings 605/606) was demolished in 2010 as part of the Doyle Drive replacement project.

The former Cavalry Stables, constructed in 1914 to support Army cavalry troops, lie south of the historic airfield in a small forested valley facing the bay. Both Areas A and B of Crissy Field contain known prehistoric sites, and the potential for finding additional prehistoric and historic sites is high.

Some of the district's natural values, such as the marsh and bay views, are obvious; others are more subtle, taking the form of hidden remnant wetlands and rare serpentine habitats. Important natural vegetation in the planning district includes the most intact and diverse dune community in San Francisco. Remnant seeps, creeks, and wetlands are found in the Cavalry Stables area and on the cliffs adjacent to Doyle Drive. The planning district also contains remnants of Tennessee Hollow, once linked to the former Crissy Marsh; today, its waters reach the bay through storm drains.

The cultural and recreational amenities of the bayfront area will be part of a larger visitor-oriented district composed of Crissy Field and the Main Post. In addition to the shoreline opportunities in Area A, people will be able to walk along a pedestrian promenade on the south side of Mason Street. Preferred building uses will include cultural facilities and educational programs celebrating the area's diverse historical, cultural, and natural resources. Reuse of the Commissary as a museum space will be a priority;

an alternative museum location would be within the hangars along West Crissy Field.

Some lodging along Crissy Field would be appropriate, and could be accommodated through rehabilitation of Stillwell Hall and adjacent structures; possibly with an annex or addition. Other buildings will offer recreational activities and serve visitor needs. Replacement construction south of Mason Street would require future site-specific public input and analysis. The planning guidelines set forth in this Plan are intended to ensure that any infill development would be sensitive to the prevailing architectural treatment, scale, massing, and orientation of the historic building clusters.

Major open space connections from Crissy Field (Area B) to other areas of the Presidio will be pursued, and existing connections enhanced. Projects will include the restoration and extension of the Tennessee Hollow creek system and riparian corridor to link the Crissy tidal marsh, and improvements to the connections between the Cavalry Stables area and Crissy Field (Area A). Important remnant natural features, including sand dunes, serpentine habitats, and riparian areas near Doyle Drive, the bluffs, the Cavalry Stables area, and the Tennessee Hollow creek corridor, will be protected and restored in accordance with the *Vegetation Management Plant (VMP)*.



Figure 13  
Looking out toward historic Crissy Field.

The Presidio Trust is committed to the long term health of the Crissy Marsh, and in collaboration with the National Park Service and the Golden Gate National Parks Association, has initiated a technical study to consider options for ensuring the long-term ecological viability of the marsh.

Preferred uses at the Cavalry Stables will be cultural and educational. The stables and paddock for the U.S. Park Police Mounted Patrol will remain and be a place for telling the story of the cavalry and the role of the Army in the patrol and management of early national parks. The pet

cemetery will be maintained at its present size as a point of interest and meaning for the Presidio community. The long-term location of the Golden Gate National Recreation Area Park Archives and Records Center, currently located in one of the former stables buildings, will be determined through a park facilities needs assessment.

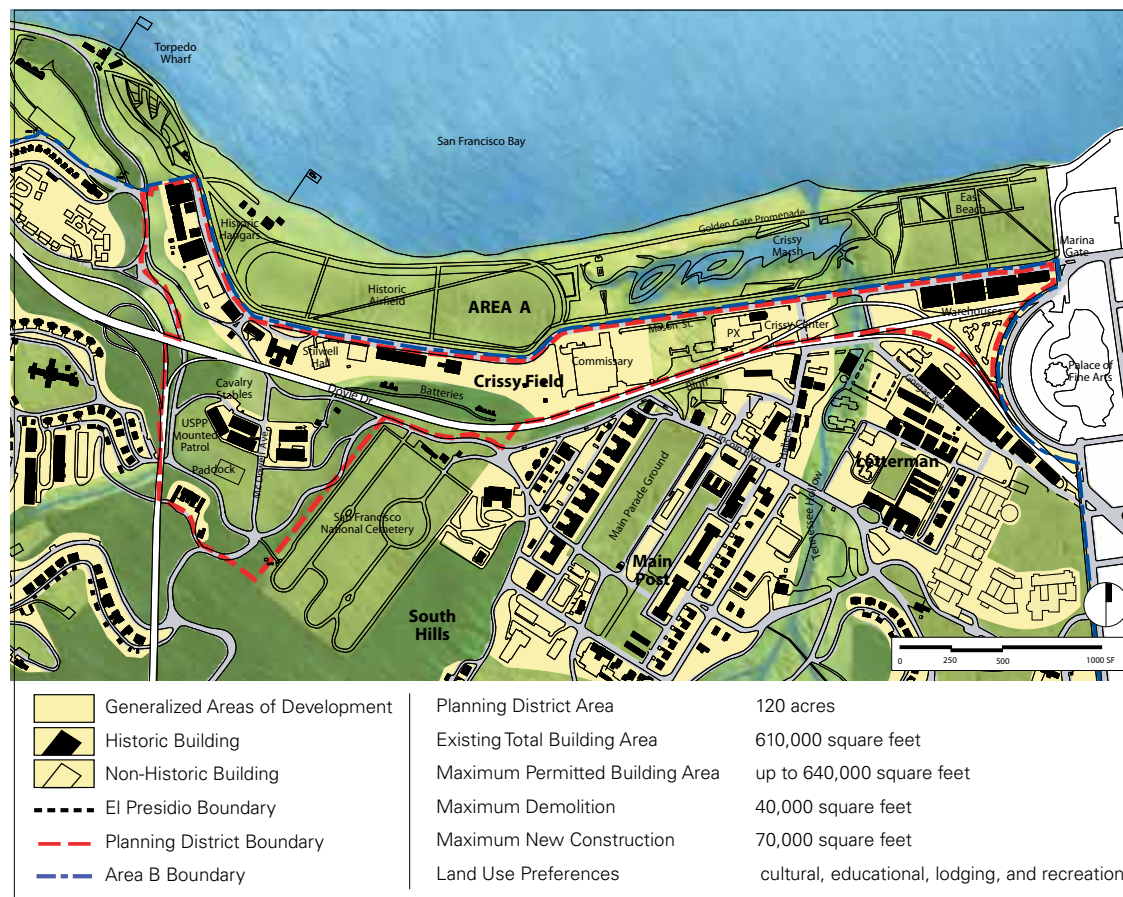


Figure 14  
Crissy Field (Area B) - Bayfront Recreation and Cultural Destination.

### PLANNING CONCEPT SUMMARY

#### Crissy Field (Area B): Bayfront Recreation and Cultural Destination

- Rehabilitate and reuse the historic line of buildings along Mason Street for uses compatible with open space and recreational opportunities provided in Area A.
- Protect and restore remnant natural systems to the greatest extent possible.
- Pursue appropriate measures to ensure the ongoing health of the Crissy Marsh.
- Enhance connections between Tennessee Hollow and Crissy Field
- Consider eventual reuse of the Commissary, along with nearby Building 640 for museum space.
- Pursue the rehabilitation of Stillwell Hall for lodging.
- Ensure that any new construction is sited and configured to be compatible with the historic district.

## Access and Circulation

The Marina Gate at Mason Street will remain the primary entrance to Crissy Field (Area B), supplemented by access from the Main Post along Halleck street and from the stables area along McDowell Avenue. Mason Street, the historic road that extends from the boundary between Areas A and B, will continue to be the central circulation spine of Crissy Field. A north-south connector for vehicles, pedestrians, and bicycles travelling between the Main Post and Crissy Field will be maintained.

The California Department of Transportation's planning for Doyle Drive will directly affect circulation at Crissy Field. The project could yield several transportation benefits for the Presidio. Future studies will also explore a possible land connection between the Main Parade Ground at the Main Post across Doyle Drive to Crissy Field (Area B).

New transit services, such as the Presidio internal shuttle service and the MUNI E-Line streetcar if extended from Fisherman's Wharf in the future, could serve future cultural and educational amenities located at Crissy Field (Area B). Another future possibility is a water taxi/ferry service located at Torpedo Wharf in Area A, connecting Crissy Field with other parts of the San Francisco waterfront and areas of visitor interest such as Angel Island and Marin County.

Parking at Crissy Field (Area B) is limited and scattered in lots of varying sizes south of Mason Street. Smaller lots in between and behind

buildings supply a moderate amount of parking for the western part of Crissy Field (Area B) and overflow parking for the East Beach area. The Presidio Trust will continue to work with

the National Park Service on overall parking management strategies for Crissy Field (Areas A and B).



Figure 15  
Cultural and educational uses are preferred for the historic Cavalry Stables.



Figure 16  
A conceptual sketch showing the revival of West Crissy Field's historic buildings with limited new construction and a visitor focus.

## SECTION III. PTMP CRISSY FIELD DISTRICT PLANNING GUIDELINES AND MID-CRISSY AREA DESIGN GUIDELINES

In the 2002 *PTMP*, the Trust established planning guidelines for the Crissy Field District. They are divided into four categories: Spatial Organization and Land Patterns; Buildings and Structures; Open Space, Vegetation, & Views; and Circulation and Access. **Building on the *PTMP* planning guidelines, the Trust has developed site-specific design guidelines for the Mid-Crissy area, which are highlighted in grey and follow each excerpt from the *PTMP*.**

### 1. SPATIAL ORGANIZATION AND LAND PATTERNS

***Crescent of Hangar Buildings.*** The main organizing feature of the Crissy Field (Area B) district is a 1.4-mile row of former industrial buildings tucked against a bluff overlooking the historic airfield, former rail lines, and marsh lands along old Mason Street. These buildings and related support structures at Crissy Field's west end provide a backdrop to the restored airfield. At the east end, warehouses mark the Mason Street entrance. The major exception to this pattern is in the PX/Commissary area, where non-historic post-World War II buildings are oriented toward adjacent parking lots rather than to Mason Street and the bay beyond. The relatively large floor plans of these buildings stand in marked contrast to the repeating rhythm of historic Crissy Field warehouses and hangar structures elsewhere along the row.

***Stables and Bluffs.*** The former Cavalry Stables, a distinctive cluster of low-scale brick buildings nestled in a valley break from the west bluffs, are oriented toward the bay, somewhat separate from the rest of Crissy Field. When viewed from the waterfront promenade, the bluffs frame the crescent of buildings against a backdrop of open space. Views from the bluffs include dramatic vistas of the historic airfield, marsh, and San Francisco Bay.

#### 1a. PTMP Planning Guidelines

- Preserve the historic line of buildings along Mason Street at the east and west ends. Reinforce the context of the historic airfield.
- Reinforce the southern Mason Street edge, in areas set apart from the historic clusters, through modifications or replacement of existing non-historic buildings or other site improvements.
- Protect and restore remnant natural systems (including coastal bluffs) to the greatest extent possible.



Figure 17

Linear organization of buildings overlooking historic airfield and marsh.

## 1b. Mid-Crissy Area Design Guidelines – Spatial Organization and Land Patterns

- Reuse Building 610 for a public use that complements the public character of Crissy Field; museum space will be a priority.
- Maintain the existing visual and physical separation between the Mid-Crissy building cluster and the airfield buildings by maintaining the western edge of Building 610's footprint to its current location, and maintaining the open character around Buildings 631 and 632.
- Maintain and enhance the open space on top of the Ohlone shellmound west of Building 610, and avoid obstructive uses or site amenities at this location.
- Reinforce Mason Street's southern edge by orienting structures to Mason Street. Remove non-historic Building 653 (Commissary refrigerator wing) to increase open space along the Mason Street corridor and to open east/west views. Open Building 610's north façade to engage the street and the views to the north.
- Retain the historic visual and physical relationship between Building 603 and Mason Street.
- 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.
- Protect and restore remnant wetlands and willow woodlands on the adjacent bluffs (along the southern edge of the site) in accordance with the *VMP*. Minimize impacts of light pollution, avoiding harm to nocturnal wildlife and ecosystems, through careful design of all lighting to avoid glare, light trespass, or contributions to sky-glow.
- Although most of the Mid-Crissy Area is designated as "designed landscape" in the *VMP*, take measures to contribute to the ongoing health of the Crissy Marsh by using on-site stormwater detention systems to minimize runoff and maximize groundwater recharge, planting predominantly native plant species in new landscaping, and restoring native habitat, as appropriate. These measures should be consistent with the site-specific land-use restrictions within the Commissary/PX Land Use Control (LUC) Area (reference p. 25).

## 2. BUILDINGS AND STRUCTURES

### *Distinct Clusters of Historic Buildings.*

The historic buildings at Crissy Field (Area B) are organized into distinct clusters facing Mason Street. Air hangars, warehouses, and administrative buildings at the western edge of the historic airfield, and the warehouse cluster at the east end are oriented toward Mason Street and the former rail lines that once served the Presidio's north waterfront. The historic Crissy Field buildings form a consistent built edge along the south side of Mason Street. The buildings are relatively modest in scale, creating a distinctive rhythm along the street broken only by the setback of historic Stillwell Hall (Building 650) and the adjacent buildings. The former Cavalry Stables are set apart from the main space of Crissy Field, and form a separate building ensemble.

**Open, Industrial Architecture.** The historic buildings at Crissy Field (Area B) are characterized by white walls and red roofs, with an openness that allows for strong connections between interior uses and street life. The stables are low-scale brick buildings with slate roofs.

### 2a. PTMP Planning Guidelines

- Rehabilitate historic building clusters and their landscapes to re-activate the Mason Street edge along the historic airfield.
- Ensure that new buildings or building additions are compatible with adjacent historic buildings in scale, massing and materials, and that their design integrates the historic relationship of indoor and outdoor spaces.
- Site any new buildings or building additions in a manner that respects historic Mason Street and other aspects of the historic context.
- Protect steep bluff slopes. Preserve views to and from the bluffs and Main Post by keeping the height of any new buildings or building additions below the bluff profile (30 to 45 feet).
- In the siting of new buildings and site improvements, consider the effects on both known and as-yet unknown archaeological sites at Crissy Field (Area B).



Figure 18  
Distinct historic building clusters.

## 2b. Mid-Crissy Area Design Guidelines – 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.
- 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.
- Remodel non-historic Building 610. Any remodel of Building 610 should aim to create a contemporary structure that is compatible with the historic architecture that characterizes Crissy Field. Remodeling may include but is not limited to replacing the façade and roof, reconfiguring the structural system, modifying or expanding the existing mezzanine, removing or reorganizing interior walls, modifying the building footprint, constructing modest additions, and adding compatible fenestration. The objective should be to reference the simple geometric volumes of other Crissy Field structures.
- Reduce the scale of the Commissary structure (Buildings 610/653) by demolishing Building 653, the former refrigerator wing, which is approximately 5,000 square feet. Demolished square footage may be used in building additions, so long as the total area of the building footprint does not exceed 97,000 square feet, which is the size of the existing building's footprint. Additions may not be built on the west and south sides, but may be built on the east and north sides. A 70-foot setback from Mason Street must be maintained (see Figure 19).
- 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.
- 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, terra cotta red (found in roofing tiles), and trim colors in brown and/or white.
- 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 19).
- 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.
- Create openness in building façades of Building 610 that allow for strong connections between interior uses and street life and/or exterior spaces.
- Reorient Building 610 to Mason Street, and create a welcoming entrance. Open the building's north façade to the spectacular views of Crissy Field, San Francisco Bay, and the Golden Gate Bridge. Consider the appearance of all building elevations from the Presidio Parkway.
- Avoid impacts to adjacent cultural and natural resources, including the nearby bluff slopes, the Crissy Marsh, and archaeological sites. Avoid construction on the west side of Building 610, where an archaeological site is located.
- 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.

- For all buildings, integrate green design and building practices in conjunction with the Leadership in Energy and Environmental Design (LEED) rating system to achieve a minimum LEED Silver certification; follow the *Secretary of the Interior's Guidelines on Sustainability for Rehabilitating Historic Buildings*.
- For all buildings, locate any roof-mounted sustainable features such as photo-voltaic panels, solar hot water heaters, and green roofs with consideration toward views from both the Main Post and from ground level at Crissy Field.
- For all buildings, disconnect the gutters and downspouts from the Presidio's storm water system, when possible, to discharge into an on-site stormwater detention system. Utilize grey water within the buildings, if possible.

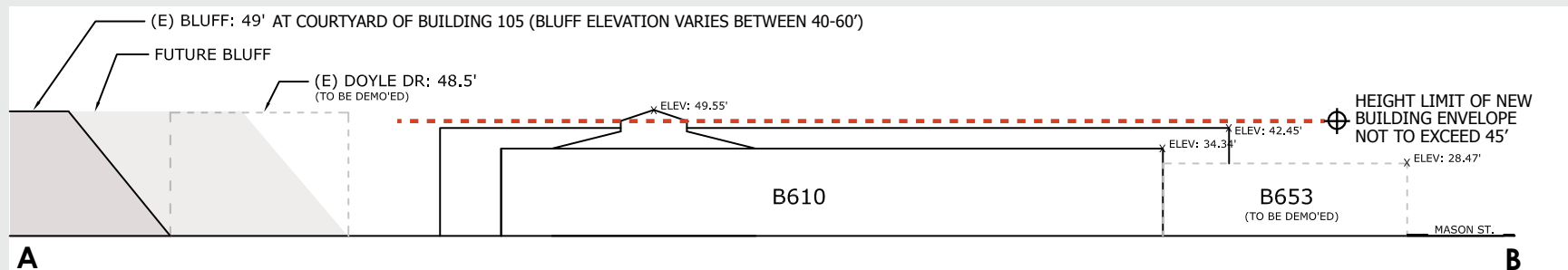


Figure 19  
Section depicting elevations and limits of new building envelope.

--- Height Limit of New Building Envelope

- Avoid impacts to the two archaeological areas of the National Historic Landmark District within the Mid-Crissy area that have been designated as having national significance, and are actively managed to preserve their integrity. These areas should be designed and maintained in such a way that facilitates interpretation and allows for future research.
- Initiate archaeological identification efforts early in any design process that anticipates excavation for landscaping, utilities or construction in areas of Pre-contact Sensitivity. Additional native Ohlone sites could exist in these locations beneath the surface at various depths.
- Conform with site-specific land use restrictions within the Commissary/PX Land Use Control (LUC) area or undertake further remedial action in consultation with the DTSC and RWQCB to allow currently restricted land uses, including:
  - Residential housing, schools, hospitals, playgrounds and day care centers.
  - Expansion of saltwater ecological habitat areas or special status habitat areas.

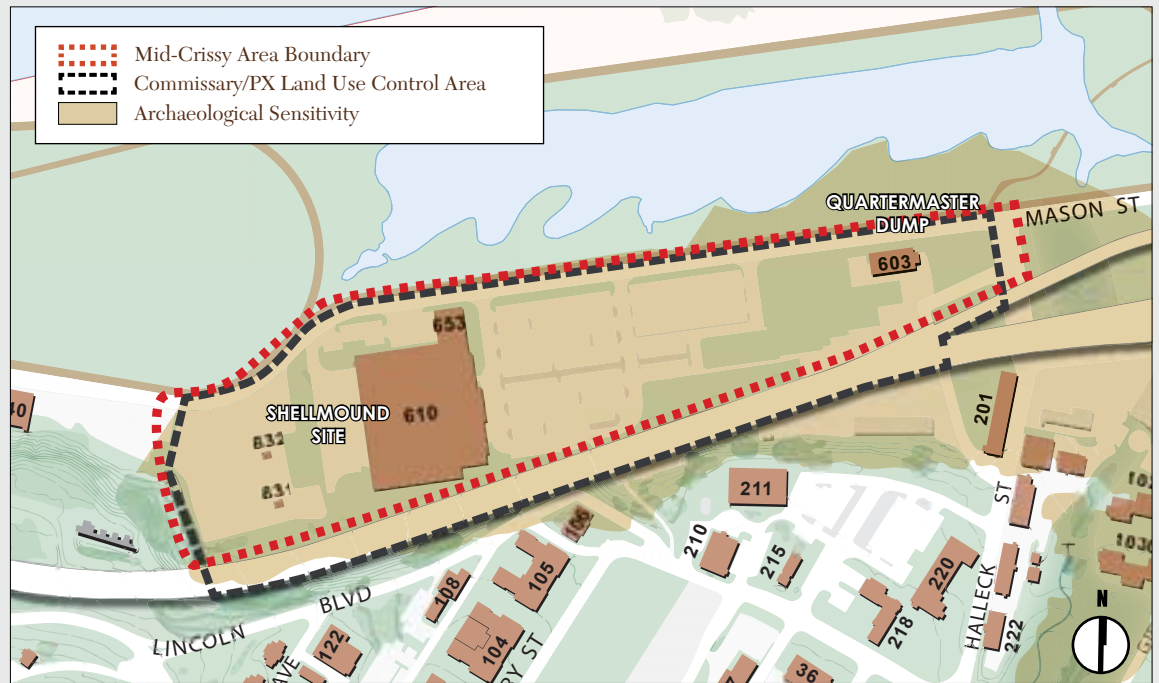


Figure 20  
Sub-surface constraints in the Mid-Crissy area.

- Maintain existing barriers to soils within the LUC area such as pavement, buildings, and landscaping to prevent direct physical access with underlying soils that contain residual contaminants of concern.
- Manage any soils within the LUC area disturbed during future development in conformance with regulatory requirements.

### 3. OPEN SPACE/VEGETATION/VIEWS

**Bluffs, Dunes, and Marsh Land.** The diverse natural habitats of Crissy Field (Areas A and B) include bluffs, grassy areas, and marsh. The western coastal bluffs provide an ecologically important backdrop to the lowlands, offering areas of dense forest and native plant communities such as bluff scrub, coastal scrub, live oak woodland, and serpentine scrub. In contrast, the portion of Crissy Field north of the bluffs is a flat, open area, with a grassy airfield and undulating dunes.

**Bay Views.** The Mason Street corridor is open, offering views across the restored airfield and marsh to the Golden Gate Bridge and the bay. A few stands of trees exist along the Golden Gate Promenade, and a hedgerow of trees defines the eastern border of Crissy Field (Area B). The gently sloping hollow at the Cavalry Stables offers splendid views under the Doyle Drive viaduct across Crissy Field to the bay beyond.

#### 3a. PTMP Planning Guidelines

- Create safe and inviting open space connections between Crissy Field (Area B) and other districts of the park (i.e., Main Post, Letterman, and Fort Scott).
- Preserve Mason Street as an open streetscape with expansive views. Retain the “open” setting and feel of Crissy Field; limit the introduction of vast, new landscape plantings.
- Explore options for open space connections between the Main Parade Ground at the Main Post and Crissy Field (Area B) as part of Doyle Drive’s reconstruction.
- Reconstruct Doyle Drive to preserve views to and from the bluffs and Main Post, and maximize views along Halleck Street, Tennessee Hollow, and from the Cavalry Stables.
- Preserve the hollow at McDowell Avenue (where the Cavalry Stables are located) as a grassy, open clearing surrounded by forested steep slopes.
- Protect and restore the ecological communities on the western bluffs.



Figure 21

Open space connections between low coastal and upland habitat.



Figure 22

The Trust is committed to the long-term health of Crissy Marsh.

### 3b. Mid-Crissy Area Design Guidelines – Open Space/Vegetation/Views

- Enhance Mason Street's open streetscape and improve views by maintaining a built setback of at least 70 feet from the south edge of Mason.
- Develop a landscape design and approach for the Mid-Crissy area that is compatible with the historic, simple, "open", utilitarian character of the area, and consistent with the VMP designation of the area as "designed landscape zone."
- Maintain an open space connection between both the Main Parade Ground and Main Post bluff and Crissy Field. Site new construction including buildings to avoid impeding views of Crissy Field, the San Francisco Bay, and the Golden Gate Bridge from the Main Post bluff and views of the Main Post from Crissy Field. Develop a landscape treatment that complements adjacent uses.
- Recognize Ohlone archaeological resources through an appropriate treatment developed in consultation with Ohlone groups. Pursue initiatives that elevate the visibility of this hidden layer of the Presidio's past, in a manner that facilitates interpretation as one of the primary themes of the area, while also ensuring its long-term preservation.
- Bluff plantings should be low in character, low maintenance, and evoke the feeling of the historic bluff (per the Doyle Drive Historic Preservation Criteria).
- Locate site utility equipment, such as transformers, backflow preventers, and irrigation controllers, and trash collection and storage areas away from open spaces, road corridors, and important landscape features.
- Use paving materials that are compatible with the Crissy Field palette of materials. Comply with Presidio Trust requirements for concrete color for paving, curbs, and sidewalks.
- Select street lighting and street furnishings from the Presidio Landscape Standards. Minimize impacts of light pollution in designing exterior lighting. New building elements should incorporate bird-safe design standards. Follow the Presidio tenant sign policy when specifying exterior signage.
- Implement sustainable design, maintenance and water management practices in new designed landscapes, including the use of native and drought tolerant plants to minimize the need for irrigation.
- Utilize plants from the Presidio's approved plant list, and consider use of a native plant palette in order to complement the nearby Crissy Marsh area. Implement green landscape practices, including plumbing new landscapes for irrigation with reclaimed water when available.

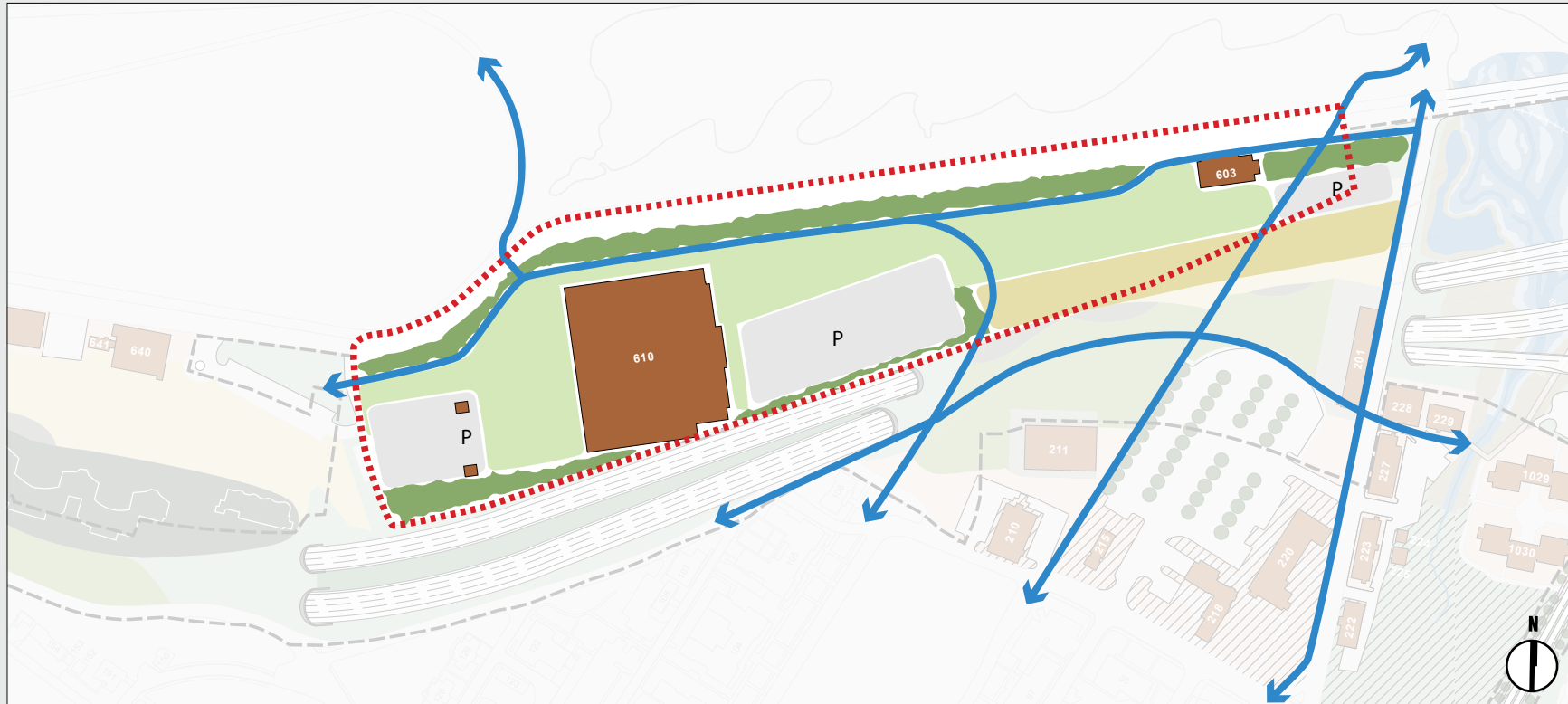


Figure 23  
Conceptual diagram of Mid-Crissy Area vegetation, parking, and circulation.

- ⋯⋯⋯ Mid-Crissy Area Boundary
- Open Space
- Buffering Vegetation
- Bluff Vegetation
- Parking
- Buildings
- ↔ Pathways

## 4. CIRCULATION AND ACCESS

**Mason Street.** Mason Street, where a rail line once connected Crissy Field to Fort Mason and lower Fort Mason, is the main vehicle circulation route through Crissy Field. The principal access point is from the east, through the Marina Gate.

**Connections from the South.** Connections to Mason Street from the south are along Gorgas Avenue (connecting to Letterman), Halleck Street (connecting to the Main Post), and McDowell Avenue (connecting to the Cavalry Stables).

### 4a. PTMP Planning Guidelines

- Maintain historic Mason Street as the primary east-west circulation spine at Crissy Field (Area B) and enhance pedestrian and bike access.
- Enhance pedestrian connections to the Main Post, the Letterman complex, and the Cavalry Stables.
- Enhance access with transit links to the rest of the Presidio and the city.
- Consider establishing new parking areas for Crissy Field and Main Post visitors in locations that are unobtrusive yet readily accessible to activity areas.



Figure 24  
Mason Street and key connections.

#### 4b. Mid-Crissy Design Guidelines – Circulation and Access

- Create safe, inviting, and accessible pedestrian and bicycle access that connects Buildings 610 and 603 to the Main Post, both at the end of Montgomery Street and at the Main Post transit center.
- Maintain historic Mason Street as the primary east-west circulation spine. Enhance bike access through the corridor with bike lanes along the south side of Mason Street, in addition to existing lanes on the north side.
- By maintaining a 70-foot built setback, develop the northern edge of the site (along the south side of Mason Street) as a continuous landscaped pedestrian promenade that stretches from Halleck Street and Building 603 to Building 640 (see Figure 23).
- Encourage transit and bicycle use by locating a Presidio shuttle stop and secure bicycle parking adjacent to Building 610 along Mason Street, and by creating a convenient, accessible, compatibly designed pedestrian connection between Buildings 610 and 603, and the Main Post transit center (see Figure 23).
- Reduce the visual impact of parking by locating it along the southern edge of the site adjacent to Doyle Drive and the base of the bluff, and by using vegetation, landforms, or other landscape features to mask views of it from Mason Street and the Main Post bluff (see Figure 23). Use permeable pavement, bioswales or other on-site stormwater management strategies to reduce runoff from parking lots.
- In accordance with agency objectives, target reductions in impermeable hardscape and effectively manage parking in the sub-district. Currently, there are 457 parking stalls and approximately 12 acres of buildings and pavement in the 15.5-acre Mid-Crissy sub-district. New designs should include a minimum of 350 parking spaces in the vicinity of Building 610 and 30 parking spaces in the vicinity of Building 603. Design surface parking to serve all area users, not specific tenants. Target an overall reduction of 5 acres of impermeable surface (former PX and hardscape) that exists in the sub-district.
- Manage vehicular movement, such as passenger drop-off, deliveries, and loading, in such a way as to minimize traffic disruption on Mason Street. Implement parking regulation, including parking meters and signage, consistent with other areas of the Presidio.
- Manage the location of streetlights, signage, parking meters, and other structures to avoid visual clutter on historic streetscapes. Coordinate site fixtures and furniture with adjacent areas. Maintain the current width and alignment of historic streets.



