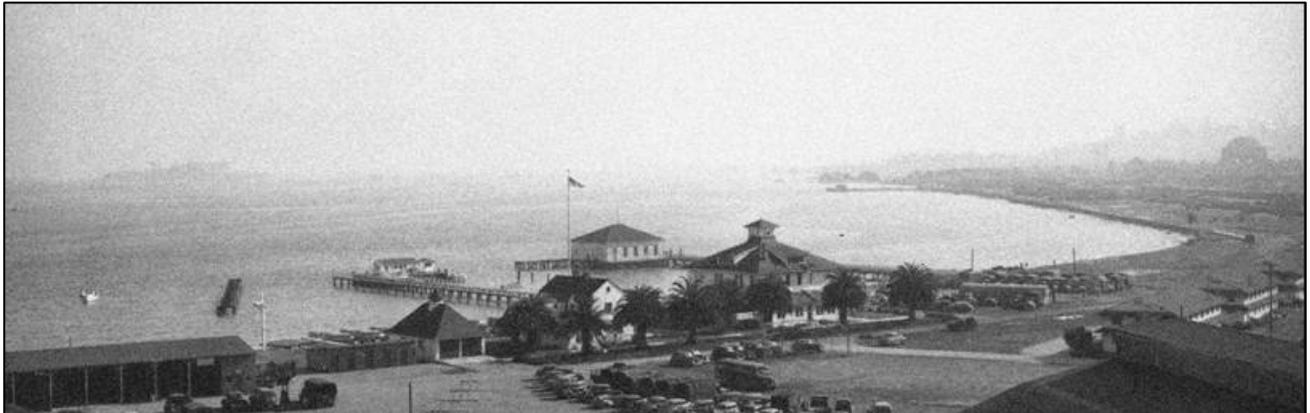


National Park Service
U.S. Department of the Interior

Golden Gate National Recreation Area
California



Fort Point United States Coast Guard Station Historic District Summary Cultural Landscape Report



Golden Gate National Recreation Area
San Francisco, California
January 2008

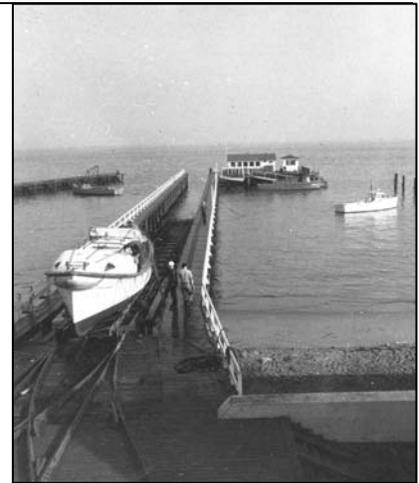


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INTRODUCTION

Management Summary

The U.S. Coast Guard Fort Point Station is listed on the National Register of Historic Properties, and is part of the Presidio National Historic District. Rehabilitation is the recommended treatment for the area of the Fort Point Station as designated in the approved *General Management Plan Amendment, Presidio of San Francisco (1994 GMPA)*. The GMPA specifies that the “non-historic hovercraft pavilion will be removed...The nearby Coast Guard complex, open to passersby, will house educational programs related to the bay and marine environment...In the future park visitors may also enter the Presidio on water taxis, which will dock at the Coast Guard lifesaving station dock at Crissy Field.” Since 1994, the hovercraft pavilion has been removed as part of the Crissy Field Building Demolition project. The existing Fort Point Station pier has been stabilized, but remains closed to public use. Two of the buildings located on the site have been leased as office space. The National Oceanographic & Atmospheric Administration (NOAA), which leases one of the structures as office space for the Gulf of the Farallones National Marine Sanctuary staff, provides a small museum which is open to the public. Two structures are used as NPS maintenance garages.

Numerous individuals from the NPS and GOGA were involved in the development of this Cultural Landscape Report (CLR) by supplying critical information. In 1995, Golden Gate National Recreation Area Historian Stephen Haller and Cultural Landscape Architect Patricia Q. Brouillette conducted cultural landscape research and prepared a physical history for the property. At that time, the National Park Service Denver Service Center prepared an existing conditions base map for the site. In 2001, the Denver Service Center prepared a Draft Summary Cultural Landscape Report for Fort Point Station. In December 2006 National Park Service (NPS) Pacific West Regional Office staff (Gretchen Stromberg and Timothy Babalis) completed a Cultural Landscape Inventory (CLI) for the United States Coast Guard Fort Point Station Historic District. The CLI includes the preliminary identification and analysis to define contributing features within the Fort Point Station Historic District. This (CLR) references the CLI report findings with respect to documentation of all physical aspects for the U.S.C.G. Fort Point Station Historic District. This information will be used as the basis for site related treatment recommendations. This CLR was prepared by landscape architect Pat Sacks with the cooperation of the Denver Service Center of the NPS. It is a treatment document and presents recommendations on how to preserve, restore, or rehabilitate the significant landscape and its contributing features based on historical documentation, analysis of existing conditions, and the Secretary of the Interior’s standards and guidelines as they apply to the treatment of historic landscapes.

Historical Overview and Landscape Description Summary

(The following text is excerpted from 2006 USCG Fort Point Station CLI, Page 4)

“The United States Coast Guard (U.S.C.G.) Fort Point Station is a five-acre historic district located in the Golden Gate National Recreation Area in California. It is sited within the boundaries of the Presidio of San Francisco National Historic Landmark (NHL) along the protected waters of the San Francisco Bay. Several of the U.S.C.G. Fort Point Station structures were listed as contributing to the Presidio of San Francisco in the 1993 NHL documentation. The CLI establishes the significance of the U.S.C.G. Fort

Point Station as an individual historic district with boundaries and periods of significance that are different than those established for the Presidio of San Francisco NHL. The 1993 NHL documentation for the Presidio identifies the period of significance from 1776 to 1945. For the purposes of the CLI, the U.S.C.G. Fort Point Station period of significance extends from 1915 to 1964. This time frame includes the period of initial development at its existing site, until the time new lifesaving equipment was introduced that drastically altered the way in which the site was used. “

Location Map

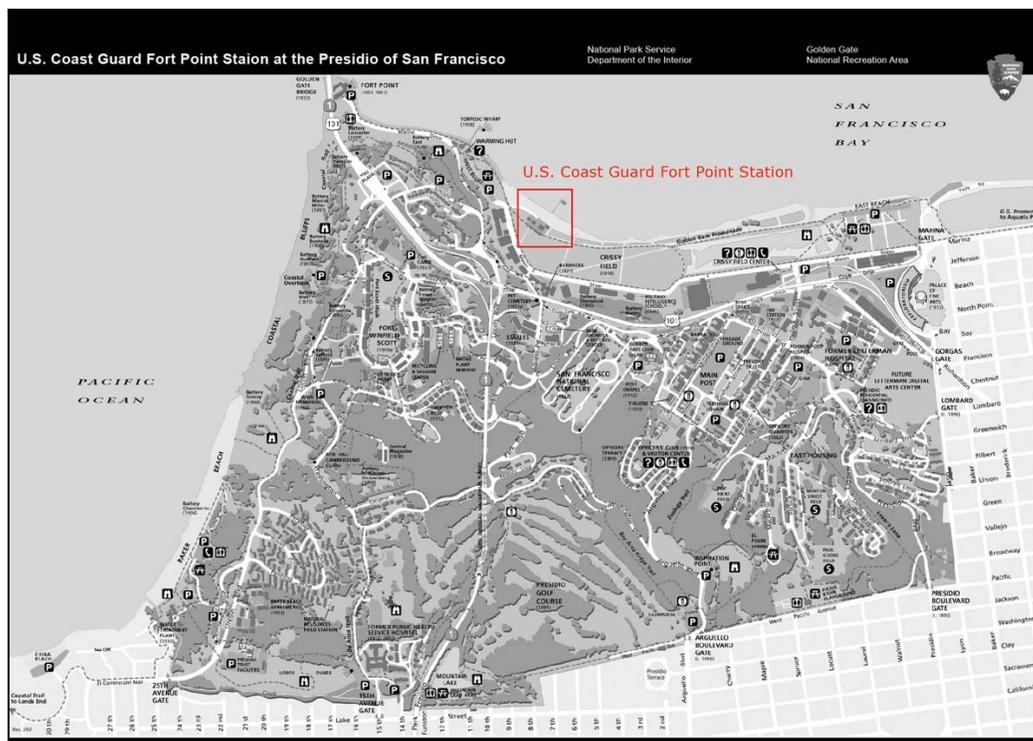


Figure 1: Location Map; excerpted from Cultural Landscape Inventory, United States Coast Guard Fort Point Station Historic District, Golden Gate National Recreation Area, National Park Service, 2006.

“The U.S.C.G. Fort Point Station contains structures associated with maritime transportation and early social and humanitarian efforts. The original Fort Point Lifeboat Station was built just east of the existing station in 1890 to come to the aid of ships stranded or wrecked at sea. The Station was moved in 1915 to make room for the Panama-Pacific International Exposition. It has stood in its present location since 1915 with substantial additions and alterations being made throughout the period of significance. The major contributing features of the district include the 1890 boathouse, the Officer in Charge quarters, the 1915 boathouse, tide-gauge house, buoy shack, storage building, pier, breakwater, and concrete seawall. Additional features include a row of Canary Island date palms, lawns, footpaths, and driveways. Some features such as the

juniper hedges and the Monterey cypress windbreak do not contribute but are compatible with the U.S.C.G. Fort Point Station historic district. Other features such as the planters, accessible ramps, the entrance gate, and some of the foundation plantings do not contribute and are not compatible with the historic district.

Currently, the station is maintained in good working order by the National Oceanic and Atmospheric Administration (NOAA) and the National Park Service. Most of the structures are used as office and educational space by NOAA and the buildings are maintained in fair condition. Overall, the district is in good condition and exhibits all seven aspects of integrity as defined by the National Register of Historic Places.

Those landscape characteristics that contribute to the significance of the proposed district include natural systems and features, spatial organization, vegetation, circulation, buildings and structures, and small scale features. The natural systems and features of the U.S.C.G. Fort Point Station provided an ideal location for a lifeboat station. The gentle slope leading to the San Francisco Bay, the clear views of the entire north bay and the Golden Gate, and the calm waters allowed for easier rescues. The remaining contributing buildings and structures display the evolution of the lifeboat station, including the original boathouse, the original Officer-in-Charge quarters, the newer boathouse, as well as the pier, breakwater, seawall, and outlying buildings. The footpaths and driveways from the original plan are still present although the vehicular access to the site was changed during the Crissy Field Redevelopment Project in the 1990s. Vegetation patterns such as rectilinear lawns, hedges, and Canary Island date palms are still present.”

Integrity

(The following text is excerpted from 2006 USCG Fort Point Station CLI, Page 25)

“The present-day Fort Point Coast Guard Station possesses integrity of location, setting, design, materials, workmanship, feeling, and association and conveys its significance from the period 1915 to 1964. The essential design and configuration of the station was established when the facility was moved to its present location in 1915. All of the major buildings associated with this date remain intact and relatively unchanged. The main boathouse (PE 1903) suffered a major renovation in 1979, when its boat doors and beach apparatus door were removed in order to convert the ground floor boat bay to residential quarters and offices. These renovations, however, were done thoughtfully, and the original feeling of the building was retained. The new ground floor walls were clad in shingles that matched the rest of the building's wall cladding, and the new fenestration was in keeping with that from the original structure. Moreover, these changes may be reversible, as the Coast Guard was instructed by the National Park Service in 1978 to preserve and store the original boat doors. Whether it did so or not, however, is presently unknown. The basic configuration of the vegetation as it was proposed in 1914 is similar to the original plan, though many individual plants have been replaced. The plan, however, is still preserved in existing drives and pathways.

Three changes have occurred since the end of the period of significance which compromised the integrity of the Fort Point Coast Guard Station. The first of these was

the removal of the marine railway in 1979. The second was the breaching of the seawall in 2000 and the reconfiguration of vehicular circulation patterns associated with this action. The third is the relationship with the water, which changed with doubling the width of the beach due to sand accretion that began at the time when the Crissy Field restoration was completed in 2000. Despite these changes, the U.S.C.G. Fort Point Station retains overall integrity.”

Site Plan



Figure 2: Site Boundary Map, US Coast Guard Fort Point Station Historic District, excerpted from Cultural Landscape Inventory, United States Coast Guard Fort Point Station Historic District, Golden Gate National Recreation Area, National Park Service, 2006.

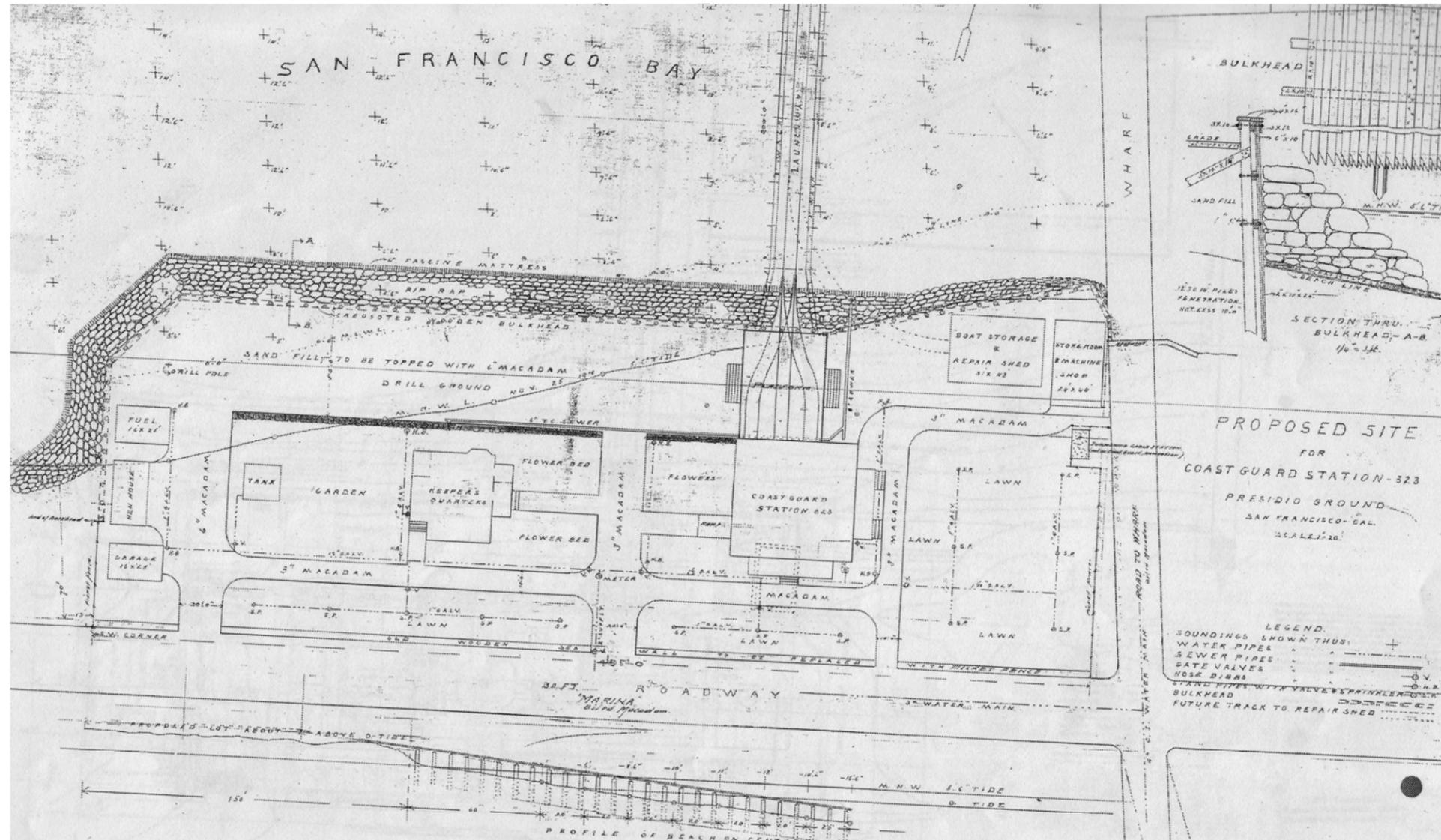
Period of Significance (1915-1964)

The following text summary is excerpted from the 2006 USCG Fort Point Station CLI, pages 21-22. A detailed statement of significance is included in the 2006 U.S. Coast Guard Fort Point Station CLI.

“The CLI proposes using a separate period of significance for the Fort Point U.S.C.G.S. [than The Presidio of San Francisco] Historic District in order to more accurately reflect the historic reality of the Station as distinct from the Presidio. This proposed period of significance is 1915 to 1964. This period reflects a relatively continuous state of operations during which the physical character of the Fort Point Coast Guard Station and its landscape changed very little. Moreover, the existing structures and landscape retain sufficient integrity to convey the significance of this period. The argument might be made for pushing back the period of significance all the way to 1890, when the Fort Point station first opened under the Coast Guard's predecessor organization, the U.S. Life-Saving Service. Two of the buildings at the existing site date back to that time and have experienced only minor structural alterations since. But in 1915 the entire facility was moved approximately 700 feet, and in the process its constituent structures lost their original relationship to one another and to their immediate setting. This action seriously compromised the integrity of the early station, and existing conditions no longer convey the significance of that period. Also in 1915, the U.S. Life Saving Service experienced a profound change of identity when it was absorbed in the newly-created U.S. Coast Guard. The consequences of this reorganization were not immediately apparent but would eventually result in revision of the Fort Point U.S.C.G. Station's mission and the duties associated with it. The Coast Guard's close association with the Navy would require its small craft stations, like Fort Point, to devote increasingly more time and resources to harbor patrol and coastal defense work. Taken together, these factors argue persuasively for 1915 as the beginning of a distinct historical period for the Fort Point U.S.C.G. Station.

The proposed terminal date for the Fort Point Coast Guard Station's period of significance is 1964. At that time the Coast Guard's new 44-foot motor lifeboat was introduced at Fort Point, causing operational changes which would result in significant modifications to the facility and eventually require its abandonment altogether. The new lifeboat was too large to fit on the marine railway and had to remain moored in the water. As a result the railway ceased to be used from this date and was allowed to deteriorate. With the abandonment of the marine railway, the boathouse also ceased to be used according to its original design. These changes constitute a significant turning point for the Fort Point U.S.C.G. Station and represent a break in its historic continuity which had extended since 1915. The terminal date for the Presidio's period of significance, as proposed by the 1993 NHL update, is 1945. This makes sense for Army operations and facilities at the Presidio, which experienced significant changes associated with the end of World War II. But the Fort Point Coast Guard Station experienced only minor changes in operation and virtually no change in physical structure at that time. Its period of significance should therefore extend beyond that of the Army Presidio and terminate only when events justify a break in its history—1964.”

The following maps (excerpted from the 2006 CLI) document the initial plans for the relocation of Fort Point Station and conditions during the Period of Significance, from 1915, when the station was developed in its present location, to 1964, the terminal date for the Period of Significance.

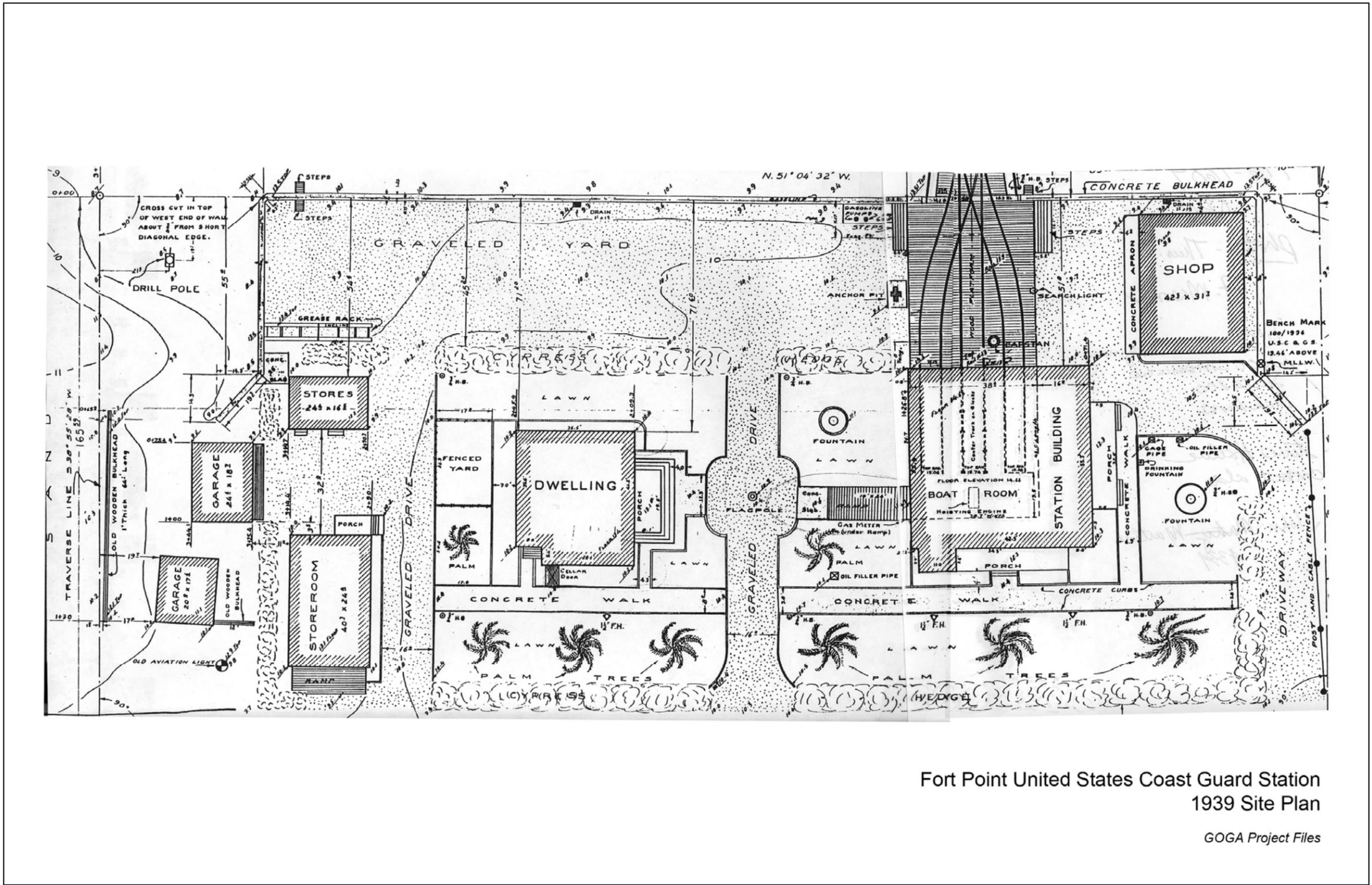


Fort Point United States Coast Guard Station
Fourchy Plan 1914

GOGA Project Files

Figure 3: Fourchy Plan, 1914: In 1914, Andre Fourchy, Superintendent of Construction for the Life-Saving Service, drew plans for a new facility at a proposed site 700-feet west of the original lifesaving station location. Plans included a new two-story boathouse and dormitory, 55 feet by 55 feet. Fourchy completed the drawings by November of that year. (From the GGNRA Presidio Army Records Center.)

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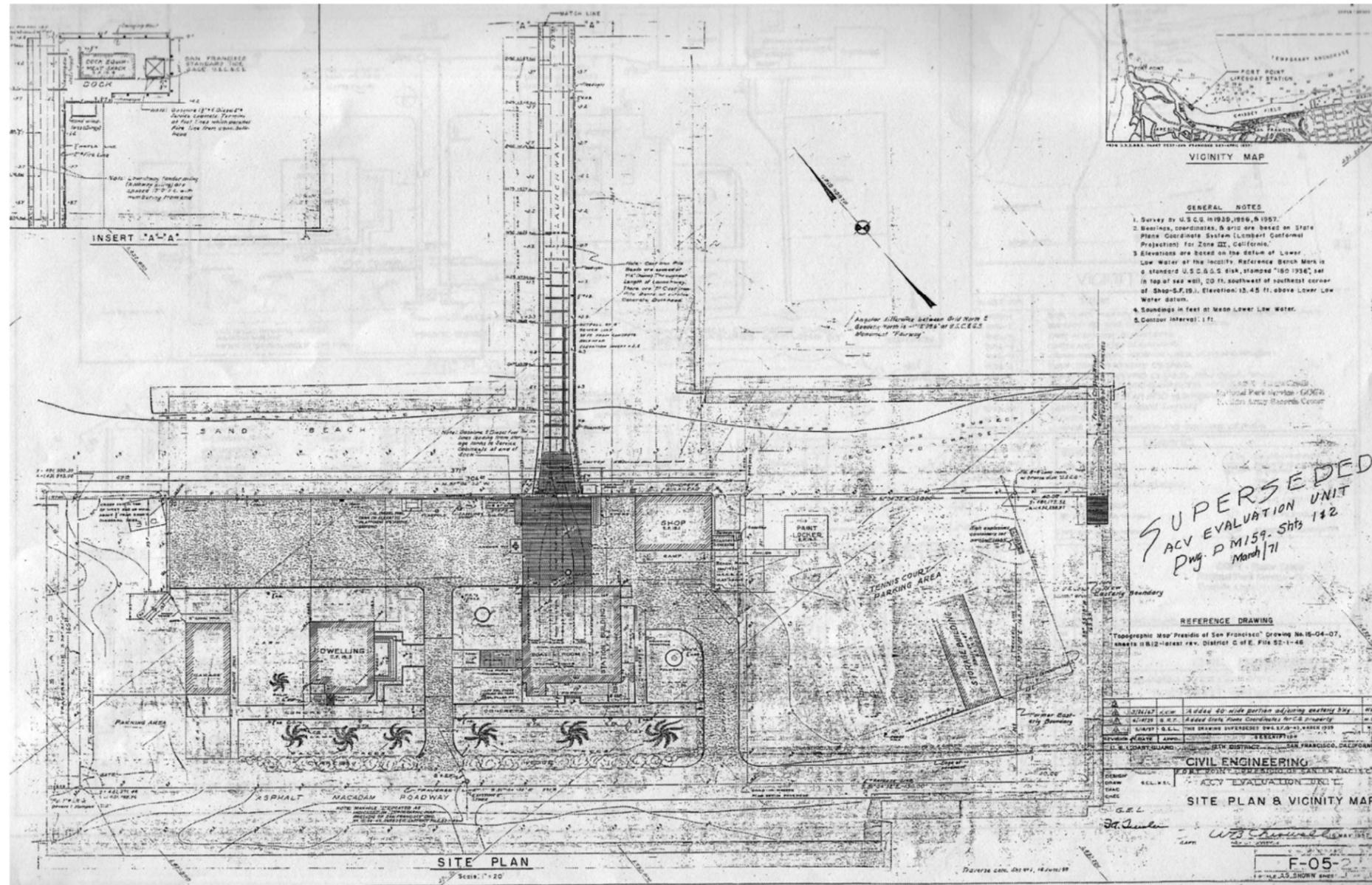


Fort Point United States Coast Guard Station
1939 Site Plan

GOGA Project Files

Figure 4: Site Plan, 1939: In 1939, a detailed site plan, dated August 24, was created. (From the GGNRA Presidio Army Records Center.)

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Fort Point United States Coast Guard Station
1958 Site Plan

GOGA Project Files

Figure 5: Site Plan, 1958: The 1958 site plan documents the site near the end of its Period of Significance. (From the GGNRA Presidio Army Records Center.)

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Scope of Work and Methodology

Purpose of the Project

The Fort Point Coast Guard Station is one of two properties that the National Park Service manages at the Presidio of San Francisco that can be leased. It occupies a prominent site adjacent to Crissy Field, for which re-development has recently been completed. The Fort Point Station cultural landscape is in good condition yet in need of rehabilitation. Since it is part of the Presidio of San Francisco National Landmark site, a Summary Cultural Landscape Report must be completed, a Site Development Plan prepared, and all compliance completed prior to any landscape rehabilitation. This document and the accompanying site development plan will make it possible for the park to pursue a course of action for landscape rehabilitation at Fort Point Station.

Issues and concerns to be addressed in the report

This study will provide treatment recommendations which address site issues and concerns with respect to the following topics to the extent that the site planning process may resolve them. Recommendations may be made for further evaluation and study to address problems that are beyond the scope of this project.

1. Spatial organization of the site: *The site possesses a high degree of integrity, enabling management of the site as it looked late in the period of significance, World War II era to 1964.*
2. Vegetation management and landscape rehabilitation: *Though the landscape is generally in good condition, it is in need of rehabilitation. Control of exotic weed species, gopher activity and rehabilitation of the landscape are addressed in the treatment recommendation section of this document.*
3. Circulation (pedestrian and vehicular access, including access for persons with disabilities): *Access to the site and buildings for persons with disabilities needs to be improved, and associated parking spaces delineated.*
4. Buildings and Structures: *General issues with building access, condition of building exterior, roof drainage and site lighting will result in recommendations for improved accessed for persons with disabilities, gutter repair, painting and lighting recommendations.*
5. Small scale features in the landscape: *Recommendations for treatment of contributing features such as the fountain, flagpole, and wreck pole are included in this report.*
6. Non contributing features: *Certain features such as the existing entrance gates, small scale structures, and site furnishings that do not contribute to the integrity of the historic district are referenced in this report and appropriate treatment recommendations provided.*
7. Other:
 - Site drainage: *Building downspouts are in need of repair and improvements to on site storm drainage implemented.*
 - Site utilities: *This document includes treatment recommendations for site utilities visible in the lawn areas present in the lawn areas.*
 - Site lighting: *This document contains recommendations that reference appropriate lighting standards for this historic district for purposes of enhancing building security and tenant safety.*
 - Site furnishings (picnic tables, bike racks etc.) for use by tenants of both buildings: *This document defers to the Presidio Site Furnishings guidelines to identify appropriate site furnishings for use in this historic district.*

- Signage: *Identification of the Historic District, buildings, and museum is lacking. Recommendations for improvements to signage are included in the treatment recommendations.*
- Wayside exhibits: *Wayside exhibit are necessary for interpreting the historic district but are not compatible features in the landscape. Appropriate location for wayside exhibits are identified in the treatment recommendations section.*
- Site access by dogs: *Crissy Field is a popular place for dog walking; however, dogs are damaging the juniper hedges by urinating on them. The treatment recommendations in this document address this concern.*

Level of Investigation Required to Complete Work

The Park historian has determined that the level of research completed by the park and included in this document is sufficient to prepare a recommendation for landscape rehabilitation for the Fort Point Station. The intent of this study is to review the available data generated in the 2006 Cultural Landscape Inventory, analyze and evaluate natural and cultural resource data, and develop appropriate treatment strategies. The 1939 and 1958 period site plans record many of the landscape features and characteristics in place during the period of significance. It is the intent of the NPS, to the extent practicable, to return much of the site to its appearance during its period of significance, within an overall rehabilitation treatment approach.

Schematic plans and treatment recommendations will be included in this document. Preparation of construction drawings, associated details, specifications and cost estimates are beyond the scope of work.

Process for conducting the work and techniques used to complete it

1. Review existing 2006 Cultural Landscape Inventory (2006 CLI)
2. Utilize photographs of the site documented in the 2006 Cultural Landscape Inventory (CLI) as a basis for documentation of existing conditions
3. Review existing historic maps, site plans and photographs contained in the CLI.
4. Utilize existing conditions map from the CLI.
5. Reference significance and historic integrity determined in the 2006 CLI.
6. Develop Treatment Recommendations
7. Prepare Site Development Plans (SDP)
8. Prepare written guidelines

PART 1: SITE HISTORY, EXISTING CONDITIONS, ANALYSIS & EVALUATION (Reference the 2006 U.S.C.G. Fort Point Station CLI)

Physical Limits of Investigation

This CLR will focus on developing treatment recommendations for the complex of buildings and associated site, and to a limited extent, the pier. The Coast Guard Pier is the responsibility of the National Park Service and has been stabilized. Further evaluation of the pier is beyond the scope of this project.

General conclusions from the 2006 CLI Report

Summary

Much of the Fort Point Station's Cultural Landscape remains unchanged and intact. The site layout, the placement of buildings, driveways, walks, lawns, and trees has remained "essentially" the same since the station was moved to its present site in 1915. The exact configuration of the sidewalks and the curbing has been modified to accommodate automobiles and accessible ramps to the buildings. Some of the existing outbuildings were moved, new minor structures added, and the gravel drives were paved with asphalt during the period of significance. Some of the hedges have disappeared. Features such as the original wreck pole and flagpole have been moved to different locations on site. The two historic fountains have been removed and only one of them remains (in a state of disrepair). The treatment recommendations focus on maintaining contributing and non-contributing compatible features and, to the extent practicable, removing features that are non-compatible with the USCG Fort Point Station Historic District.

Site Analysis

The cultural landscape at Fort Point Station is in relatively good condition. Some of the features present during the period of significance have been removed, relocated, or altered. Site access and circulation has also changed recently due to the implementation of the Crissy Field Plan. The lawn is overrun with Kikuyu grass and broadleaf weeds. There is a danger of these exotic species spreading beyond the site to adjacent restored dune areas. The station lacks an entrance sign. Dogs are harming the hedges and plants by urinating on them. Existing site drainage is poor and the site needs some re-grading and modification of the drain inlets to enable the site to drain properly. The park maintenance crew has a gopher problem under control but gophers may return to the site if IPM strategies are not continued. The one fountain that remains is in need of repair. Other design concerns that need to be resolved include selecting locations for picnic tables and bicycle racks for employees, repair or replacement of utilities, and providing barrier free access between the parking area and front entrances of the buildings that meets current Federal Accessibility Standards.

Character Defining Features

Reference the 2006 CLI Report for a detailed discussion on character defining features. The following maps included below are from the 2006 CLI and they illustrate contributing, non-contributing, and non-contributing but compatible features for buildings structures and circulation, and a separate map covers vegetation.

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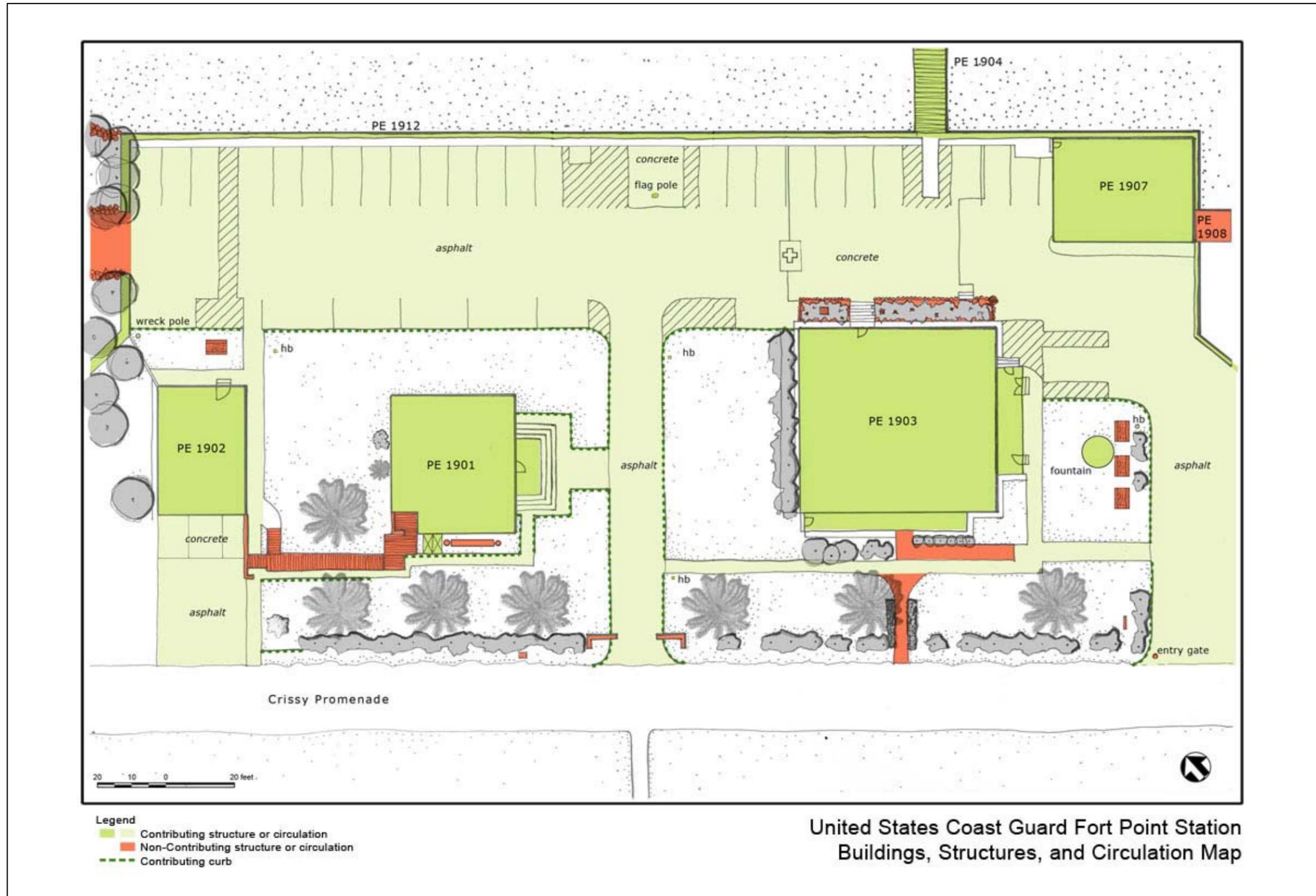


Figure 6: Buildings, Structures and Circulation Map, excerpted from Cultural Landscape Inventory, United States Coast Guard Fort Point Station Historic District, Golden Gate National Recreation Area, National Park Service, 2006.

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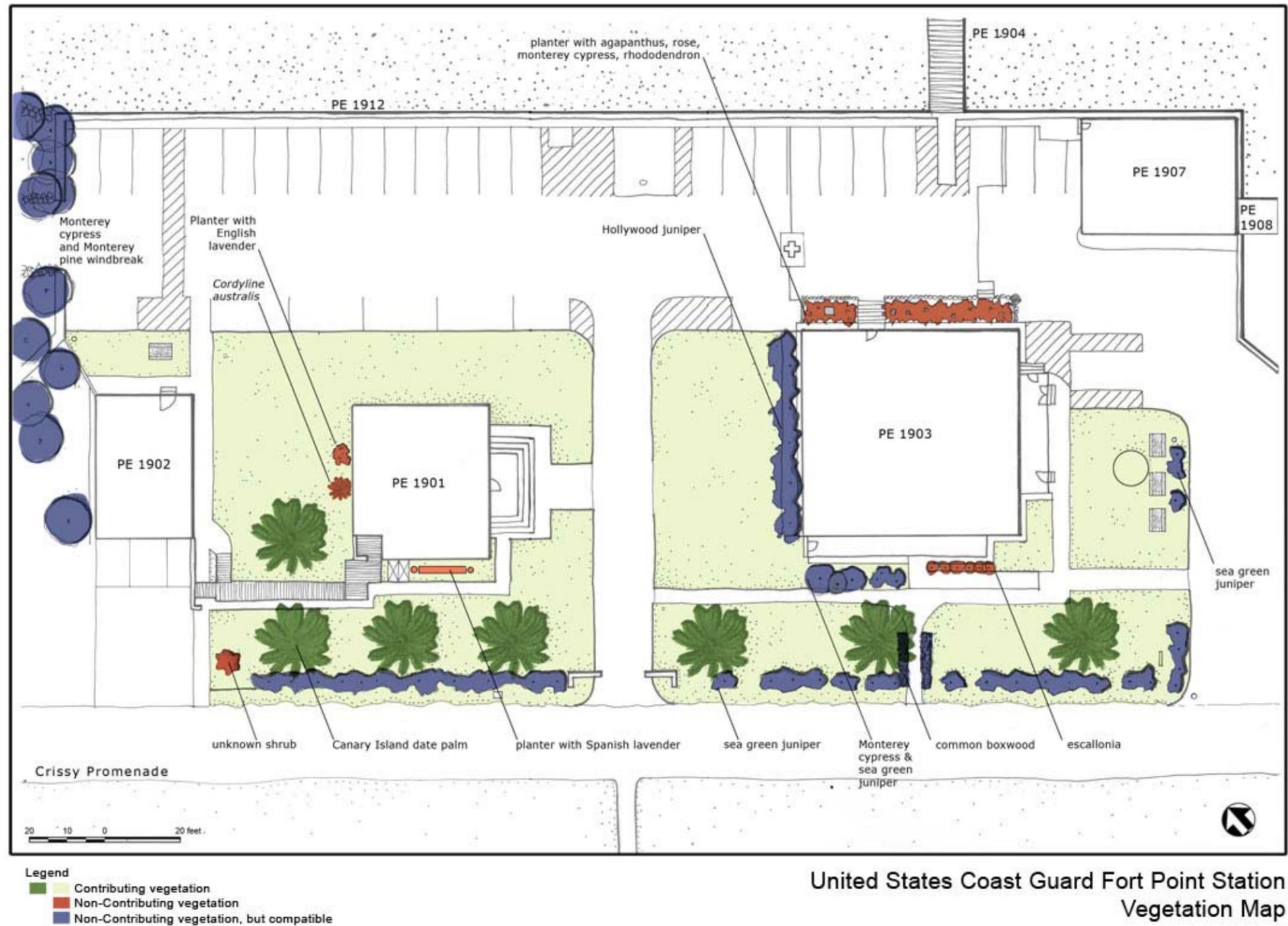


Figure 7: Vegetation Map, excerpted from Cultural Landscape Inventory, United States Coast Guard Fort Point Station Historic District, Golden Gate National Recreation Area, National Park Service, 2006.

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PART 2: TREATMENT GUIDELINES

The management directive for Fort Point Station, set forth in the approved 1994 GGNRA GMPA for The Presidio of San Francisco, mandates rehabilitation. The Secretary of the Interior's Standards for the Treatment of Historic Properties define rehabilitation as *“the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions of features which convey its historical, cultural, or architectural values.”*

The Standards for Rehabilitation and Guidelines for Rehabilitation allow the replacement of extensively deteriorated, damaged, or missing features using either traditional or substitute materials. For example, rehabilitation may include replacing a graveled drive with a rolled aggregate chip sealed surface. The visual character of the paved surface would look slightly different, but it would improve maintenance efficiency. Of the four treatments prescribed for Cultural Landscapes, only rehabilitation includes an opportunity to make possible an efficient contemporary use through alterations and additions.

Secretary of the Interior's Standards for Rehabilitation¹

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacements of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

¹ The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes, Birnbaum, Charles A, and Peters, Christine Capella, eds., USDI NPS, Washington D.C., 1996.

10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Guidance on Identifying, Retaining and Preserving Character-defining Features

Generally the following basic process underlies all treatment actions and is followed to guide decisions about physical work in a cultural landscape.

1. Identify, Retain and Preserve Historic Materials and Features.
2. Protect and Maintain Historic Features and Materials. (This would include cyclic maintenance of buildings, site features and vegetation.)
3. Repair Historic Features and Materials (Always repair existing historic features if possible.)
4. Replace Deteriorated Historic Materials and Features (If repair is not possible, then consider replacing the entire feature in kind.)
5. Design for the Replacement of Missing Historic Features (The first course of action is to replace important features. The second course of action is replacement with a new feature that is compatible with the remaining character defining features of the historic landscape. For example, one landscape feature that remains is one of the historic fountains. The first course of action would be to determine if the fountain could be repaired and re-installed. It may be possible to create new fountains by repairing the old fountain and making a cast or mold to create two new fountains that could be installed in the historic locations. Additional research may yield more detailed information as to the actual appearance of the fountains in the landscape.)
6. Alterations/Additions for the New Use (It is important that alterations which accommodate new use do not radically change, obscure, or destroy character-defining spatial organization and land patterns or features and materials. Such work may include the sensitive addition of site amenities such as bicycle racks, benches and drinking fountain for visitor and employee use. It may include installation of interpretive waysides. It may also include the selective removal of features that detract from the overall historic character of the property, such as the accessible ramp at building 1901 and replacing it with a ramp that accesses the building in a more appropriate location. The new ramp could be constructed of materials that do not detract from the existing historic architectural detailing of the buildings.)

Fort Point Station Site Features/Condition Summary

For information pertaining to the Fort Point Coast Guard Station Site, Site Features, and their condition, reference the Site Analysis and Evaluation discussion refer to the 2006 CLI, pages 57-81.

Accessibility Considerations

The floor plans included below illustrate existing access and internal layout for buildings 1901 and 1903, respectively. Floor plans of the buildings were taken from the existing ICAP Reports for each structure. The existing ramps do not meet current Federal Accessibility Standards.

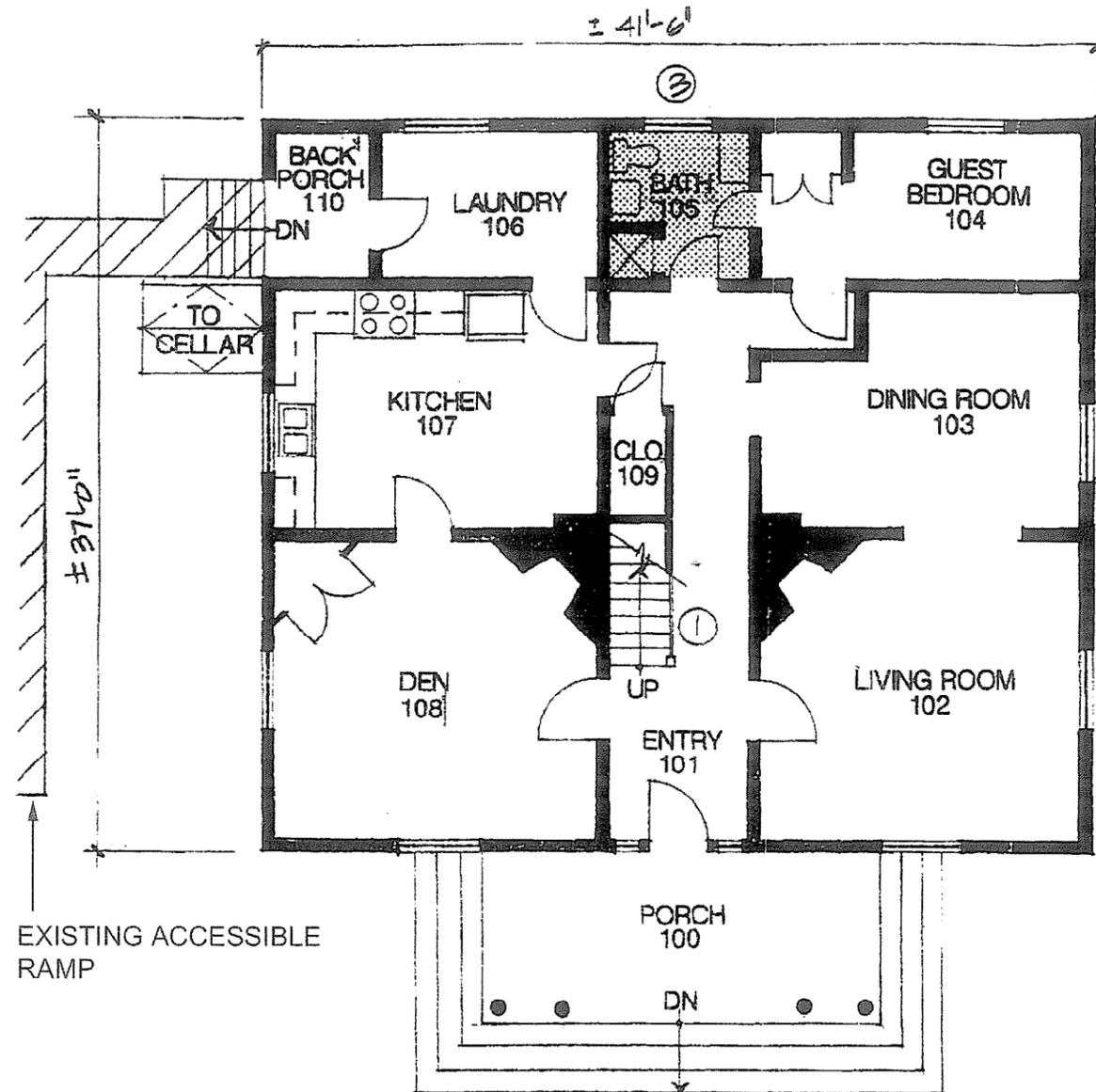


Figure 8: Building 1901, First Floor Layout, ICAP Report, dated 1993, from the GGNRA park files. This ICAP Report drawing documents repair needs at the time of the survey. In 1993, the report indicated there was no handicap access at the front porch and that it was inappropriate to provide building access from the laundry room. This access has remained unchanged.

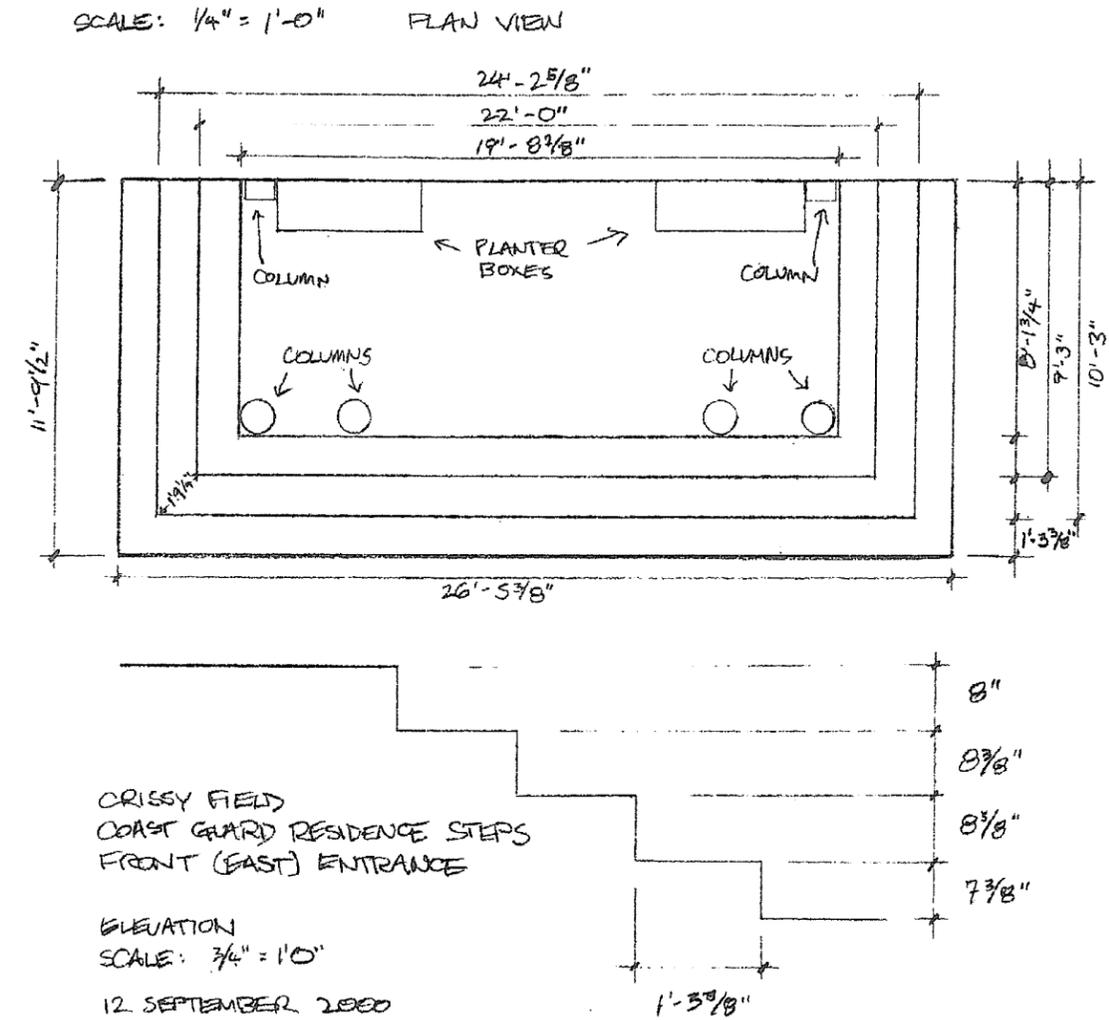


Figure 9: Sketch Plan and Section of the front porch, Building 1901, dated September 12, 2000, by GGNRA staff. Measurements indicate that it would be possible to provide an accessible entrance to the front of this building.

ACCESSIBILITY
FORT POINT STATION, RESIDENCE (BLDG 1901)

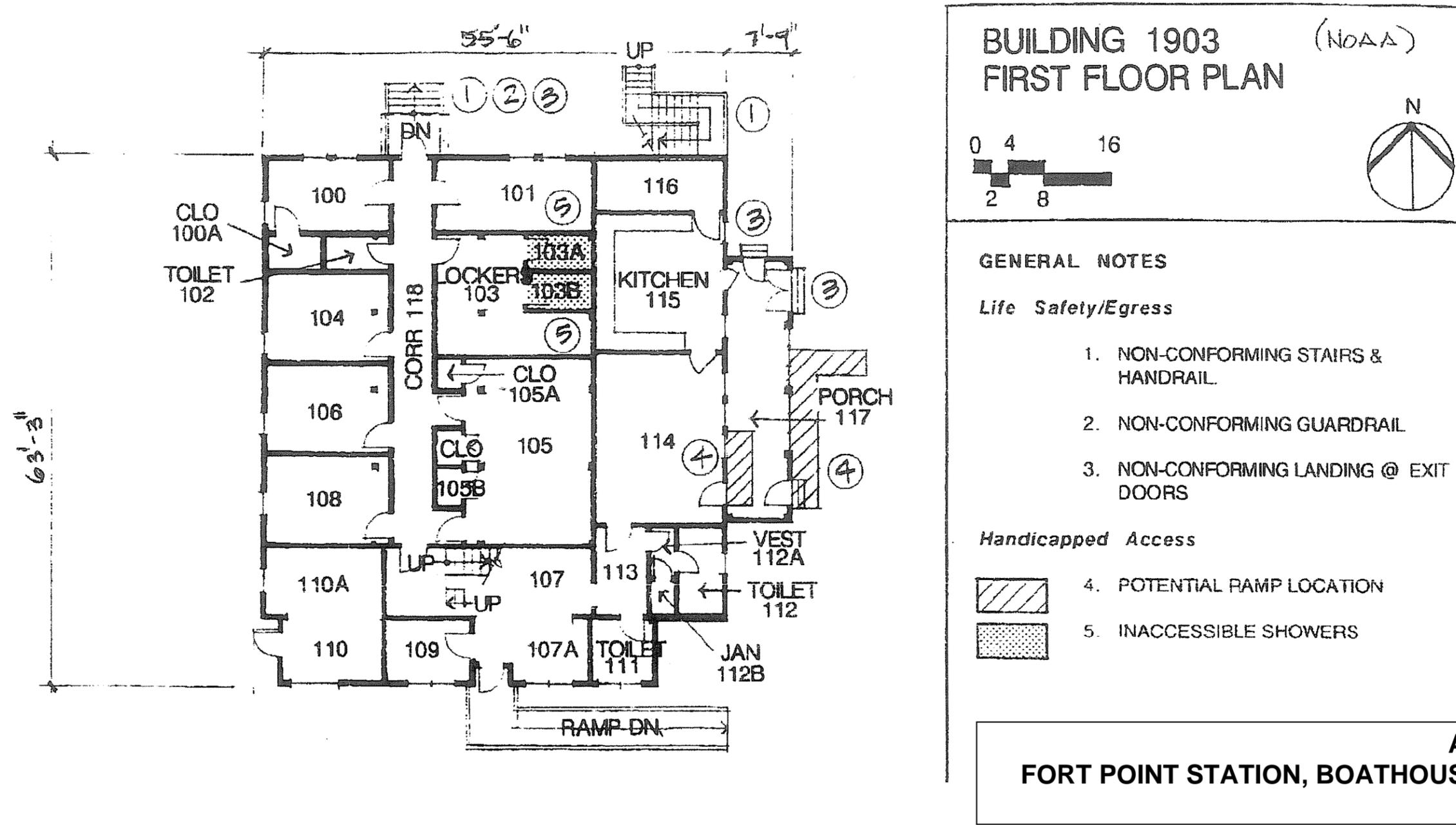


Figure 10: Access, Building 1903, First Floor Layout, ICAP Report, dated 1993, from the GGNRA park files. This ICAP Report documents current repair needs at the time of the survey. In 1993, the report indicated there was no handicap access provided at the Porch adjacent to room 117, and no ramp provided from room 117 to rooms 114 and 115. The ICAP report drawing illustrates one way to access the porch, which functions as a small museum, via an accessible ramp.

FORT POINT STATION TREATMENT RECOMMENDATIONS

Treatment guidelines

The treatment approach is the rehabilitation of the site as much as is feasible to circa 1958, near the end of the period of significance. The Fort Point Station Treatment Recommendation Plans (Figures 11, 12, and 13) use the 1958 Period Site Plan (Figure 5) as a basis for site rehabilitation. Treatment recommendations will allow for site improvements, improved access for persons with disabilities, and will enable people to make a connection to the period of significance, when lifesaving crews practiced their skills and launched rescue missions.

The 1958 treatment approach would preserve and restore the landscape elements of spatial organization, vegetation, vistas, and site furnishings. Rehabilitation is the recommended treatment for accessibility, public use as an educational center, for vehicle access and parking, irrigation upgrades, grading and drainage and for National Park use as a maintenance facility.

This document is expected to direct site planning, site treatment and maintenance for twenty years from the date of publication.

Site Management:

The site is managed by the NPS. The buildings are occupied by tenants and by the NPS Maintenance Division. The large Boathouse (PE1903) is occupied by the Gulf of the Farallones National Marine Sanctuary (GFNMS) and the Farallones Marine Sanctuary Association. Their mission is to protect significant waters and secure habitat for aquatic species, shelter historically significant shipwrecks and other cultural resources, and serve as a valuable place for research, fishing, wildlife viewing, boating, and tourism.

At the site, the Sanctuary provides public education with displays, lectures and tours concerning the marine sanctuary.

The Residence (P-1901) is occupied by the State of the World Forum. Their mission is *to establish a global network of leaders, citizens and institutions committed to discerning and implementing those principles, values and actions necessary to guide humanity wisely as it gives shape to an increasingly global and interdependent civilization.*

The Garage (PE 1907) and small Boathouse (PE 1902) are occupied by NPS Maintenance which uses the facilities for shops and garages. Their purpose is to provide building and landscape maintenance at the site and at Crissy Field.

The site is currently open to the public. As the site is adjacent to the busy public walk, the Crissy Promenade to the south, and is adjacent to the beach on the north - the site is often visited by the public. Removable signs invite the public to visit the educational center at the Boathouse (PE1903).

Site maintenance practices include basic lawn care, painting and site clean-up. Tenants have planted flowers as foundation planting and provide care for these planting beds.

Future Management:

The GFNMS has created a master plan for a proposed “campus” which would utilize all the buildings in the Coast Guard Station complex. In this case the GFNMS would take over the restoration, rehabilitation and preservation of both the site and the buildings. The GFNMS would also take over the maintenance of the landscape and structures per the CLR and HSR recommendations.

The entire site would be managed as a public space in that the lawns and paths would be totally open to public use. The public would occupy the large Boathouse, and potentially the Garage (PE1907). The public would visit the Pier and the structures on the Pier (PE 1904). It is expected with the evolution of the GFNMS and its public programs that this visitation will increase.

The parking lot will be open to the public with limitations. It will be open for buses such as school buses, and for accessible parking. The remainder of the spaces may be used by tenants or by the public per what is found to be acceptable to the NPS with the future determination of the tenants and occupancy.

The interior of spaces that are not oriented to the visiting public will be managed for and by the tenants or the NPS Maintenance Division staff.

Spatial Organization of the Site

The buildings, circulation, and vegetation at Fort Point Station are still sited and positioned the way they were during the period of significance and continue to convey their formal alignment and historic relationship to the San Francisco Bay. Over the past several decades the area surrounding the site has changed: Crissy Field has been redeveloped as useable open space for the public; Marina Drive was closed to automobile traffic and is now a promenade; and structures from the Panama Pacific International Exposition have come and gone. Despite these changes, the station remains a distinct, tight, rectangular island of development within the broader Presidio of San Francisco.

Contributing Feature

Treatment Recommendation

- The site should be retained in its existing configuration, with no new additions of structures, circulation, or vegetation that detracts from the contributing and non-contributing but compatible features of the site. In some cases it may be desirable to restore character defining features that have been removed, such as the WWII entry sign and hedges. Other remaining elements should be restored, such as the fountain. The following recommendations will identify actions that may be considered appropriate.

Vegetation

Vegetation at the Fort Point U.S. Coast Guard Station contributes to the setting of the historic district because it continues to convey the formal design intent that was common among life saving and lifeboat stations across the nation. The historic plant palette is simple and is comprised mainly of rectangular-shaped lawns, a line of Canary Island date palms, and cypress hedges that border the lawns. These three elements serve to define the edges of the property and distinguish this site from the rest of Crissy Field and the Presidio of San Francisco. Existing vegetation patterns are close to the historic configuration, despite a few alterations throughout the decades such as a struggling juniper hedge that replaced the overgrown historic cypress hedge.

Contributing Features

Palms

Phoenix canariensis (Canary Island date palms) were planted early during the period of significance, probably during the 1920s. These palms were planted in a row at the south west edge of the site creating a boundary to the site. Two palms were offset from the row—one was planted west of the Officer-in-Charge quarters, and one was planted west of the main boathouse. Seven of the eight palms that were planted during the historic period still remain—the palm that was located at the west corner of the main boathouse is no longer extant. The remaining palms are approximately 85 years old and are in good condition. The average life span of this species is 100-120 years.



[3]: *U.S. Coast Guard Station, Fort Point, San Francisco, CA.* (Photo untitled), taken circa February 13, 1946. View from Southeast, showing Golden Gate Bridge in background (From the Photo Collection of Golden Gate National Recreation Area, Presidio Museum files – P85.089.14)

Treatment Recommendations

- Maintain the seven palms in their existing locations and replace the palm that was located at the west corner of the main boathouse (Bldg. 1901). When the palms decline and reach the end of their life, they should be replaced. Reference the Vegetation Site Plan to illustrate exactly where the eight palms are to be planted.

1. Remove wood headers

2. Ivy has recently been removed from the trunks of the Palms. Monitor area around base of palms to ensure ivy does not grow back. Remove new ivy growth annually.
3. At 80 years of age these *Phoenix canariensis* palms are nearing the end of their life span. If the park intends to replace one or two of the trees, purchase the trees from one source and ensure that they are similar in height and in trunk diameter to the existing trees. When the trees begin to decline in health, replace all of the palms with six foot trunk length palms at the same time in the same locations. At the time of replacement it will be possible to kill all of the Ivy roots, and re-grade the lawn areas so they are relatively flat but sloped to drain
4. No grading or trenching within three feet of existing shrubs to remain and within eight feet of existing trees to remain.
5. Recondition the soil prior to re-planting.
6. Follow specifications for planting palm trees. These can be obtained from the nursery or supplier.

Lawn

Although the original site plan from 1914 only describes “loam” surrounding the buildings, photographs from this era appear to show lawn surrounding the buildings (figure 9). Lawns first appear in site plans in 1938. They were designed in two distinct rectangles: one surrounding the Officer in Charge Quarters, the other surrounding three sides of the main boathouse. They are cleanly bordered by curbing, footpaths, and/or driveways, and although footpaths and wheelchair-accessible ramps have been added or altered, the lawns have remained true to their historic configuration. Because they are currently being overrun by Kikuyu grass and Bermuda grass and are impacted by gophers, the lawns are in fair to poor condition.

Treatment Recommendations

- Weeds and exotic grasses should be eradicated, compost added and soil pH adjusted, and lawn areas sodded or seeded with a dwarf tall fescue, which is tolerant to salt spray and resistant to damage from foot traffic. Lawn areas should be edged with curbing if adjacent to driveways or concrete walks. Where hedges border lawn areas the planting beds should be separated with landscape edging to prevent grass from growing into the shrub beds. (Look into sustainable edging products and avoid using materials that will corrode in salt air. Steel and even anodized aluminum edging has a limited lifespan in seaside environments.)
 1. Eradicate existing Kikuyu grass (*Pennisetum clandestinum*), Bermuda grass (*Cynodon dactylon*), tufted hairgrass (*Deschampsia caespitosa*), and other weeds. Consult with park IPM specialist for approved means of eradication.
 2. For control of gophers, grub out the lawn areas. Remove soil to a depth of 8” and place galvanized “gopher wire” on the subgrade per accepted NPS Pest Management practices. Replace the topsoil and regrade to improve site drainage. Flow should drain to an existing inlet.
 3. If the historic utilities are to be retained in the lawn for maintenance of the historic scene, they should be left in place even though they are to be abandoned. Otherwise, cut and cap the lines below grade near their source. Take care not to damage existing utilities.
 4. Upon removal of exotic grasses and weeds, if it is necessary to replace the lawn in its entirety, the lawns could be regraded to improve site drainage.

5. Re-grade lawn areas to drain away from buildings. With curb edged lawns it may be desirable to drain to the center, sloping inward at 2%, allowing storm water to percolate naturally.
6. Install automated irrigation system for lawn and hedge areas.
7. Add 2” of compost and till thoroughly.
8. Consult with a park revegetation specialist to identify a suitable sod or seed that is considered non invasive and non threatening to nearby dune vegetation.

Non-contributing but Compatible Features

Hedges

From the time when the site was first developed in 1915, cypress hedges have defined portions of the buildings’ and site’s perimeters. Most photographs dating to the period of significance show the hedges as well-clipped with a height ranging from 2-5-feet. In 1996, the existing perimeter hedges, located southwest of the date palms, had grown to a 15-foot height and were replaced with new *Juniperus chinensis* ‘Sea Green’. The NPS determined that this new species would more naturally maintain the smaller, more manicured character of the hedges from the period of significance. Today, the juniper is in fair to poor condition. Several of the individual plants have died, leaving large gaps within the hedge. Despite having been planted over ten years ago, the junipers that have survived are only 1-2-feet in height.



[4]: *U.S. Coast Guard Station, Fort Point, San Francisco, CA.* (Photo untitled), taken circa 1945. View from South (From the Photo Collection of Golden Gate National Recreation Area, Presidio Museum files – P85.089.2)

A narrow concrete pathway was constructed connecting the Crissy Promenade to the northwest entrance to the main boathouse sometime after 1983. At this time, a common boxwood (*Buxus sempervirens*) clipped hedge was planted to line both sides of the pathway. Currently, the hedge is approximately 18-inches tall and is in fair condition.

Treatment Recommendations

- Based on available data at hand, the function of the hedges to define, edge, and screen portions of Fort Point Station is a key contributing for the historic landscape. Due to the ultimate height of Monterey Cypress, fast growth, and resultant high maintenance needs for frequent pruning it is

recommended below that a different species be used for the replacement hedge. The existing replacement hedges (*Juniperus chinensis* 'Sea Green') are known to do poorly in or adjacent to lawn areas due to their susceptibility to root rot in waterlogged soils. These should be removed and replaced with a species conforms to the goals for the hedge plant material. The goals are that the genus and species perform well in lawns and in coastal sandy soils subject to wind and sea-spray, that the hedges can be maintained at a 4 to 6 foot height, and that the species used should be of a needle-like texture and able to tolerate shearing. The soil pH at this site is 8.0, which is considered alkaline. It is very important to select one species and use it throughout the site, as initially all hedges were comprised of one species of Cypress. Guidelines for removal and replacement follow:

1. Remove juniper shrubs, including root ball.
2. Test the soil for nutrients and pH.
3. Amend soil to support replacement species.
4. Grade to improve drainage.
5. Use a 5 gallon container size or larger. Space plants three to four feet apart and remove every other one when plants begin to crowd. Mulch to control weeds. Fertilize regularly and use Integrated Pest Management practices as approved by NPS to control disease or insects.
6. Provide drip irrigation to the shrub beds.
7. Mulch to control weeds.
8. Add slow release fertilizer or organic fertilizer.
9. The hedges should be maintained in a formal rectilinear shape (sheared) to a height of four feet throughout the site.
9. No grading or trenching within three feet of existing shrubs to remain and within eight feet of existing trees to remain.
10. Recommended hedge species include both coniferous and broadleaf shrubs that have needle-like leaves. Coniferous plants recommended are dwarf yews such as *taxus* 'Adpressa', dwarf false cypress varieties such as Hinoki Cypress varieties, and Arborviteas (*thuja* sp.). Broad-leaf shrubs with needle like leaves include *hakea suaveolens* (Sweet hakea), *westringia rosmarinifolius*, *rosmarinus* 'Tuscan Blue', an upright rosemary and certain *callistemon* varieties (Dwarf bottle brush) such as *c. citrinus* 'Jeffersii'.

Windbreak

A windbreak comprised of a combination of twelve Monterey pine (*Pinus radiata*) and Monterey cypress (*Cupressus macrocarpa*) was likely planted sometime after 1964 at the northwest (windward) side of the site. It is in good condition and continues to provide protection from the wind.

Treatment Recommendations

- This windbreak should be maintained until the mature trees die out. Then they should be removed and the area replanted with native dune vegetation.
 1. Monitor condition of these trees
 2. Prune as necessary to repair damage and eliminate hazards to buildings
 3. If trees become diseased or infected, follow established NPS treatment procedures

4. Remove trees if necessary
5. Replace with native dune vegetation. Consult with Park to determine species for replacement.

Foundation Plantings

Foundation plantings were absent during the early period of significance up to 1938. They are not documented in the 1938 period site plan, whereas the cypress hedges and lawn areas are specifically referenced. They were subsequently planted and first appear in the mid-1940's photographs. Plantings seen in some of the 1945-1946 photographs show *Impatiens sodenii* (poor man's rhododendron) among other unidentifiable species. Existing foundation plantings that do not contribute but are compatible with the historic district are located on the northwest and southwest side of building 1903 (the main boathouse). These include the five Hollywood junipers (*Juniperus chinensis 'Torulosa'*) that were planted along the northwest foundation of the main boathouse at an unknown date. A manicured hedge appears in this location in photographs dating to the mid-1940s. It is unlikely, due to their current form (widely spaced and distinct shrubs rather than a unified hedge) that the existing plants date to the historic period. More research is needed to identify when they were first added to the district. These junipers are currently 6-7-feet tall, and are not pruned. Even if they date to the period of significance, their unkempt form no longer reflects the trimmed and ordered character of the hedge that was located here in the mid-1940s.

Additional Monterey cypress and sea green juniper shrubs are growing along the southwest foundation of the main boathouse. Because they were likely planted after the end of the period of significance, they are non-contributing. However their species and form are compatible with the vegetation patterns and palette already established for the historic district.

Treatment Recommendations

- Remove the Hollywood junipers, have invasive root systems that could damage the foundation of the boathouse building. They should be removed.
- Remove the Dracena and plants growing within 2 feet of the building foundations
- Maintain the beds that were planted in the 1940-50 with a variety of low perennials and shrubs, including Poor Man's Rhododendron, *Impatiens sodenii*.
- The foundation plants located on the southwest foundation of the main boat house should be removed at the end of their lifespan. They could be replaced, but it is not mandatory to do so.

Non-Contributing and Incompatible Features

Several planters and/or planting beds located at building foundations are non-contributing and incompatible with the historic district. A recent planting bed was constructed where the boat ramp was originally located northeast of the main boathouse. It contains a mixture of perennial ornamentals such as: *Agapanthus orientalis*; *Rhododendron sp.*, and *Rosa sp.* A small planter northwest of the Officer-in-Charge quarters and a planter southwest of the same building contain *Lavandula angustifolia* (English lavender) and *Lavandula stoechas* (Spanish lavender).

Additional non-contributing plants include a *Cordyline australis* northwest of the Officer-in-Charge quarters; *Escallonia sp.* along the southwest foundation of the main boathouse, and an unidentified shrub near the old boathouse (PE 1902) entrance.

Treatment Recommendations

- Remove all non-contributing plants.
- Remove non-contributing planters and beds. Depending on their location the beds should be replaced either with paving material or turf.

Circulation

Circulation is defined as spaces, features and applied material finishes which constitute systems of movement in a landscape. The circulation system at the Fort Point U.S.C.G. Station Historic District is composed of concrete footpaths, driveways, and a parking area. This rectilinear system of driveways and walks links buildings on the site and links the site to Presidio. The circulation system in the Fort Point U.S.C.G. Station Historic District continues to reflect the pattern of movement during the period of significance. The driveways and footpaths used by the personnel at the lifeboat station continue to provide the same access within the district. The width of the footpaths has been modified in some areas, and the macadam surfacing of the driveways and parking area has been replaced with asphalt. Despite these changes, the circulation landscape characteristic contributes to the Fort Point U.S.C.G. Station Historic District.

Contributing Features

Footpaths

Pedestrians can access the site by using the existing driveways and sidewalks. Since there is no formalized access to the beach from Crissy Field near Fort Point Station, pedestrians routinely cut through the site to get to the beach.

Concrete footpaths are located at the northeast and southeast sides of the old boathouse connecting to Crissy Promenade. A footpath parallel with Crissy Promenade travels from the east end of the site to the west end. This path is shown on the 1938 site plan. It is slightly altered as it exists today. It was narrowed from 8-feet to 3-feet in width south of the Officer-in-Charge quarters and south of the main boathouse. Additionally a small section was removed between the Officer-in-Charge quarters and the asphalt driveway to the southeast.

Treatment Recommendations

- Return the walks to the configuration shown on the 1958 Site Plan. The south walkway should be approximately eight feet in width and should link the outermost driveways.

Driveways

Three driveways historically existed on site and still remain. All three of these driveways begin at Crissy Promenade and head northeast into the site. They are described as having graveled surfacing in the 1938 plan. During severe storms, waves would break over the seawall and flood the site, washing away the macadam. By 1958, the macadam drives had been replaced by asphalt driveways. The existing driveways are paved with asphalt and are generally in good condition.

The northernmost driveway is the shortest and leads from Crissy Promenade to the old boathouse. It is mostly surfaced in asphalt, although the portion adjacent to the boathouse is surfaced in concrete.

East of this driveway, between the Officer-in-Charge (O-in-C) quarters and the main boathouse, is a second driveway. This driveway is approximately 16-feet in width and is also surfaced in asphalt. This driveway was historically the main entrance to the site, and served as a formal courtyard between the O-in-C quarters and the main boathouse. When first designed, the flagpole was located in the center of the driveway, on access with the entrance to the O-in-C quarters and the main boathouse western ramp (no longer extant). The driveway was wider at this intersection around the flagpole, and 2-inch high concrete curbing further emphasized the boundary between the courtyard/driveway and the lawns surrounding the buildings. Based upon review of historic site plans and photographs, the courtyard has been altered since it was first built. The 1940s entrance gate was removed and new gates were added in 1983. The original flagpole was relocated from the center of the courtyard to the rear of the site. And the western ramp to the boathouse was removed in the 1970s. The concrete curbing, some original and some more recent, continues to line both sides of the driveway.

The third and easternmost driveway leads to the storage building (PE 1907) at the western corner of the district.

Treatment Recommendations

- The northernmost driveway functions as a service access and should be maintained in its present configuration.
- If possible, remove non-historic curbing. This is primarily the 6" to 8" high curbing located on the east side of the Boathouse (Bldg. 1903) currently painted red.
- Retain the central driveway in its current configuration, as shown on the 1958 site plan.
- The westernmost driveway noted on the 1938 period site plan was converted to a sidewalk when the storeroom was relocated to the position shown in the 1958 site plan. The sidewalk adjacent to the east side of the building should be retained in its current location.

When pavement is in need of replacement, the following guidelines apply:

1. Rotomill (grind) the pavement and excavate as necessary. Preserve the historic curbing.
2. Re-grade and compact the sub-grade.
3. Repave with asphalt per engineer's recommendations.
4. Follow up with chip seal layer as needed for maintenance purposes, which would provide the appearance of gravel and possess the stability of pavement.

Parking Area

The parking area is located on the northeast side of the district adjacent to the shore. The 1938 plan describes it as a "graveled yard." It is likely that boats may have been repaired here or that drills were practiced in this area. The yard layout is essentially the same as shown in site plans prepared early during the period of significance. Concrete curbing still lines the southern edge, providing definition between the parking area and the lawn. The pavement appears to be in good condition. The parking area accommodates 28 cars and includes two accessible parking spaces.

Treatment Recommendation

- Parking for persons with disabilities should be provided near each building, a total of 2 accessible spaces (as existing) including one space signed “van accessible.”

Curbing

The location of historic curbing is clearly documented in the 1958 site plan. For example, the buildings and lawn areas were edged with low (2” height) concrete curbing. Much of this curbing remains and is visible today.

Treatment Recommendations

- Its shape and form should be documented and it should be preserved in place and repaired where possible. Where curbing is beyond repair it should be replaced in kind
1. Locate historic curb edging. Use the 1938 and later site plans as a guide.
 2. Paint should be removed from the surface of historic curbing using the gentlest means possible.
 3. Repair broken curbing if possible.
 4. Replace curb in kind where repair is not possible. Match existing historic section and date stamp new work to differentiate it from the historic curbing.

Non Contributing Features

Main boathouse footpath

A concrete footpath approximately 3-feet in width was built from Crissy Promenade to the southwest entrance of the main boathouse in 1983.

Treatment Recommendation

- This footpath should be removed. Continue turf and hedge in locations of the former path.

Vehicle entrance

Currently vehicular access to the site is from the new entrance at the northwest side of the site that was built in the 1990s as part of the Crissy Field Redevelopment Project. This new entrance drive leaves Marina Drive, travels southeast through a restored dune area, then arrives at the rear parking area through a breach in the concrete seawall.

Treatment Recommendation

- This entrance provides the only vehicular access to the site for tenants and visitors and should be retained in its existing location.

Accessible ramps to main boathouse and Officer-in-Charge quarters:

Also built in 1983, these wooden planked ramps provide wheelchair access to side or backdoors of these structures.

Treatment Recommendations

- The location of the existing ramps at buildings 1901 and 1903 compromises the historic setting of Fort Point Station as viewed from Crissy Promenade and points south of the station. Accessible ramps should be located inconspicuously to retain the appearance of the station as initially viewed from the south. The ramps should be relocated so they access the front door of the residence and museum at building 1903. The 1993 ICAP report recommends that the ramp at the residence (Bldg. 1901) access the front porch. The ICAP Survey recommends that the ramp at the boathouse (Bldg 1903) be replaced with a code compliant ramp.
- The ICAP report identifies barriers to internal circulation within the buildings. Relocating an exterior ramp may preclude access to office space within the buildings.
- The following illustrations represents treatment recommendations for improving access to the building 1901 and 1903 and depict the actual length of ramping with landings required to meet building thresholds. Installation of ‘accessible route’ signage to direct people to the accessible ramps from the parking area and from Crissy Field Promenade will be necessary. Ramp design is subject to GGBRA review and approval. Consult with the park historical architect to determine which changes should be made to the existing ramps and what architectural detailing would be appropriate.



[5]: Proposed Residence Ramp (Building 1901): This artist's rendition depicts accessible access from the parking area to the front door of this building, which is used primarily as office space. Finish floor elevation of the front door threshold is 32 inches above the concrete / lawn at the front porch. The new ramp (shown approaching the front entry from the right side of the front porch steps), should be fabricated from materials that do not detract from the existing architectural character, such as galvanized steel, with railing that meets federal accessibility standards (reference ABAAS). The existing ramp, (shown on the left side of this photo, with wood handrail and balusters, provides access through the back porch and laundry room, is in poor condition, and should be removed after the new ramp is installed. (Photo and Illustration by GGNRA staff, 2007.)

[6]: Proposed Residence Ramp (Building 1901): The finish floor elevation of the former double door at the boathouse is approximately 48 to 50 inches above the existing lawn on the west side of building 1901. This artist's rendition depicts accessible access from the parking area to the front door of this building, which is used primarily as office space. Color of the non-skid surface of this ramp should be a dark grey. A concrete path should be constructed to link the ramp with accessible parking spaces. The existing ramp (shown on the right side of this photo), obstructs views through the side yard from Crissy Field and should be removed. (Photo and Illustration by GGNRA staff, 2007.)



[7]: *Proposed Boathouse Ramp (Building 1903): This ramp is an artist's rendering of a recreated ramp to the boathouse, in its pre-existing location that provides access to the re-constructed boathouse doorways. Colors of non-skid ramp surface, doors and trim to be submitted to GGNRA for review. (Photo and illustration by NPS staff, 2007.)*



[8]: *Proposed Boathouse ramp with proposed accessible ramp (Building 1903): The current tenant anticipates rehabilitation that includes conversion of the first floor of this building to an educational center. Rehabilitating the access to the boathouse by restoring access doors from the central walk would be in keeping with re-establishing key features from the period of significance. The doors were removed and their whereabouts unknown, but photographic records exist. Colors of non-skid ramp surface, doors and trim to be submitted to GGNRA for review. (Photo and Illustration by NPS staff, 2007.)*



[9]: U.S. Coast Guard Station, Fort Point, San Francisco, CA. Circa 1945, View from North, showing graveled yard flanked by Residence, Boathouse and Storage Building Boathouse doors and ramps are visible on the north and west side of the Boathouse (GGNRA Presidio. Boathouse doors and ramps are visible on the north and west side of the Boathouse. (From the Photo Collection of Golden Gate National Recreation Area – P85-089.14)

Buildings and Structures

Contributing Structures

The following buildings and structures were built during or prior to the beginning of the period of significance and contribute to the historic district. These structures were also found to contribute to the Presidio of San Francisco NHL in 1993.

U.S. Coast Guard Station Officer in Charge Quarters

LCS ID: 056272

Structure No: PE 1901

The Officer in Charge or Keeper's Residence is one of two remaining structures from the original 19th century lifeboat station. Erected in 1889-1890, this one-and-a-half to two-story house was moved early in 1915 700-feet west of its original site to make way for the Panama-Pacific International Exposition auto racetrack. Prior to the move, the house was oriented north—toward the Bay. The structure was reoriented when moved to its new site, to face east—creating a central court between it and the boathouse. The building is of wood-frame construction clad in wood shingles and has a cross-axial rectangular plan with a prominent cross-axial gambrel roof, also clad in wood shingles. The shingled walls of the house are distinguished by a slight bell cast at the base and between the first and second floors on the gable ends; the gambrel roof also displays a slight bell cast above the eaves. The poured-concrete foundation may constitute a fairly recent improvement. A one-story shed addition (not original; perhaps dating to the 1915 relocation, or later) extends across the entire northwest (rear) elevation, making the overall footprint of the house roughly square in shape.

At the second story, the front and rear elevations have three dormers each, set into the gambrel roof. Dormers are identical in design, having steeply inclined gable roofs, abbreviated raked cornice moldings with returns, and wood-shingle cladding; the two exceptions to this are the middle front dormer, which is decoratively distinguished by a prominent fanlight, and the middle rear dormer, which was at some point enlarged to extend over the shed addition below it. Two internal chimneys of brick are centrally and symmetrically located and have tall, prominent corbelled caps. Between the two chimneys, a low platform rises from the roof and is surmounted by a wood railing or balustrade; this decorative treatment recalls the roof look-out element of “widow’s walk” of historic coastal domestic architectural prototypes (the existing railing is a fairly recent reconstruction of the original railing). The front portico, with a full balcony above, is of wood construction and rises from a prominent stepped platform. This portico is comprised of two pairs of slender columns with capitals and bases of broad pulvinated moldings, two additional engaged columns of the same design, a much abbreviated entablature, and a balcony railing, or balustrade, with closely spaced squared balusters, punctuated by six turned balusters over the four free-standing and two engaged columns. The front doorway has vertically aligned sidelights divided into eight panes; the door itself is paneled and glazed and does not appear original. Principal windows have eight-over-eight and six-over-six double-hung sash; originally all windows had wooden louvered shutters, standard for the period. Recent changes include the addition of a wheelchair accessible ramp leading to the southwest (back) elevation of the residence. Even as relocated (not far from the original site) and reoriented, this building stands, along with a contemporary boathouse, as valuable evidence of the original nineteenth century lifeboat station at the Presidio. This is the only building at the station that exhibits a gambrel roof and decorative “widow’s walk” element.

Treatment Recommendations

- Inspect building foundation and repair if necessary.
- Correct drainage and ensure water drains away from building foundation.
- Building is in need of painting.
- Remove non-contributing foundation planting.
- Remove non-contributing access ramp on south side of structure
- Replace steps per historic photos.
- Pursue access improvements covered under accessibility.

U.S. Coast Guard Station Boathouse, 1890

LCS ID: 056273

Structure No: PE 1902

Erected in 1889-1890, this boathouse, along with the station-keeper's residence, was moved early in 1915 700 feet west of its original site to make way for the Panama-Pacific International Exposition. When it was moved, the building's original relationship to the shoreline, with the boat doors on the elevation opposite the Bay, was maintained. These doors were oriented away from the beach to facilitate opening them in the high winds common to the area. This one-story utilitarian building surmounted by a tall hip roof is of wood-frame construction clad in wood shingles and has a rectangular plan (25-by-40-feet). The shingled walls are distinguished by a slight bell cast at the base; the prominent hip roof also displays a slight bell cast above the eaves. This roof, also clad in wood shingles—now painted red, has decoratively swan exposed rafter ends and is surmounted by a central vented monitor or lantern, which appears octagonal in plan, with battered side walls (vents) and a skirted conical roof. A pair of large wood double doors comprised of narrow vertical tongue-and-groove boards and set with large, long strap iron hinges, fills the southwest elevation.; they are not the original doors, but may have been added as early as 1915, or, later, in the 1930s. There are two types of small, rather square wood windows: the larger type has three-over-three double hung sash; the smaller type, six-light pivotal sash. Even as relocated and reoriented, this building stands, along with a contemporary station-keeper's residence, as valuable evidence of the original nineteenth-century lifeboat station at the Presidio. It is an intact example of a nineteenth-century architectural type used by the early United States Life-Saving Service.

Treatment Recommendations

- This structure is utilized by the NPS grounds crew for storage. If, in the future, this structure is no longer needed for grounds storage its use may be re-evaluated. One function would be to store and interpret boats used by the Coast Guard when it functioned as a lifesaving station.
- Correct building drainage. Repair downspouts and ensure water drains away from the building foundation.
- Re-establish drive along the east side of the building.
- Remove foundation plantings.
- Remove concrete ramp and rebuild wood access ramp on south side of building.
- Re-establish historic hedge along the parking lot.
- Relocate bicycle racks to allow room for bus access.

US Coast Guard Station Main Boathouse and Quarters

LCS ID: 056274

Structure No: PE 1903

Planned as early as 1914, the building repeats many architectural elements of the relocated 1889-90 station buildings, and with them, forms a distinct unit that represents two technical and architectural eras of the nation's coastal rescue service.

This large two-and-a-half-story boathouse, planned apparently as early as 1914, may not have been completed by the Coast Guard until 1919, at a location east of the station's two existing 1889-1890 buildings—the station-keeper's residence (PE 1901) and the original boathouse (PE 1902). The 1919 boathouse is roughly square in plan, having a simple block-like format with hip roof and two small one-story hipped extensions (enclosed porches), across the southeast (side) elevation and the southwest (rear) elevation. The porch on the southwest (rear) elevation was enclosed ca. 1935 and the porch on the southeast (side)

elevation was enclosed sometime between 1942 and 1946. The prominent hip roof, clad in wood shingles, now painted red, displays broadly overhanging eaves above a simple frieze-like element. All four sides of the roof are dominated by a broad low-rising shed dormer with exposed rafter ends; a large central lookout lantern or monitor, with a broadly overhanging hip roof and expansive glazing in the form of tripartite wood windows, rises above the building, forming a small fourth story. Like the earlier station buildings, the boathouse is of wood-frame construction clad in wood shingles, and the walls display a slight bell cast at the base; a slight bell cast also marks the division between the first and second story. Principal windows, often paired, have one-over-one double-hung sash.

Originally, on its Bay-side (front) or northeast elevation, the boathouse had three large boat stalls and a corresponding three-track marine railway for switching and launching the boat carriers; in the 1970s, the railway was dismantled, and the large stall openings in the building were infilled and the interior boat decks remodeled into additional dormitory space. Also at this time, the wooden ramp on the northwest elevation (facing the Officer in Charge Quarters [PE 1901]) was removed and the boatroom doors were infilled. Other post-period of significance changes include the addition of a large open-frame exterior staircase constructed in steel on the northeast (front) elevation that generally follows the location and form of an earlier exterior open-frame staircase constructed in wood; and a recently-added wheelchair access ramp on the southwest (rear) elevation. Despite these alterations, the large 1919 boathouse existing configuration repeats many of the architectural elements of the relocated 1889-1890 station buildings and, with them, forms a distinct and unified functional and architectural group that represents two eras of the architecture and technology of the nation's coastal rescue organization—one, under the early United States Life-Saving Service (Fort Point Lifeboat Station; later Fort Point U.S. Coast Guard Station).

Treatment Recommendations

- This structure is presently leased and interior and exterior upgrades may be considered for purposes of access.
- It is appropriate to replace the boat room doors and provide access on the northwest elevation. The doors were supposedly stored upon their removal but to date, their whereabouts are unknown.

US Coast Guard Shop and Garage **LCS ID: 056277** **Structure No. PE 1907**

The original structure was built around 1919 and was rebuilt (for unknown reasons) between 1942 and 1945. This one- to one-and-a-half-story building has an axial rectangular plan configuration and is built of wood-frame construction clad entirely in wood shingles. It has a tall axial gable roof. Principal windows are small and square in shape with four-light wood sash. The long elevation on the southwest side (oriented away from the Bay) of the building is entirely filled with large hinged doors composed of narrow tongue-and-groove vertical boards and displaying prominent strap hinges of iron. The building exhibits a simple design incorporating the conventional forms of wood construction. Its all-shingle cladding, complete with a slight bell cast at the base of the walls, follows the design of the earlier station buildings, dating from 1889-1890 and 1919.

Treatment Recommendation

- The Shop and Garage is used for storage by NPS grounds crew. If, in the future, this structure is no longer needed for NPS maintenance purposes its function may be re-evaluated.

US Coast Guard Buoy Shack with Latrine

LCS ID: 056275

Structure No: PE 1905

This small building, along with the adjacent and smaller tide gauge house (PE 1906), was built in the late 1930s and is located at the end of the main pier (PE 1904) of the Fort Point United States Coast Guard Station. The one-story buoy house has a rectangular plan configuration and is built of wood-frame construction clad in wide horizontal wood siding. Its gable roof is covered with red composition or asphalt roofing. Principal windows are small and square in shape, with four-light wood sash. The building displays a simple utilitarian design incorporating the conventional forms of wood construction, and stands as part of a program of highly compatible improvements undertaken for the historic U.S. Coast Guard Station in the 1930s.

Treatment Recommendation

- The NPS will maintain the Buoy Shack status quo.

US Coast Guard Tide Gauge House

LCS ID: 056276

Structure No: PE 1906

This building, along with the adjacent buoy house (PE 1905), was built in the late 1930s and is located at the end of the main pier (PE 1904) of the lifeboat station, now known as the Fort Point United States Coast Guard Station. The tide gauge house has a very small one-story block-like configuration and is built of wood-frame construction clad in wide horizontal wood siding. Its hip roof is covered with red composition or asphalt roofing. The building displays a simply utilitarian design incorporating the conventional forms of wood construction, and stands as part of a program of compatible improvements undertaken at the historic station in the 1930s.

Treatment Recommendation

- The NPS will maintain the Tide Gauge House in its existing location.

Pier

LCS ID: 057659

Structure No: PE 1904

This wood pedestrian pier measures 300-feet long by 8-feet wide. The end of the pier expands to the southeast creating an “L” shape on which the Buoy Shack and Tide Gauge House are sited. The pier angles in a northeast/southwest direction. The superstructure has been stabilized/rebuilt in recent years with red pressure-treated decking and white-painted pressure-treated railings. Most of the pilings appear to be original.

Treatment Recommendation

- The NPS will maintain the pier in its existing location and replace pilings as necessary. There are no plans to allow public access to the pier.

Wooden Pile Breakwater

LCS ID: 057657

Structure No: PE 1911

This 200-foot-long wooden pile breakwater is just north of the U.S.C.G. Station and the pier (PE 1904). The structure angles in an east/west direction. Earliest photographs showing the breakwater date to 1945. In recent years, a significant amount of sand has accumulated along the shore in front of the station. Whereas in 1945 the breakwater was completely surrounded by water—at least 75-feet from shore, it is now meets the shore at its westernmost edge.

Treatment Recommendation

- The NPS does not propose to maintain, rehabilitate, or restore the Wooden Pile Breakwater. Doing so would alter the configuration of the beach. Any treatment consideration regarding the breakwater should involve appropriate personnel from agencies and jurisdictions that would be affected.

Concrete Sea Wall

LCS ID: 057656

Structure No: PE 1912

This U-shaped concrete seawall measures two-feet wide and two-to-five-feet high. It is approximately 300-foot long, with 50-foot returns inland at each end. It is sited along the edge of the beach on the northeast side of the station and was built to replace the original wooden bulkhead in 1935. The western return was recently breached during the Crissy Field Redevelopment Project to create a new automobile entrance to the station.

Treatment Recommendations

- The remaining portion of the seawall should be maintained in its existing location.
- Evaluate the condition of the drains within the seawall and repair them as necessary.
- The wall may need painting as part of a cyclic maintenance program. Add concrete retaining wall sections at the new entrance to the parking area so that soil erosion may be curtailed. If the concrete seawall cannot be extended for reasons relating to historic preservation, consider removing three of the cypress trees adjacent to the entry to minimize hazard from trees with undermined root systems.
- New sections of the wall should be date stamped to differentiate new work from old work.

Non Contributing Structures

A small shed abutting the southeast elevation of the shop (PE 1907), does not have any internal connection and may best be considered a separate building, constructed perhaps as late as the 1950s. This structure does not contribute to the Fort Point U.S.C.G. Station Historic District nor does it contribute to the Presidio of San Francisco National Historic Landmark.

Treatment Recommendation

- This structure should be removed, if possible.

Small Scale Features

Small scale features are scattered throughout the site. Features range from historic hose bibs to decorative fountains. As a group, they reflect the utilitarian character of the landscape. Several small scale features have been moved or added since the end of the period of significance and are non-contributing to the historic district.

Wreck Pole

LCS ID: 329171

The wreck pole has been relocated several times during the period of significance. After World War II, the wreck pole ceased being used as a practice device. Towards the end of the period of significance, in 1958, the pole was truncated and used to support an outdoor gooseneck lamp. At this time it was also moved a few feet south to its current location next to the old boathouse. Currently, the wreck pole is painted white and the ladder rungs and disabled wiring for the lamp are still present (although it is not currently being used as a wreck pole or a lamp).

This may be the lower part of the original practice mast that can be seen in a 1954 photograph, but was later relocated adjacent to the seawall to the northwest side of building 1902. It should be preserved.

Treatment Recommendation

- Remove the existing wreck pole from its current location and re-locate it outside the seawall (or replace the historic wreck pole in kind) at its original location shown in the 1958 period site plan. One option is to re-construct a new pole that resembles the practice pole visible in historic photographs and plans up to 1964 and preserve the original pole. It would be necessary to interpret the replacement pole as a replica.

Contributing Features

Flagpole

LCS ID: 056206

Structure No: PE 1915

This fifty-foot high flag pole, painted white with a golden ornamental fixture at the top, is adjacent to the seawall and beach. It is sited in the former drill ground (current parking lot) and is on axis with the main entry into the U.S.C.G. complex. It is in fair condition.



[10]: Image of flag pole and wreck pole—both are located on the northeast side of the district. The Monterey Cypress “windbreak is visible between the Flag Pole and Wreck Pole. (PWR Staff—2005).

Treatment Recommendations

- Retain the flagpole in its present location. When it is time to replace the flagpole, consult with NPS staff to determine characteristics of the replacement flagpole.
- It is appropriate to borrow design detailing from the period of significance, but to do so in a manner sensitive to the site history. If new gates are added and if the existing flagpole is replaced it would be appropriate to rehabilitate to a specific time within the period of significance, and to not mix and match small scale features present during markedly different “eras” of occupation.

1945 Benchmark

LCS ID: Not applicable

One benchmark from 1945 was embedded in the northern-most corner of the seawall—approximately ten years after the seawall was built.

Treatment Recommendation

- Benchmark should be retained status quo.

Fountain

LCS ID: Not applicable

Two fountains are shown in site plans as early as 1937. One was located northwest of the main boathouse and one was located southeast of the main boathouse. Only one fountain still exists, and is currently located at the southeast driveway off of Crissy Promenade. The original foundation for this fountain is still apparent on the lawn southeast of the main boathouse. The fountain was damaged during the Crissy Field Redevelopment project, and is currently in poor condition.

Treatment Recommendations

- Careful excavation of the circular concrete pad areas within the lawns to the east and west of the Boathouse (building 1903) may reveal more of the fountain bases and related plumbing. More thorough research regarding the nature of these fountains would be required prior to replacing them. Otherwise, the presence of the fountains in the locations identified in the 1938 and 1958 Period Site Plans is well documented. If additional photographs showing the fountains cannot be discovered, consider replacing the fountains in kind. The original fountain/pedestal should be restored. Repair the remaining fountain, if possible, and prepare a cast from which two new replica fountains can be created.
- Restore original fountain between Residence and Boathouse on circular slab.



[11] *The remaining fountain currently located at the eastern entrance to the station. It was moved to this location during the Crissy Field Redevelopment project (NPS Staff—1999).*

Dolphins

LCS ID: Not applicable

Two of four dolphins or mooring piles remain adjacent to the pier in the Bay. They were likely built in the 1930s around the same time as the tide gauge house and the buoy shack.

Treatment Recommendation

- Maintain the dolphins in their existing location.

Water System

LCS ID: Not applicable

Soon after the lifeboat station was moved to its current site in 1915, a water system—consisting of two-inch water mains connected to city water—was installed. Remnant hose bibs and fire hydrants are scattered throughout the site and contribute to the historic district.

Treatment Recommendations

- There are several hose bibs within the lawn areas that are referenced in the 1938 Period Site Plan. Abandoning these hose bibs in favor of quick couplers that work from the new irrigation mainline makes good sense. The reason the hose bibs were there was for purposes of watering the lawns and hedges by dragging hoses with sprinklers attached around the site. The treatment recommendation is to leave the old piping in place and cut and cap the supply line. This would be in keeping with the historic scene, as the remaining hose bibs would be visible in the lawn areas. This would require careful mowing and trimming around the hose bibs.
- Add an automated irrigation system to the site. This would enable more efficient maintenance practice. Over the years, utility upgrades have routinely taken place, and adding an automated irrigation system is one more phase in the process.



[12] Historic fire hydrant and hose bib located on the lawn at the southwest side of the site (PWR Staff—2005).

- According to a representative from the Presidio Fire Department, as of July 2001, there is only one working fire hydrant that serves all buildings in the Fort Point Station complex. This fire hydrant, located on the southwest side of building 1903, has recently been repaired and is considered adequate for fire protection. A best case scenario would include installing one modern hydrant at this site.

Non Contributing Features

Site furnishings

Site furnishings such as bicycle racks and picnic tables are recommended to accommodate contemporary use. For Golden Gate National Recreation Area, the *Historic Post Design Zone* includes the main posts of the various Army forts now in the park, all listed on the National Register of Historic Places. The landscape typically consists of uniformly arranged historic structures in formal landscape settings. Buildings are white wood-frame and stucco or red brick with shingle or tile roofs in a variety of styles. Their maintained grounds include paved roads and sidewalks lined with street trees, pruned shrubs and mowed lawns. Historic Post furnishings are primarily intended for use in the cantonments, or main developed areas, of each post. However, they may also be appropriate for use in the immediate environs of coastal fortifications that are restored, and maintained, to their historic military appearance. Furnishings in this zone reflect historic architectural styles and are more refined in scale, materials and details than in rustic areas. They convey the well-maintained, polished but functional look that probably existed under military management. Specific criteria for furnishings are:

- Use materials found in the historic setting--finished wood;
- cast iron, brass and steel, and brick, stone or gray concrete.
- Allow painted finishes--typically black on metal and Presidio
- white on wood.
- Lighter, more residential scale furnishings are appropriate.
- Design should be traditional and functional, not highly ornamented. GGNRA has a procedure in place for requesting site furnishings. Benches were present historically, sited adjacent to the porch at the boathouse (Building 1903). Bicycle racks and picnic tables are examples of contemporary use that can be accommodated on this site.

Treatment Recommendations

- This facility is used by employees and museum visitors and as such, should accommodate present use. Site furnishings should first be placed in areas within the historic district that are less sensitive to change. The northernmost driveway and parking area could be redesigned to accommodate site furnishings.
- Tenants should reference the GGNRA *Parkwide Site Furnishings Standards*, to determine which furnishings are appropriate. The Standards are available from:

GGNRA, Division of Planning and Technical Services
Nancy Hornor (415) 561-4937

Golden Gate National Parks Association, Park Projects Office
Diane Ochi (415) 561-3030 x 2257

Small Scale Features (Entry Gate, Wall and Planting Beds with Ornamental Plants)

Two small scale features were constructed in 1983 by the Denver Service Center and do not contribute to the historic district: the entry gate at the central axis of the site off of Crissy Promenade, and a wall adjacent to the driveway to the old boathouse. Both of these features are constructed of white shingles with metal flashing at the top.



[13] Canary Island date palms and juniper hedge lining the southwest edge of the site. View to the east. The shingle clad gates are non contributing features that were added in 1983. The gates should be removed (PWR Staff—2005).

Other small scale features recently added to the site include ornamental planting beds on the northeast side of the main boathouse, planters on the northwest and southwest side of the O-in-C quarters, and picnic tables located northeast of the old boathouse and southeast of the main boathouse. None of these features contribute to the historic district.

Treatment Recommendations

- Remove the entry gate and replace it with an entry gate that is more in keeping with the period of significance.
- Remove the ornamental planting beds and planters

Treatment Guidelines for Other Features

Marine Railway/Pier

The U.S. Coast Guard removed the marine railway from the existing pier in 1974. Some level of interpretation would be worthwhile to enable visitors to visualize how this facility was used. For example,

the extent of the marine railway could be marked on the pavement and an interpretive wayside could highlight some of the historic photographs of the railway in operation and façade of the boathouse prior to its conversion to offices.

Site Drainage

Conduct a study of site drainage to inventory and assess the condition of building downspout drains and the existing storm drainage system and to make repairs as necessary. The site adjacent to the existing buildings should drain away from the building foundations at 2% minimum slope. Storm drains adjacent to the Crissy Promenade have been repaired.

Treatment Recommendations

- Storm drainage could be tied into the existing catch basins along the Crissy Promenade.
- Lawn areas could be re-graded to drain to existing catch basins.
- Landscaping adjacent to the catch basins should provide for their continued operation.

Fencing

Picket fencing and gates erected throughout the site are not considered character-defining features. The only location for fencing shown on one of the period plans indicated a small fenced yard to the west side of the Residence, (Building 1901). The gates at the former central entrance drive were added circa 1983. Subsequent to that time, picket fencing was added to surround the residence, closing it off from the rest of the complex. At the Boathouse, a hole was cut through the 15' tall cypress hedge and a sidewalk added to improve pedestrian access to that building. All picket fencing has been removed.

Treatment Recommendations

- Do not install picket fencing on this site.
- Chain link fencing left over from the Crissy Field Redevelopment construction, if still present, should be removed.

Signs

To respond to the need for improved signage treatment recommendations follow.

Treatment Recommendations

- Other than building numbering, site signage should be organized in one location.
- One sign on the “wing walls” along the building approach drive should serve to identify tenants.
- It would be appropriate to re-establish the sign for the US Coast Guard Station that was present above the central driveway.
- Regulatory signs should include a sign near the central driveway, which requests visitors to not bring their dogs on site.

Site Lighting

To respond to the need for improved site lighting for security treatment recommendations follow.

- 1 Site lighting will have to go through the park’s National Environmental Protection Act review process.

2. Wherever possible add building mounted fixtures that are compatible with the historic architecture at all building doorways.
3. Consult with the park historic architect to determine appropriate fixtures.
4. Lighting standards and fixtures should be compatible with the park Site Furnishings Standards.
5. For the parking area, if determined to be necessary, install pole mounted light fixtures at locations along the seawall to light the parking area. These lights may be installed with timers to regulate the hours of operation. They should be dark in color, anodized aluminum, so as not to detract from the white flagpole and wreck pole. The lights may be mounted in the pavement adjacent to the seawall to minimize impacts to it.
6. Full cut-off fixtures should be used for all site fixtures to comply with night-sky protection mandates of the NPS.
7. Low level landscape lighting along sidewalks would detract from the historic scene and is not recommended.
8. It may necessary to provide lighting for the accessible ramps. Low level full cut-off fixtures should be attached to the ramps.
9. Low level landscape lighting along sidewalks would detract from the historic scene and is not recommended.

Wayside Exhibit Locations

There is a need to install wayside exhibits. The park landscape architect should work with exhibit planners to determine appropriate locations on site for interpretation. The wayside exhibits should all be wheelchair accessible and should not detract from the historic scene. Reference the *GGNRA Site Furnishing Standards* for appropriate wayside furnishings.

Dumpster Location

A dumpster that serves both buildings should be located in the parking area land sited to permit loading and maneuvering by garbage trucks. An enclosure is not necessary and might result in an addition of another non-compatible feature in this historic district. Ideally, the dumpster should not be visible from the central lawn area or detract from the historic scene.

Drinking Fountain

School groups are in need of outdoor amenities such as a drinking fountain.

Treatment Recommendation

- Install a drinking fountain / water feature by the “outdoor classroom” east of the Boathouse

Painting

Traditional paint color used by the Coast Guard for the buildings is a “true white,” which is recommended for the structures in the Fort Point Station Historic District.

New Entrance (Image)

There is a need to sign the entrance to this facility, possibly at Marine Drive and also at the west side of the site, per Presidio Sign Design Guidelines, to facilitate wayfinding. Consider reconstructing the 1940's sign that spanned the main entrance drive.



[14] Boathouse (Building 1903) dated December 18, 1946. View from South showing entrance sign and flagpole: (GGNRA Presidio Museum Archives, no catalog number).

Access to the Site by Dogs

Building tenants and park maintenance personnel were concerned about canine activity on this site. There is a need for beach access that allows for circulation from Crissy Promenade to the beach on the west side of the site. If the landscape at the station is rehabilitated and maintained, people may be more likely to respect the site.

Treatment Recommendations

- The complex could be signed as a no pet area and dog walkers could be encouraged to use the beach access rather than cut through the station.
- It may be necessary to install low fencing to protect the hedges until they reach 4' height.
- Using mulch and watering the hedges will also help to dilute the urine. Once the hedges mature, they will encourage access to the site via driveways and pathways only.

Building Numbering System

In all documentation used for this study, the Fort Point Station Complex was referenced within the 1900 building series. Apparently the Army used a different numbering system to identify these structures. For example, the Boathouse, Building 1903, is also referenced as Building 941.

Treatment Recommendation

- One numbering system should be selected and referenced throughout, the numbering system referenced in the 2006 CLI and CLR.

Site Development Plans

The following Site Development Plans document treatment recommendations for rehabilitation of the US Coast Guard Fort Point Station Historic District. The maps are intended to serve as a guideline for appropriate development. They are schematic and are not drawn to scale.

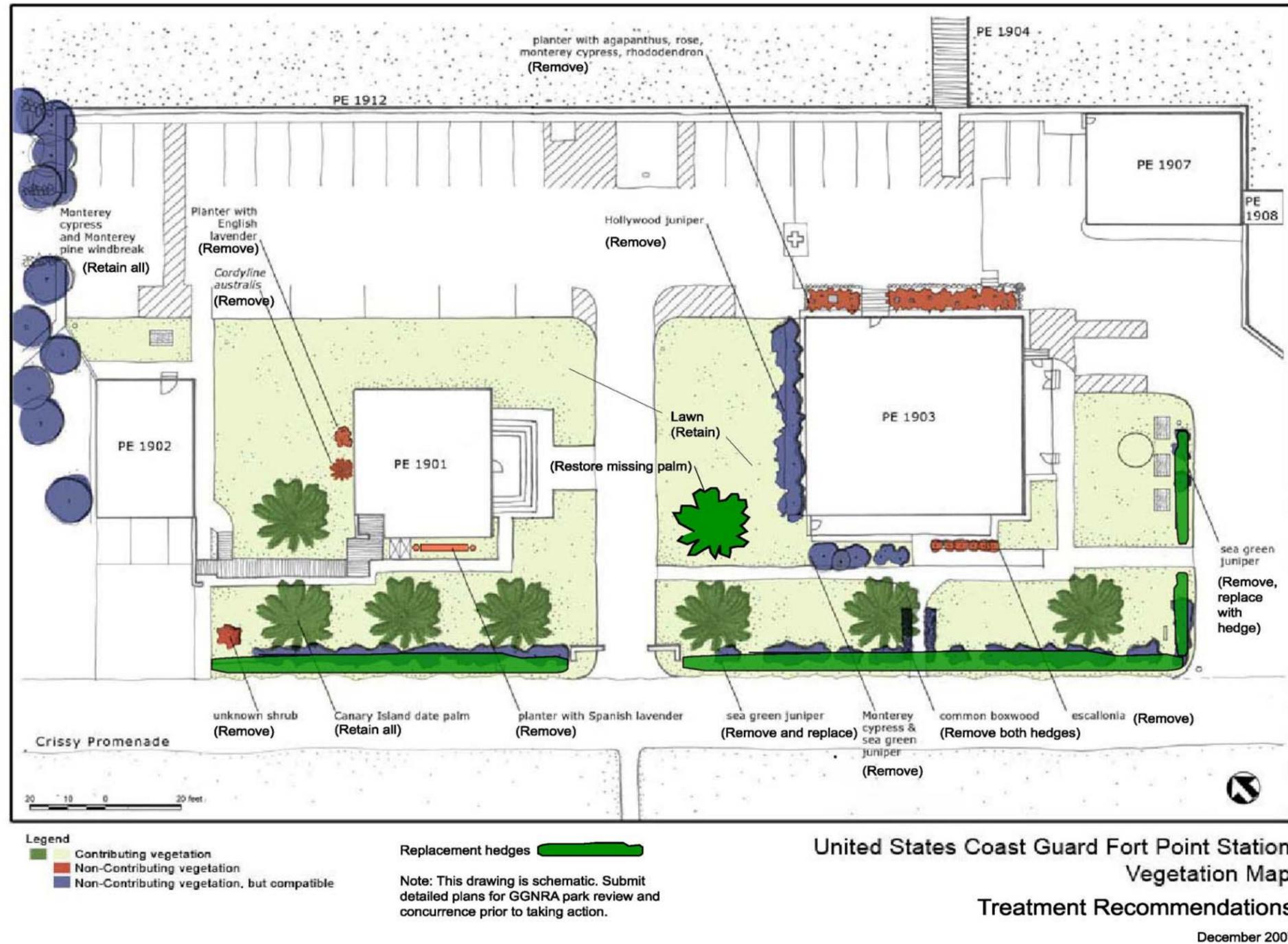


Figure 11: Treatment Recommendations for Vegetation, December 2007, GGNRA Park files

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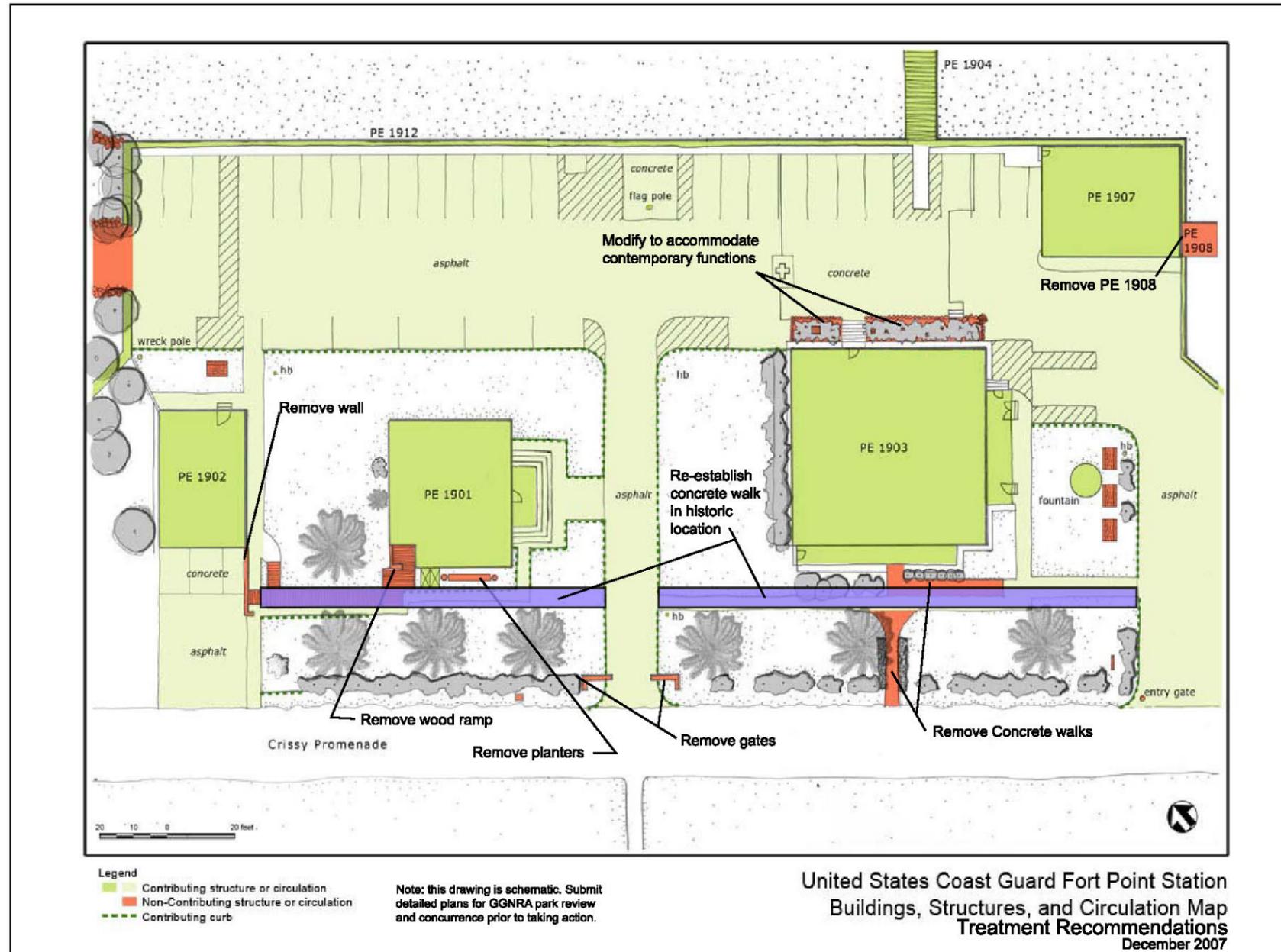


Figure 12: Treatment Recommendations for Buildings, Structures and Circulation, December 2007, GGNRA Park files.

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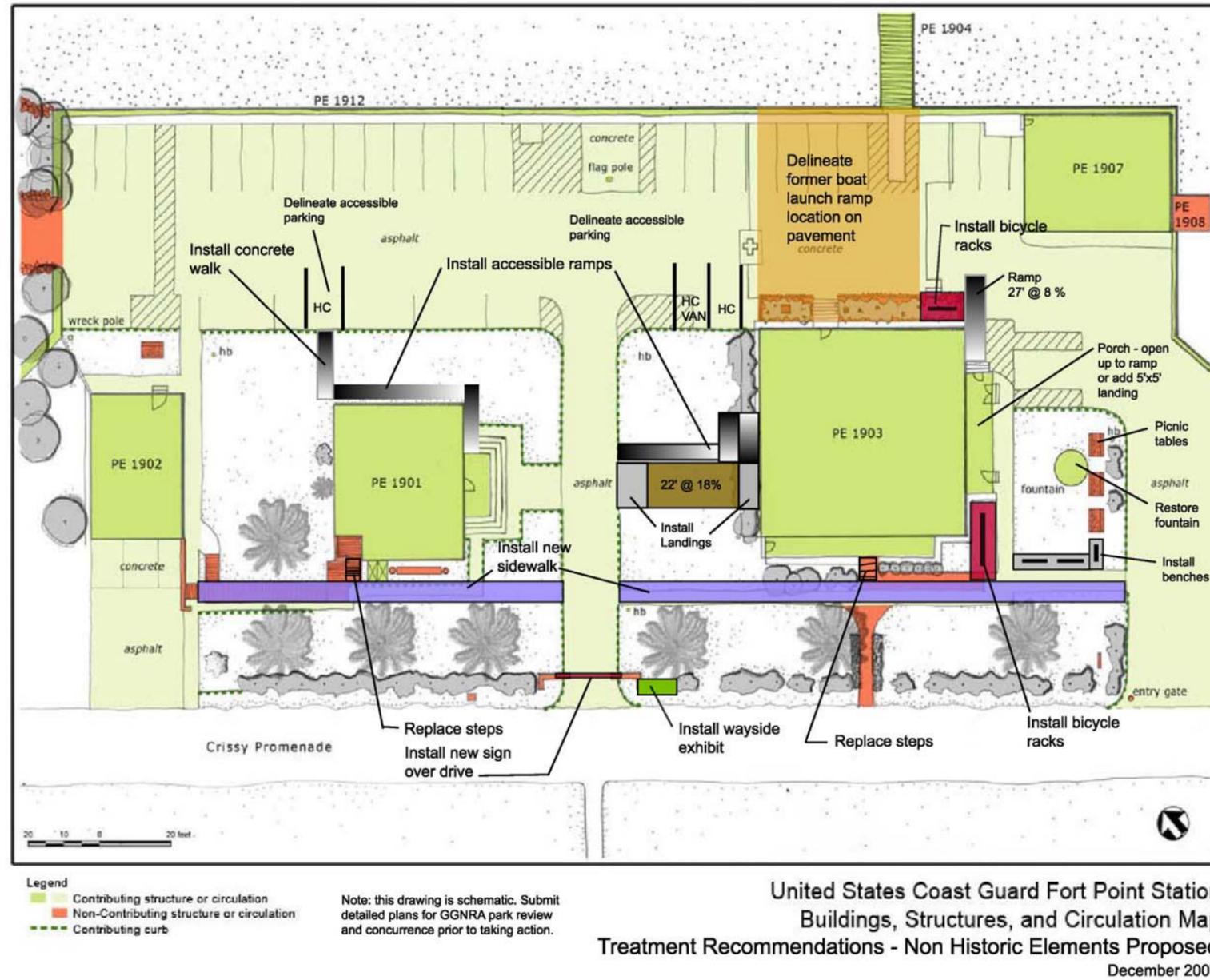


Figure 13: Treatment Recommendations, Non Historic Elements Proposed, December 2007, GGNRA Park files.

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PROJECT FUNDING AND FUTURE STUDY

Recommendations for study

Two topics requiring further study are recommended prior to implementation. Information pertinent to restoration of the two fountains was not available for this study. Also, research relating to growing replacement palm trees from the existing palms would be valuable.

Recommendations for Project Funding

GGNPA – Golden Gate National Park Association may be interested in funding fountain restoration and providing site amenities such as bicycle racks and picnic tables as they should compliment furnishings along Crissy Field.

NPS GGNRA Park operations – Demolition, drainage and structure repair, lighting, irrigation, landscaping and related site work, and signage.

Fort Point Station Tenants – In line with usual park practice, funding preparation of construction drawings, specifications and cost estimates for recommended work, along with research needed for the preparation of same, is recommended to be funded by tenants.

SFCC – The San Francisco Conservation Core may be able to assist with landscaping.

PART 3: RECORD OF TREATMENT

(To be completed by the Park and park tenant)

The RECORD OF TREATMENT section documents actual treatment with photos, sketches, narratives outlining the course of work, conditions encountered, and materials used.

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- U.S. Department of the Interior, National Park Service, Golden Gate NRA, Presidio Museum: Crissy Field photo collection; USCG Civil Engineering Unit architectural plans collection.

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National Park Service / United States Department of the Interior



As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historical places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

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