Appendix C

Cultural Resources Supporting Information

- Archeological Survey Report
- Historic Resource Evaluation Parts 1 and 2
- India Basin Transportation Action Plan CEQA Analysis Memorandum



Final Archeological Survey Report India Basin Mixed-Use Project

(CASE NO. 2014 002541ENV) INDIA BASIN SHORELINE PARK, 900 INNES AVE., INDIA BASIN OPEN SPACE, AND 700 INNES AVE.,

SAN FRANCISCO, CALIFORNIA

Prepared for:

BUILD and San Francisco Parks and Recreation Department

Prepared by:

AECOM

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Archeological Survey Report India Basin Mixed-Use Project

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Abbreviations and Acronyms

ACHP Advisory Council on Historic Preservation
AHPA Archeological and Historic Preservation Act

APE area of potential effects
ASA archeologically sensitive area

Bay San Francisco Bay
B.C.E. Before Common Era
bgs below ground surface
B.P. before present

ca. circa

C-APE CEQA-area of potential effects
CCTS Central California Taxonomic System

C.E. Common Era

CEQA California Environmental Quality Act

CFR Code of Federal Regulations

CHRIS California Historical Resources Information System

CRHR California Register of Historical Resources
DPR California Department of Parks and Recreation

ft. foot (feet)

GPS Global Positioning System
HPC Historic Preservation Commission
HRE historic resource evaluation

in. inch (inches)

KVP Kelley & VerPlanck Historical Resources Consulting

Landmarks Board Landmarks Preservation Advisory Board

LTR Langan Treadwell Rollo

MOHAI Seattle Museum of History and Industry

msl mean sea level

NAHC Native American Heritage Commission
NEM Northgate Environmental Management

NHPA National Historic Preservation Act of 1966, as amended

NRCS U.S. Natural Resources Conservation Service

NRHP National Register of Historic Places
NWIC Northwest Information Center

OHP California Office of Historic Preservation

Planning City and County of San Francisco Planning Department

PRC California Public Resources Code proposed project India Basin Mixed-Use Project

RPD San Francisco Recreation and Parks Department

SHPO State Historic Preservation Officer

SLC State Lands Commission

survey archeological pedestrian field survey

USC United States Code
USGS U.S. Geological Survey

1. Introduction

BUILD and the San Francisco Recreation and Parks Department (RPD) are proposing to redevelop their respective adjacent parcels along the India Basin shoreline of San Francisco Bay (Bay). The proposed India Basin Mixed-Use Project (proposed project) is being cosponsored by BUILD and RPD and is located in the Bayview Hunters Point neighborhood, in the southeastern quadrant of San Francisco. As shown in Figure 1, the project site is generally bounded by the Bay on the north, the Candlestick–Hunters Point Shipyard Development Project area on the east, Innes Avenue on the south, and Hunters Point Boulevard and Hawes Street on the west. Portions of Innes Avenue adjacent to the site are included within the boundary of the project site.

As co-project sponsors, BUILD and RPD propose to redevelop their respective adjacent parcels along the India Basin shoreline of the Bay. The parcels that are collectively referred to as the 700 Innes property are owned or under contract for purchase by BUILD. There is a small parcel of land adjacent to Griffith Street that BUILD also intends to acquire. The parcels collectively referred to as the India Basin Shoreline Park, 900 Innes, and India Basin Open Space properties are owned by the City and County of San Francisco (City), are operated by RPD. The RPD, Port of San Francisco and San Francisco Public Works all own portions of these open spaces, but RPD will manages the land. Figure 2 shows the project site and the general (and current) property ownership boundaries. The larger India Basin area also includes properties owned by FivePoint (formerly Lennar Urban), Pacific Gas and Electric Company, and the Port of San Francisco, which are not included in the proposed project.

In compliance with measures identified by the City and County of San Francisco Planning Department (Planning) during early stages of the environmental review and permitting process, BUILD retained AECOM to conduct an archeological pedestrian field survey (survey) of the proposed project. The results of the field survey are to be used by Planning to complete its environmental assessment of the proposed project under the California Environmental Quality Act (CEQA).

In addition, a portion of the project site, the 900 Innes property, has a federal nexus because it receives funding for soil remediation activities from the U.S. Environmental Protection Agency and must comply with various permitting requirements of the U.S. Army Corps of Engineers. Because of this federal involvement, via both federal funds and permits, the proposed project is considered a federal undertaking as defined in Title 36, Section 800.16(y) of the Code of Federal Regulations (36 CFR 800.16[y]), thereby necessitating compliance with Section 106 of the National Historic Preservation Act (NHPA).

Given the local, state, and federal regulations, BUILD in collaboration with Planning staff requested that this report be developed to address all applicable regulatory requirements pertaining to cultural resources.

2. Proposed Project and Area of Potential Effects/CEQA-Area of Potential Effects

2.1. Proposed Project

The overall project site (both the publicly and privately owned parcels), including its existing streets, encompasses an area of approximately 38.84 acres. Of this total, BUILD would redevelop 6.2 acres of RPD property (specifically on the India Basin Open Space property) along the shoreline, adjacent to privately owned land, into enhanced wetlands, a boardwalk, and a landside kayak launch. BUILD would also remove a dilapidated pier extending from the India Basin Open Space property and replace the riprap edge with tidal wetlands. On the 700 Innes property, BUILD would develop 17.12 acres of privately owned land plus 5.94 acres of developed and undeveloped public rights-of-way in phases with residential, retail, commercial, office, research and development/laboratory and clinical care space, institutional, flex space, and recreational and art uses (Figure 3).

Two BUILD development options are currently being considered: the proposed residential project (a residential-focused mixed-use development) and the maximum commercial variant (an option referred to in this report as the "variant," with fewer dwelling units and more commercial development than the proposed residential project). The proposed residential project and the variant require nearly identical grading plans and similar foundation designs; therefore, neither buildout scenario represents a greater potential impact on archeological resources.

As part of both the proposed project and the variant, on the India Basin Shoreline Park and 900 Innes properties, RPD would improve 14.2 acres of publicly owned parcels along the shoreline plus 1.58 acres of unimproved "paper streets" to create a publicly accessible network of new and/or improved parkland and open space. This new shoreline network would extend the

Blue Greenway—a portion of the Bay Trail that will ultimately connect The Embarcadero to the north to Candlestick Point to the south—and would provide pedestrian and bicycle connections to and along the shoreline, fronting the Bay.

On the India Basin Shoreline Park property, RPD would construct an approximately 20-foot (ft.)-wide by 600-ft.-long pier to be used as a boat launch for hand-powered boats, and a dock measuring approximately 125 ft. wide by 225 ft. long, and would replace the riprap edge with tidal wetlands. RPD would also replace two existing piers extending from the 900 Innes property with piers measuring approximately 15 ft. wide by 150 ft. long and 20 ft. wide by 100 ft. long. An eroded marine byway would also be replaced. The piers would be solely for pedestrian access.

Expanding the land mass of the RPD parcels by establishing wetlands and beaches along both India Basin Shoreline Park and the India Basin Open Space would require the placement of an estimated 2,800 cubic yards of fill with the bulk (approximately 2,600 cubic yards) being placed off of India Basin Shoreline Park. With implementation of the proposed project, a currently inundated area of approximately 1.5 acres would be filled.

RPD would also make improvements to the 900 Innes property. This work would include restoring the Shipwright's Cottage for use as a community center, constructing an overlook building in the footprint of a dwelling previously located at 904 Innes Avenue, demolishing and reconstructing a shop building in the boatyard, and constructing an outfitters building on a new dock.

2.2. Area of Potential Effects/CEQA-Area of Potential Effects

According to 36 CFR 800.16(d), the area of potential effects (APE) refers to "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking. Planning (CCSF Planning Department 2008) has adopted nearly identical language for the delineation of a CEQA-area of potential effects (C-APE), an APE established for assessment of potential project effects on resources eligible for addition to the California Register of Historical Resources (CRHR), but not developed in consultation with the State Historic Preservation Officer (SHPO). For the current undertaking, the APE and C-APE as defined for archeological resources are identical, and the term "APE" will be used henceforth.

The proposed project includes various ground- and sediment-disturbing activities, including grading, trenching, and on- and offshore pile driving, that could adversely affect archeological resources should such resources be present at the project site. The APE therefore consists of all areas of the project site where ground-disturbing activities for project implementation could directly affect archeological resources (Figure 4). As shown in Figure 4, the APE consists of the entire landside portion of the project site and select areas in the waterside portion of the project site where new features would be constructed. No construction or other sediment-disturbing activities (e.g., dredging or hydroplowing) are proposed in the remainder of the offshore areas within the project site boundary; therefore, these areas are not delineated as part of the APE for the proposed project.

The subsurface vertical extent of the APE must also be considered for the proposed undertaking. Because of the existing topography, underlying soil profile, and proposed project design, the depth of excavation would vary throughout the project site, with areas of both cut and fill being necessary. Based on the proposed construction, the maximum depth of ground excavation in the landside portion of the APE would not exceed 17 ft. below ground surface (bgs) (Bionic, 2016).

Excavation is not the deepest ground-disturbing activity associated with implementation of the proposed project. To support the various proposed structures, both onshore and offshore, pile driving would be required. Some piles would be driven directly into submerged sediments, others into imported fill overlying marine sediments, and still others into soils not underlain by marine sediments. Therefore, substantial differences in the required length of the piles are proposed (see Section 4.0 for a description of the underlying soils).

In the area offshore from RPD's India Basin Shoreline Park, as well as in landside areas near the shoreline in the India Basin Open Space portion of the APE, piles would be driven down to an estimated maximum depth of 110 ft. bgs. Farther southward in the central portion of the APE, a broad area of introduced fill overlying marine sediments is encountered (Langan Treadwell Rollo [LTR], 2014). At this central location, piles would be driven to a maximum depth of 100 ft. bgs. Farther south into the section of the APE fronting Innes Avenue, the historical (circa [ca.] 1859) shoreline is encountered (Figure 5). South of this former shoreline, introduced fill overlying native sands is presumed to occur (LTR, 2015:2). In this area where no marine sediments occur, piles would be driven down 40 ft. below final grading depth. As established above, the maximum extent of

proposed grading would not exceed 17 ft. bgs. Therefore, in the portion of the APE that is landside of the 1859 shoreline, the maximum vertical extent of the APE is 57 ft. bgs.

3. Regulatory Setting

Cultural resources include archeological, Native American, traditional, and built-environment resources, including but not necessarily limited to buildings, structures, objects, districts, and sites. Numerous laws, regulations, and statutes, on both the federal and state levels, seek to protect and target the management of cultural resources. The current investigation focuses solely on archeological resources and their relationship to the proposed project.

3.1. Federal Regulations

3.1.1. Federal Regulations

Historic Sites Act (1935). The Historic Sites Act, Title 16, Section 461 and following of the United States Code (16 USC 461 et seq.), declares a national policy to preserve historic sites, buildings, antiquities, and objects of national significance, including those located on refuges. The Historic Sites Act provides procedures for designation, acquisition, administration, and protection of such sites.

Reservoir Salvage Act, as Amended (1960). The Reservoir Salvage Act (16 USC 469–469c) recognized that federally constructed reservoirs represented a major source of destruction of archeological resources that could not be resolved without a specific source of funding. In 1974, the Reservoir Salvage Act was amended by the Archeological and Historic Preservation Act (AHPA; see below). In effect, the AHPA extended the provisions of the Reservoir Salvage Act to cover all federal construction activities and all federally licensed or assisted activities that cause loss of scientific, prehistoric, or archeological data. The Reservoir Salvage Act requires federal agencies building or permitting the building of reservoirs to notify the Secretary of the Interior when such activities might destroy important archeological, historic, or scientific data. The Secretary of the Interior is authorized to conduct appropriate investigations to protect those archeological data. The Reservoir Salvage Act also authorizes agencies to spend up to 1 percent of their construction funds on the protection of historic and archeological resources. This is the first law to recognize that archeological sites are important for their data content and to provide a source of funding for collecting archeological data.

National Historic Preservation Act, as Amended (1966). The NHPA declares federal policy to protect historic sites and values in cooperation with other nations, states, and local governments. The NHPA establishes a program of grants to assist states with historic preservation activities. Subsequent amendments designated the SHPO as the individual responsible for administering state-level programs. The act also created the President's Advisory Council on Historic Preservation (ACHP). Federal agencies are required to consider the effects of their undertakings on historic resources and to give the ACHP a reasonable opportunity to comment on those undertakings. A lead federal agency will be responsible for project compliance with Section 106 of the NHPA and its implementing regulations, set forth by the ACHP at 36 CFR 800.

National Environmental Policy Act, as Amended (1969). Under the National Environmental Policy Act (42 USC 4321–4327), federal agencies are required to consider potential environmental impacts and appropriate mitigation measures for projects with federal involvement. If the proposed project has federal involvement (e.g., a Section 404 permit under the Clean Water Act), the lead federal agency will be responsible for project compliance with Section 106 of the NHPA and its implementing regulations, set forth by the ACHP at 36 CFR 800.

Archeological and Historic Preservation Act (1974). Under 16 USC 469–469c, the AHPA requires federal agencies to provide notice to the Secretary of the Interior of any dam constructions; and if archeological resources are found, for their recovery or salvage. The law applies to any agency whenever it receives information that a direct or federally assisted activity could cause irreparable harm to prehistoric, historic, or archeological data. Up to 1 percent of project funds could be used to pay for salvage work. The NHPA also authorized additional funding to be made available for this purpose.

American Indian Religious Freedom Act (1978). The American Indian Religious Freedom Act (42 USC 1996 et seq., 43 CFR 7) protects religious practices, ethnic heritage sites, and land uses of Native Americans. The act makes it a policy to protect and preserve for American Indians, Eskimos, Aleuts, and Native Hawaiians their inherent right of freedom to believe, express, and exercise their traditional religions. The American Indian Religious Freedom Act allows them access to sites, use and possession of sacred objects, and freedom to worship through ceremonial and traditional rights. It further directs various federal departments, agencies, and other instrumentalities that administer relevant laws to evaluate their policies and

procedures in consultation with Native American traditional religious leaders to determine changes necessary to protect and preserve Native American cultural and religious practices.

3.1.2. Relevant Federal Regulations Pertaining to Underwater Cultural Resources

Federal mandates also cover underwater cultural heritage, including submerged prehistoric sites. These laws would be pertinent in instances where nearshore or offshore cultural resources are detected during construction of the proposed project or related activities. Because the currently proposed India Basin Mixed-Use Project includes offshore areas, these laws are relevant to the current undertaking. Furthermore, the federal laws cited below also apply to resources in state waters. Therefore, these laws are relevant to projects proposed at both the federal and state levels.

Submerged Lands Act (1953). This act is largely superseded by the Abandoned Shipwreck Act, but has been used by states to protect abandoned historic shipwrecks by citing various state-level historic preservation laws. The Submerged Lands Act established state jurisdiction over offshore lands within 3 miles of shore (or 3 marine leagues for Texas and the Gulf Coast of Florida). The Submerged Lands Act reaffirmed the federal claim to the Outer Continental Shelf, which consists of those submerged lands seaward of state jurisdiction. However, the act limited states' claims to the submerged lands inside the landward boundary of the Outer Continental Shelf. For various reasons, several federal courts rejected state positions on historic preservation laws pertaining to shipwrecks within this 3-mile zone. Judicial conclusions from cases involving the Submerged Lands Act were inconsistent and confusing, yet shipwrecks in state waters were still at risk of damage and destruction. These circumstances provided the momentum for the passage of the Abandoned Shipwreck Act.

Abandoned Shipwreck Act (1987). The Abandoned Shipwreck Act (43 USC 2101–2106) is a federal law but also protects shipwrecks found in state waters. This law also states that the laws of salvage and finds do not apply to abandoned shipwrecks protected by the act. Under the Abandoned Shipwreck Act, the United States asserts title to abandoned shipwrecks in state waters that are either:

- · embedded in state-submerged lands,
- embedded in the coralline formations protected by a state on submerged lands, or
- resting on state-submerged lands and either included in or determined eligible for the National Register of Historic Places (NRHP).

The Abandoned Shipwreck Act also provides for the simultaneous transfer of title of those abandoned shipwrecks by the federal government to the state(s) in whose waters the wrecks are located.

3.2. State Regulations

In California, cultural resources include archeological and historical objects, sites, and districts; historic buildings and structures; cultural landscapes; and sites and resources of concern to local Native Americans and other ethnic groups. Compliance procedures are set forth in CEQA, California Public Resources Code (PRC) Sections 15064.5 and 15126.4. The primary applicable state laws and codes are presented below.

California Native American Graves Protection and Repatriation Act (2001). In the California Health and Safety Code, Division 7, Part 2, Chapter 5 (Sections 8010–8030), broad provisions are made for the protection of Native American cultural resources. This law sets the state policy to ensure that all California Native American human remains and cultural items are treated with due respect and dignity. The California Native American Graves Protection and Repatriation Act also provides the mechanism for disclosure and return of human remains and cultural items held by publicly funded agencies and museums in California. Likewise, the act outlines the mechanism by which California Native American tribes not recognized by the federal government may file claims to human remains and cultural items held in agencies or museums.

California Public Resources Code, Section 5020. This California code created the California Historic Landmarks Committee in 1939, and authorizes the California Department of Parks and Recreation (DPR) to designate Registered Historical Landmarks and Registered Points of Historical Interest.

California Public Resources Code, Section 5097.9. Section 5097.9 details procedures for actions taken whenever Native American remains are discovered, and specifies that:

No public agency, and no private party using or occupying public property, or operating on public property, under a public license, permit, grant, lease, or contract made on or after July 1, 1977, shall in any manner whatsoever interfere with the free expression or exercise of Native American religion as provided in the U.S. Constitution and the California Constitution; nor shall any such agency or party cause severe or irreparable damage to any Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine located on public property, except on a clear and convincing showing that the public interest and necessity so require.

The California Native American Heritage Commission (NAHC) enforces these provisions pursuant to PRC Sections 5097.94 and 5097.97.

California Health and Safety Code, Section 7050.5. This code makes it a misdemeanor to knowingly mutilate, disinter, disturb, or willfully remove human remains from outside a dedicated cemetery without authority of law, except as provided in PRC Section 5097.99. If human remains are discovered outside of a dedicated cemetery, excavation or disturbance of the site must stop until the county coroner has determined the remains to be archeological. If the coroner determines that the remains are not subject to his or her authority and recognizes or believes that the human remains are or may be those of a Native American, the coroner must contact the NAHC by telephone within 24 hours.

California Health and Safety Code, Section 7051. This code prohibits unauthorized removal of human remains that have been interred, or that are awaiting interment or cremation, with intent to sell or dissect the remains.

California Code of Regulations, Title 14, Section 4307. This state preservation law prohibits removal, injury, defacement, or destruction of objects of paleontological, archeological, or historical interest or value.

3.3. Local Regulations

In addition to the aforementioned federal and state regulations, Planning has enacted local regulations targeting the preservation of historic landmarks, districts, and buildings. These regulations typically do not focus on the management of archeological resources but are included here because of the presence of the recently defined India Basin Scow Schooner Boatyard (Page & Turnbull, 2016), a historic vernacular landscape that occurs in the APE. Furthermore, a contributor to this vernacular landscape, the Shipwright's Cottage, was previously designated as San Francisco Landmark #250 under Article 10 of the Planning Code (detailed below).

San Francisco Historic Preservation Commission and Planning Code, Articles 10 and 11. The San Francisco Historic Preservation Commission (HPC) is a seven-member body that makes recommendations on the designation of landmark buildings, historic districts, and significant buildings. The HPC replaced the Landmarks Preservation Advisory Board (Landmarks Board) but retains most of its responsibilities. The Landmarks Board was a nine-member body appointed by the mayor that served as an advisory board to Planning and the San Francisco Planning Commission; it was established in 1967 with the adoption of Article 10 of the Planning Code. The work of the Landmarks Board, Planning, and San Francisco Planning Commission has increased public awareness about the need to protect San Francisco's architectural, historical, and cultural heritage.

The HPC makes recommendations to the Board of Supervisors on designations of landmarks, historic districts, and individual resources in historic districts. It may also review and comment on projects affecting historical resources that are subject to environmental review under CEQA, or projects subject to review under Section 106 of the NHPA. The HPC also approves certificates of appropriateness for landmarks and properties in Article 10 historic districts.

The California Office of Historic Preservation (OHP) has included San Francisco on its list of Certified Local Governments. This means that San Francisco has an approved historic preservation ordinance, HPC, and other formal processes related to historic preservation and cultural resources management. San Francisco, through the HPC and Planning's historic-preservation staff, reviews the historical resources designated under Articles 10 and 11 of the San Francisco Planning Code when it evaluates project impacts on historical resources. Article 10 describes procedures regarding the preservation of sites and areas of special character or special historical, architectural, or aesthetic interest or value, such as officially designated

city landmarks and buildings included in locally designated historic districts. Article 11 of the Planning Code designated six downtown conservation districts.

3.4. Significance Criteria

Federal and state significance criteria, as well as the conformity between these criteria, are presented below. This report is intended to serve both the federal agency requirements for compliance with Section 106 under the NHPA and the proposed project's general compliance with CEQA.

3.4.1. Federal Significance Criteria

Criteria for determining a resource's eligibility to the NRHP are identified at 36 CFR 60.4, in accordance with the NHPA implementing regulations outlined in 36 CFR 800. Resources that meet these criteria and retain integrity to their period of historical significance are termed "historic properties." Under the implementing regulations of Section 106 of the NHPA, the lead federal agency must take into account the effects of its undertakings on historic properties.

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. are associated with the lives of persons significant in our past; or
- C. embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).

3.4.2. State Significance Criteria

At the state level, resources that meet the significance criteria of the CRHR are termed "historical resources." These criteria are set forth in PRC Section 15064.5 and are defined as any resource that:

- is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; or
- 2. is associated with lives of persons important in our past; or
- embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- has yielded, or may be likely to yield, information important in prehistory or history.

Section 15064.5 of CEQA also assigns special importance to human remains, and specifies procedures to be used when Native American remains are discovered. These procedures are detailed in PRC Section 5097.98.

Impacts on "unique archaeological resources" are also considered under CEQA, as described in PRC Section 21083.2. A unique archeological resource is an archeological artifact, object, or site about which it can be clearly demonstrated that—without merely adding to the current body of knowledge—there is a high probability that it meets one of the following criteria:

1. The archeological artifact, object, or site contains information needed to answer important scientific questions, and there is a demonstrable public interest in that information.

- 2. The archeological artifact, object, or site has a special and particular quality, such as being the oldest of its type or the best available example of its type.
- The archeological artifact, object, or site is directly associated with a scientifically recognized important prehistoric or historic event or person.

The lead agency shall first determine whether an archeological resource is a historical resource before evaluating the resource as a "unique" archeological resource (CEQA Guidelines Section 15064.5[c][1]). A non-unique archeological resource is an archeological artifact, object, or site that does not meet the above criteria. Impacts on non-unique archeological resources and resources that do not qualify for listing on the CRHR receive no further consideration under CEQA.

Under CEQA Section 15064.5, a project would have a potentially significant impact if it would cause a substantial adverse change in the significance of one of the following:

- a historical resource (a cultural resource eligible for the CRHR);
- an archeological resource (a unique archeological resource that does not meet CRHR criteria); or
- human remains (where the project would disturb or destroy burials).

3.4.3. Conformity of Federal and State Evaluation Criteria

The criteria for eligibility for the CRHR are very similar to the criteria that qualify a property for the NRHP. The NRHP criteria apply when a project has federal involvement (i.e., is a federal undertaking as defined by 36 CFR 800).

Under CEQA, a property that is eligible for the NRHP is also eligible for the CRHR. Eligible resources (i.e., historic properties and historical resources) also are described as "significant." For federal undertakings, all potential impacts on significant resources must be assessed and addressed under the procedures of Section 106 of the NHPA, set forth at 36 CFR 800. All resources encountered during the project, with the exception of isolate artifacts and isolate features that appear to lack integrity or data potential, would be evaluated for NHPA and CRHR eligibility.

4. Environmental and Cultural Setting

4.1. Natural Setting

The project area is regionally situated in the northeastern portion of the San Francisco Peninsula, in the Coast Range geomorphic province. The project site itself is situated on the eastern shoreline of the Peninsula, with the highest elevation along Innes Avenue at approximately 50 ft. above mean sea level (msl) and the lowest elevation along the shoreline at approximately 5 ft. above msl. The majority of the APE lies north-northeast of the edge of the historical 1859 Bay shoreline (Figure 4). This particular area was filled beginning primarily in the mid-twentieth century, with the majority reclaimed following the close of World War II.

The local climate is typified by clear summer days and mild, cool winters (Josselyn, 1983:21). The climate, sometimes classified as Mediterranean, consists of two seasons. The rainy season extends from late October to mid-April, a period during which 94 percent of the annual precipitation falls (Josselyn, 1983:21). The dry season is influenced by cool marine air along the coast and hot, dry weather inland.

4.1.1. Geologic Environment

The San Francisco Peninsula lies in a down-dropped structural block bounded by the East Bay Hills and the Santa Cruz Mountains. The Bay region consists of a varied landscape of estuaries, plains, rolling hills, and rugged ridge lands. Dominating the landscape is the Bay itself, a 50-mile-long inland chain of saltwater estuaries (Milliken, 1995:14). Bedrock on the San Francisco Peninsula consists of highly deformed and fractured sedimentary rocks of the Franciscan assemblage (Jurassic- to Cretaceous-aged).

Data from the U.S. Natural Resources Conservation Service (NRCS) have classified soils in the project area as Urban Land–Orthents Complex (Figure 6). Urban Land–Orthent Complexes are described as shallow soils on recent erosional surfaces that have been altered by construction and obscured by development (NRCS, 2016a and 2016b).

A Phase I/II investigation completed for the 900 Innes parcel discussed five primary geologic units underlying that portion of the project area: artificial fill (Qaf), artificial fill over tidal flat (Qaf/tf), slope debris and ravine fill (Qsr), undifferentiated sedimentary deposits (Qu), and Franciscan Complex (KJs) (Weston Solutions, 2013). A similar series of geologic units was also described by LTR (2014), which completed a sequence of geotechnical borings across the larger 700 Innes parcel. Much of the discussion below is based on LTR's geotechnical study (2014), which provides the only data for the APE based on actual soil borings retrieved from the project site. The characteristics of each soil layer, in the order encountered during LTR's geotechnical investigation, are summarized below and are extrapolated to the other areas of the APE when possible. It should be noted that there is no similar level of data for the vicinity of RPD's India Basin Shoreline Park at this time. However, this area is situated primarily on fill (Figure 4) and as such, should conform fairly similarly to the sequence identified by LTR for the 700 Innes parcel (2014).

Fill—The onshore portion of the APE waterside of the 1859 shoreline is blanketed by 16 to 41 ft. of fill, with the thickness of the fill increasing toward the Bay. The fill consists primarily of loose to medium-dense sand with varying amounts of silt, clay, gravel, concrete, brick, and wood fragments. The fill includes isolated layers of stiff to hard clay.

The portion of the APE landside of the 1859 shoreline (Figure 4) may likewise exhibit a layer of fill underlain by native sands; however, no boring data are available to confirm this premise. In a separate study for the 900 Innes property, LTR indicated that the "portion of the site west¹ of the old shoreline is likely covered by 10 to 15 ft. of fill, underlain by loose to dense sand to depths of at least 30 ft. below existing site grades" (LTR, 2015:2). An estimated depth of 10 to 15 ft. of fill may be too extensive, given the current presence of the Shipwright's Cottage (built ca. 1865), which was constructed along Innes Avenue before major fill efforts were undertaken in this area (see Section 5.2 below).

Bay Mud—A weak and compressible marine clay and silt deposit, referred to as Bay Mud, underlies the fill in those portions of the APE located waterside of the 1859 shoreline. This layer ranges from 2 to 55 ft. in thickness where explored on the project site, and includes occasional layers of clayey sand. The Bay Mud layer is soft to stiff, and extends to depths ranging from 36 to 83 ft. deep. Bay Mud was not encountered in the borings inland of Hudson Avenue, which falls landside of the ca. 1859 shoreline.

Sand—In general, the Bay Mud is underlain by relatively incompressible, dense sand with varying amounts of clay and silt. The sand layer is about 5 to 33 ft. thick and extends to depths ranging from 16 to 98 ft. The sand near the Bay includes 4- to 6-ft.-thick layers of very stiff to hard clay. The top 5 to 10 ft. of the sand layer in some areas of the site consist of medium-dense clayey sand.

Old Bay Clay—A medium-stiff to hard clay and silt layer, locally known as Old Bay Clay, is present beneath the native sand. The thickness of the clay layer varies across the site from 9 to 50 ft. The Old Bay Clay slopes down and becomes thicker in the northeastern corner of the site toward the Bay.

Residual Soil—The Old Bay Clay is underlain by strong, relatively incompressible residual soil (completely weathered rock) consisting of very stiff to hard clay, and very dense sand and gravel. The residual soil is 3 to 14 ft. thick.

Bedrock—Bedrock of the Franciscan Complex consisting of shale, sandstone, and serpentinite underlies the residual soil. The bedrock surface slopes steeply from the ground surface west of the site to a depth of 23 ft. near Innes Avenue, and slopes down to a depth of 149 ft. near the eastern side of the site.

4.1.2. Paleoenvironment

The physical evolution of San Francisco is the result of complex natural geologic processes and extensive human alteration of the landscape. The Bay Area has undergone dramatic geomorphic change over the past 13,500 years, roughly the period of human occupation. Perhaps the most dramatic of these changes has been the rise in sea level since the last glacial maximum, around 15,000 years before present (B.P.). At this time, global sea level was more than 300 ft. lower than today. As the ice sheets began to melt, sea levels began to rise substantially. Between 15,000 and 11,000 years B.P., sea levels rose at a rate of approximately 43 ft. every 1,000 years (Masters and Aiello, 2007:44–47; Moratto, 1984:31).

Sea-level rise decreased to about 26 ft. every 1,000 years between 11,000 and 8,000 years B.P. By 10,000 years B.P., the rising sea level began to enter the Franciscan Valley through the Golden Gate, and to dramatically alter hydrologic and ecological conditions in the valley (Sloan, 2006:145–150). New tidal estuarine environments would have been created as

¹i.e., inland of the circa 1859 shoreline.

riparian corridors and valley floors were lost (Figure 7). This newly formed estuary expanded rapidly, approaching current levels by approximately 6,000 years B.P., at which point sea-level rise slowed considerably and marshes began to develop around the Bay. During this post–6000 B.P. period, numerous shell middens were created as a result of human activity in the Bay Area (Stright, 1990:451). Because of rising sea levels, many early sites may have been destroyed or may currently be submerged.

The growth of the tidal marshes is of archeological interest, because the changing environment would have played a role in shifts in subsistence through time (Bickel, 1978; Moratto, 1984). Most of the Bay shell middens were located close to marshes (Bickel, 1978; Nelson, 1909), which are particularly productive ecosystems. The area's prehistoric populations took advantage of this productivity by harvesting fish, shellfish, birds, and land mammals that live or feed in or near the marsh, as well as the marsh plants themselves (Bickel, 1978:12).

The tidal marshes have been greatly affected by anthropogenic influences, and the appearance of prehistoric marshes can only be inferred (Josselyn, 1983:6). Dramatic changes to the Bay Area occurred during the period of hydraulic mining for gold in the Sierra Nevada (1855–1884). Sediments dislodged by the removal of overburden flowed into streams, and fine sediments reached Suisun and San Pablo bays, causing widespread shoaling (Josselyn, 1983:12). As San Francisco urbanized in the latter half of the nineteenth century and twentieth century, thick deposits of artificial fill were placed around the margins of the Bay to reclaim the marshes and wetlands for human development (Witter et al., 2006). The depth of nearshore Bay waters northeast of the APE in the current extent of India Basin historically ranged from 1 to 3 ft., with depths of up to 14 ft. just offshore (U.S. Coast Survey, 1884). The encroachment of fill is evident in the project area, where the tidal wetlands formerly bordering the eastern edge of the San Francisco waterfront were reclaimed up until the 1950s (Figure 5). Streams and other waterways in San Francisco were also significantly altered from their original courses during the late nineteenth and early twentieth centuries. Watercourses were channelized and moved underground into culverts, obscuring their original routes.

Before development of the project site, native vegetation in the vicinity likely consisted of Northern Coastal Scrub, as defined by Munz and Keck (1973). The Northern Coastal Scrub community occurs primarily at elevations below 500 ft. and is characterized by rather low plants—rarely more than 6 ft. in height—that are sometimes dense, but often with extensive areas of grass (Munz and Keck, 1973:13). A mid-nineteenth-century description of vegetation in San Francisco is found in Blake (1857:160), which stated that the areas protected from the wind were "...covered with a thick growth of dwarf trees and shrubs (chamisal)..."

4.2. Cultural Setting

4.2.1. Prehistoric Background

Human settlement of the Bay region probably began sometime during the early Holocene, ca. 10,000 years B.P. As discussed above, the msl elevation was considerably lower at this time than it is today, and the area now encompassed by the Bay was 15–30 miles inland from the coastline (Meyer, 2003). The oldest evidence of human occupation from the Bay region was documented in northern Santa Clara County, where radiocarbon assaying has yielded dates of ca. 8000 Before Common Era (B.C.E.). Archeologists have attributed the lack of early sites in northern California to sea-level rise, believing that the majority of these early settlements were either submerged or destroyed by coastal erosion (Byrd et al., 2015:16). Evidence of submerged sites has been documented elsewhere along the California coast near Santa Barbara and San Diego.

Evidence of later occupations is more common. Radiocarbon dates from several sites in the regions of San Francisco and Monterey bays range between ca. 5000 and 2000 B.C.E. Data from these archeological sites indicate that extensive but sparse populations of hunter-gatherers occupied these areas before 2000 B.C.E. Archeological sites from this period are situated in interior hills and valleys, and on bay and ocean shores. These sites are characterized by earth and/or sand midden deposits. Faunal materials indicate that shellfish were an important but not dominant source of food during this time. Hunting and vegetal food processing were of greater importance, as indicated by the presence of millingstones and large projectile points (Moratto, 1984).

Early archeological investigations in the Bay Area generally concentrated on the littoral regions bordering the Bay. The first detailed archeological survey of the Bay Area was conducted by N. C. Nelson during a 1906 to 1908 inventory from Half Moon Bay to the Russian River (Nelson, 1909). This survey resulted in the documentation of 425 midden deposits, including CA-SFR-7, and CA-SFR-19, within the confines of San Francisco.

Several Bay Area shellmounds were excavated early in the twentieth century, including CA-SFR-7, where Nelson and his team systematically excavated 488 cubic meters of the approximately 5-meter-thick shellmound (Byrd et al., 2009). Although the results of this investigation were never fully analyzed or reported, Nelson's notes (on file at the Phoebe Hearst Museum of Anthropology at the University of California, Berkeley) indicate that 23 human burials were recovered from the site, along with stone and bone tools and dietary remains (ASC, 2015:2-9). This site, known as the Crocker or Bayshore Mound, is located in Visitacion Valley approximately 1.5 miles south of the project site. Three additional Nelson shellmound sites, CA-SFR-11/P-38-000011, CA-SFR-12/P-38-000012, and CA-SFR-14/P-38-000014, are the three archeological sites mapped nearest to the project site on Hunters Point (Nichols, 1979a, 1979b, and 1979c). These sites, Nelson Sites 390, 391, and 392a, respectively, have not been relocated since their initial recordation (Pastron et al., 2009a:27).

CA-SFR-6, another San Francisco shellmound, located in the present-day Presidio (ASC, 2015), was excavated by L. L. Loud during this same time period. Loud and his team excavated five 1.8- to 3-meter-square test units in the center of the 2.4-meter-thick mound. The test units extended to a depth of 76 centimeters below surface. Animal bone and shell material were encountered to a depth of 60 centimeters below surface (ASC, 2015:2-9).

Despite the above-mentioned investigations, very little archeological work was conducted in San Francisco until the 1970s, when it became mandated by environmental laws. Since then, a number of prehistoric archeological investigations have been conducted, the majority of which are clustered between Yerba Buena Cove and Mission Bay. Excavated sites in this area include CA-SFR-28, CA-SFR-112, CA-SFR-113, CA-SFR-114, CA-SFR-135, CA-SFR-136/H, CA-SFR-147, CA-SFR-148, CA-SFR-154/H, and CA-SFR-155. At least six prehistoric sites on the city's north side have also been excavated, including CA-SFR-6/26, CA-SFR-21, CA-SFR-29, CA-SFR-30, CA-SFR-31, and CA-SFR-129 (ASC, 2015; Byrd et al., 2009).

Data from early excavations throughout the Bay Area were used to extend the Central California Taxonomic System (CCTS) classifications of the Central Valley cultures to include those in the Bay Area (Beardsley, 1954). One feature of the CCTS is the designation of "horizons," broad cultural units with temporal characteristics. The system recognizes three cultural horizons: Early, Middle, and Late. Each cultural horizon is defined by groups of diagnostic traits and characteristic artifacts called facies. Groups of facies compose a province. The facies and province were defined both culturally by characteristic traits and artifacts and spatially by the locales where the facies were found. For example, the lower strata at the Middle Horizon of the Ellis Landing Site (CA-CCO-295) were used by Beardsley as diagnostic of the Ellis Landing Facies. The upper strata are assigned to the Emeryville Facies. Both of these facies are part of the Coastal Province. Component B at the Fernandez site (CA-CCO-259) was designated to be characteristic of the Emeryville Facies; Component C, characteristic of the Ellis Landing Facies; and Component A was designated as containing the assemblages and characteristics diagnostic of the Late Horizon Fernandez Facies.

The CCTS has been criticized as too simplistic to represent the high complexity and variability of central California prehistory (Gerow and Force, 1968). Fredrickson (1973) attempted a revision of the central California sequence, identifying three broadly defined "patterns" in place of the CCTS horizons. The Windmiller Pattern (3000 to ca. 500 B.C.E.) is characterized by a commonality of mortar fragments, large numbers of baked clay balls, large quantities of projectile points, tridentate fish spears, Haliotis ornaments, and Olivella beads, as well as ground and polished charmstones of alabaster, marble, and diorite. The Windmiller culture did exist in the Bay Area, but was common in the Delta area to the east and northeast (Moratto, 1984:201–207).

The Berkeley Pattern (ca. 500 B.C.E. to Common Era [C.E.] 500) replaces the Middle Horizon, with which it shares major characteristics. These characteristics include predominance of nonstemmed points; diagonally flaked, large, concave-based points; greater presence of ground stone than in Windmiller Pattern sites; a highly developed bone tool industry; and flexed burials, as well as some cremations. A major characteristic is the great reliance on acorns for subsistence (Moratto, 1984:209–211).

Fredrickson (1973) replaces the Late Horizon with the Augustine Pattern (ca. C.E. 500 to contact), characterized by intensive hunting, fishing, and acorn gathering as main staples. Other characteristics are large, high-density populations, shaped mortars and pestles, bone awls, and the bow and arrow. Burial practices vary with social status. High-status individuals may have been cremated. Other burial practices include flex interment and burning of artifacts in the grave (before interment) (Moratto, 1984:211–214).

Sometime between 2500 and 2000 B.C.E., Utian-speaking peoples initially occupied what is now eastern Contra Costa County, and then expanded westward to the Bay. Between the years 2000 and 1000 B.C.E., bayshore- and marsh-adapted peoples began to settle in the Bay Area at sites such as CA-CCO-308, near Alamo in the East Bay. By ca. 1500 B.C.E., Utian

people had settled the area around the southern end of the Bay, from which they expanded to the north, west, and south. By ca. 500 B.C.E., Costanoan peoples, speaking Utian language, occupied essentially the same territory that they would until Euro-American contact (Moratto, 1984:279).

4.2.2. Ethnographic Background

The entire APE is situated in lands occupied during the ethnographic period by speakers of *Ramaytush*, or San Francisco *Costanoan*. *Ramaytush* is one of eight *Costanoan* Indian languages spoken in California. *Costanoan* is derived from the Spanish term *Costanos* for "coast people"; however, it does not represent a cohesive ethnic group. Instead, *Costanoan* is a linguistic division, grouping eight languages together because of their phonological similarities. Together with the *Miwokan* languages, *Costanoan* is part of the *Utian* family of languages. In turn, the *Utian* family is part of the larger Penutian linguistic stock. Today, the name *Ohlone* is more commonly used for these peoples (Kroeber, 1976; Levy, 1978; Moratto, 1984; Shipley, 1978). Herein, this group will be referred to as the *Ohlone/Costanoan*, in accordance with the convention used by Milliken et al. (2009).

The territory inhabited by *Ohlone/Costanoan* extended from the Carquinez Strait southward to the Sur River, and from the Pacific Coast eastward to the Diablo Range (Kroeber, 1976:462; Moratto, 1984:225). This area was substantially affected by the Spanish presence in California. Between 1769 and 1776, seven Spanish expeditions entered *Ohlone/Costanoan* lands, and by the close of the eighteenth century, seven missions had been established. At the time of these early contacts, approximately 10,000 *Ohlone/Costanoan* existed, inhabiting roughly 50 politically autonomous tribelets. According to Milliken (1995), the *Ohlone/Costanoan* who inhabited present-day San Francisco at the time of Spanish entrance into the region were the *Yelamu*. The *Yelamu* were composed of three groups that occupied five villages in present-day San Francisco:

- Chutchi, which was purportedly situated along Mission Creek;
- Sitlintac, which was also along Mission Creek and believed to be affiliated with Chutchi;
- Amuctac, which was in Visitacion Valley;
- Tubsinte, which was also situated in Visitation Valley, and is believed to be affiliated with Amuctac; and
- Petlenuc, which is believed to have been near the Presidio at the northern tip of the San Francisco Peninsula.

Lastly, Yelamu may have also been the name of an additional settlement in the vicinity of Mission Dolores.

Those Ohlone/Costanoan who freely moved to mission lands, and those who were captured by the Spanish during punitive expeditions, were often forced to assimilate with individuals of other ethnic or linguistic affiliations, resulting in the disruption of indigenous lifeways. In addition to the loss of their aboriginal culture, the Ohlone/Costanoan population was decimated primarily because of introduced diseases to which they had no natural immunity. It is estimated that by 1800, only 41 Yelamu had survived, and that number had dropped to 32 by 1806. In 1806, a measles epidemic broke out at Mission Dolores, taking the lives of 10 of the surviving Yelamu, among the many casualties. Using mission records, Milliken et al. (2009) calculate that by the close of 1817:

...the Yelamu contingent at Mission Dolores included 2 tribally-born people who had been young children at the time of the Spanish settlement, 3 mission-born children of Yelamu couples, and 12 mission-born children who had one Yelamu parent.

By 1832, the *Ohlone/Costanoan* population of the Bay Area had declined to fewer than 2,000 individuals. Most of the surviving population relocated to the missions; however, some *Ohlone/Costanoan* sought and received refuge among neighboring aboriginal groups (Cook, 1943a and 1943b).

This early mixing of previously separate groups, compounded by the sharp decline in the population of the indigenous population, prevented nineteenth- and twentieth-century ethnographers from interviewing *Ohlone/Costanoan* individuals knowledgeable about pre-contact lifeways. This in turn resulted in a relatively large gap in understanding of their aboriginal culture. Fortunately, the journals of Spanish explorers and padres, along with the records from the missions, contain valuable data that provide insight into pre-contact lifeways (e.g., Bolton, 1930; Palou, 1924).

The Ohlone/Costanoan, like most aboriginal Californians, possessed no larger political organization than the tribelet. Their tribelets were generally composed of one or more loosely affiliated villages and associated logistical camps situated in a

recognized territory. Tribelet leadership was inherited patrilineally, generally passing from father to son, although women could also hold the office (Levy, 1978:487).

Ohlone/Costanoan peoples engaged in trade among themselves, and with Miwok and Yokuts tribelets inhabiting areas to the north and east of their territory. Davis (1961) identifies various coastal commodities (e.g., shellfish and salt) as their exports. Relations between the various Ohlone/Costanoan groups or with their neighbors were not always friendly. Skirmishes often occurred on a small scale; however, they were not bloodless. Prisoners, if taken, would be quickly dispatched and the heads of the fallen foes would be displayed with pride (Kroeber, 1976:468–467; Levy, 1978:488).

The subsistence strategy of the *Ohlone/Costanoan* revolved around procuring wild vegetal and animal foodstuffs. Vegetal products were gathered as they became seasonally available, and then were either consumed or stored for future use. Acorns, if regularly available, were the staple plant food. If a particular tribelet inhabited an area devoid of oaks (e.g., the coast), then seed procurement predominated (Kroeber, 1976:467; Levy, 1978:491).

Mammals procured for consumption included black-tailed deer, elk, pronghorn antelope, sea lion, cottontail rabbit, jackrabbit, tree squirrel, ground squirrel, and numerous other small rodents. Birds were also frequently taken, with waterfowl being the most important to the *Ohlone/Costanoan* diet (Kroeber, 1976:467; Levy, 1978:491). Meat was generally obtained through hunting; however, it was reported (Palou, 1924:62–63) that stranded sea mammals, including whales, were scavenged for their flesh. Standard hunting equipment included the bow (both sinew-backed and self-bows) and arrow, clubs, dead falls, nets, traps, and bolas (Levy, 1978:491–493).

Fish and mollusks were a significant component of the diet. Salmonids (i.e., steelhead and salmon) were captured during their spawning migrations by hook and line or seine nets. Mussels and abalone were simply pried from the coastal rocks. Kroeber (1976:466) stated that the shellmounds situated around the Bay are the richest in California, "except perhaps the Santa Barbara Islands," attesting to the importance of mollusks to aboriginal sustenance in this vicinity. He further noted that it is probable that "the upper layers of nearly all" of the shellmounds (in *Ohlone/Costanoan* territory) "must accordingly be ascribed to the Costanoans" (Kroeber, 1976:466).

By the early decades of the twentieth century, three communities of *Ohlone/Costanoan* were found in the Bay Area, each associated with one of the Spanish missions that were founded in their ancestral homelands. None of these communities, however, were associated with San Francisco's Mission Dolores (Milliken et al., 2009). Levy (1978:487) estimated that in the early 1970s, the total number of persons of *Ohlone/Costanoan* descent was greater than 200 individuals. He stated that it was probable that the last known speakers of the *Ohlone/Costanoan* language had died by 1935. In 1971, descendants of the *Ohlone/Costanoan* incorporated as the Ohlone Indian Tribe and received title to the Ohlone Indian Cemetery.

4.2.3. Regional Historical Background

Hispanic Period

As a result of the Cabrillo expedition of 1542–1543, the southbound passage of the Manila Galleon along the coast after 1565, and subsequent voyages of exploration by Cermeño (sometimes spelled Cermenho) in 1597 and Vizcaíno in 1602, the California coastline was familiar to navigators by the end of the sixteenth century (Donley et al., 1979). Conversely, the interior remained unknown until the eighteenth century. European exploration of the project vicinity was initiated in 1769 and lasted until 1810. During this period, a number of Spanish expeditions penetrated the territory occupied by the *Costanoan* peoples. Between 1769 and 1776, forays led by Portolá, Ortega, Fages, Fages and Crespi, de Anza (two expeditions), Rivera, and Moraga were carried out. Favorable reports led to the founding of seven missions in the region between 1770 and 1797.

In the spring of 1776, the site of San Francisco was chosen by Juan Bautista de Anza for the establishment of a mission and military post. Later that same year, the Mission San Francisco de Asís (Mission Dolores) and El Presidio Real de San Francisco were officially dedicated, and José Joaquín Moraga (de Anza's lieutenant) took formal possession in the name of King Carlos III (Hoover et al., 1990:331–334). During the mission period, the general project area was undeveloped. The primary activity in the vicinity was likely maritime-related (Byrd et al., 2015:68).

The Spanish annexation and colonization of Alta California, as manifested in the religious-military mission system, produced profound changes in the cultures of the indigenous population. The missions resettled and concentrated the aboriginal huntergatherer population into agricultural communities. Analysis of baptismal records, in fact, demonstrates that the last *Ohlone/Costanoan* tribelets living an aboriginal existence had disappeared by 1810. The mission tribes were Christianized and converted to a form of peasantry that was in rapid decline in Europe. As a consequence of the concentration of the population,

coupled with the indigenous people's lack of immunity to European diseases, the mission tribes were decimated by common diseases that were generally not fatal to Europeans. It has been estimated that the *Costanoan* population declined from 10,000 or more in 1770 to less than 2,000 in 1832 (Levy, 1978:486).

Jurisdiction over Alta California was established by Mexico in April 1822. During the Mexican Period (1822–1848), control over this remote area by the central and local Mexican authorities was never strong. Rather, the Mexican Period was one of a slow disintegration of control by the Mexican government. In 1833, the mission lands were secularized, expropriated, and given out as private ranches during the next decade in the form of land grants (Donley et al., 1979). The Rincón de las Salinas y Potrero Viejo land grant, which encompassed modern-day Bayview and Hunters Point, was granted by the Mexican government in 1840 to José Cornelio Bernal, the son of a member of the de Anza expedition. Potrero Viejo consisted of the original grazing lands for Mission Dolores and Rincón de las Salinas, or "corner of a salty marsh," and was near Islais Creek (Olmsted et al., 1981). Bernal's settlement was northeast of the project area, in a neighborhood now known as Bernal Heights (Pastron et al., 2009a:39). Portions of the grant remained in the Bernal family until 1917 (Mahoney, 1926).

Secularization of the missions by the Mexican authorities produced additional cataclysmic change in the indigenous cultures. The majority of the Native Americans gradually left the missions to work as manual laborers on the ranches that were established in the surrounding areas. Among some *Ohlone/Costanoan*, there was a partial return to aboriginal religious customs and some return to aboriginal subsistence practices (Levy, 1978:486–487).

American Period

Captain William A. Richardson, an Englishman and the founder of Yerba Buena ("good herb," San Francisco's original name), first traveled to San Francisco in 1822, shortly after Mexico gained its independence from Spain. Richardson was given permission from outgoing Spanish Governor Pablo Vicente de Solá to settle permanently on the peninsula; and in 1825, Richardson married Maria Antonia Martinez, daughter of the commandant of the Presidio Ygnacio Martinez. Over the ensuing decade, Richardson developed trade and communication on the Bay. In 1835, Richardson was appointed San Francisco's first harbormaster by Governor José Figueroa. In this year, he and his family settled near present-day Chinatown. This early settlement soon attracted other English-speaking immigrants, including Jacob Leese, an American trader who arrived in 1836 (Hoover at al., 1990:334).

A major factor leading to the disintegration of Mexican control of Alta California was pressure from the U.S. following early settlements and visits by private citizens, such as the November 1826 visit by Jedediah Smith to the San Gabriel Mission, and the 1832 stop by Ewing Young at Los Angeles. These and other sojourners brought the news of California back to the U.S., helping trigger the immigration of U.S. citizens into California. The Mexican government became increasingly agitated by the continued influx of U.S. citizens into California. The semi-official 1844 and 1845 expeditions into California by Frémont further distressed the Mexican government (Beck and Haase, 1974).

The continued friction between Mexico and the U.S. ultimately led to the Mexican-American War of 1846. On July 9, 1846, a crew from the sloop-of-war USS *Portsmouth* came ashore and raised the first American flag over San Francisco (Beck and Haase, 1974:47; Hoover et al., 1990:336). However, because Mexico had ceased stationing regular troops in San Francisco following secularization (Hoover et al., 1990:331), the raising of the flag was a symbolic gesture rather than a result of heroic exuberance. California became part of the U.S. as a consequence of the U.S. victory over Mexico in the war. The territory was formally ceded in the treaty of Guadalupe Hidalgo in 1848, and was admitted as a state in 1850 (Beck and Haase, 1974; Bethel, 1969).

Before the discovery of gold at Sutter's Mill on January 24, 1848, development in the area consisted of the Spanish/Mexican facilities (i.e., the Presidio and Mission) and Richardson's settlement of Yerba Buena, situated on the shores of the cove by the same name. Sometime before the Gold Rush, the inhabitants of Yerba Buena officially changed the name of their settlement to San Francisco. After the discovery of gold, San Francisco transformed rather quickly from an isolated hamlet into a bustling center of commerce (Hoover et al., 1990:334–336). The population of San Francisco grew from 375 people in 1847 to 2,000 by February 1849; by the end of 1849, as many as 20,000 people may have been living in the city.

San Francisco became a major city and port almost overnight and grew at a phenomenal rate, replacing Monterey as the coast's principal port. Maritime traffic arrived through three major shipping channels approaching San Francisco. These lanes converge outside the Golden Gate to form the single channel entering the Bay. Through this channel came lumber schooners from the Mendocino coast, along with sealers, whalers, fishermen, traders, and passenger ferries. Large docks were built so that cargo could be discharged directly onto the wharves instead of being ferried by rowboats to shore. From those docks, the cargo was distributed and sometimes reloaded onto smaller vessels to transport to various settlements.

During the early American period, the commercial and residential center of San Francisco was near the waterfront along the Embarcadero. The general project area was in the hinterlands at this time, although the area was not completely uninhabited. The Bernal family began selling portions of their land in the modern day Bayview—Hunters Point area for real estate development starting as early as 1849. Two land speculators, John Townsend and Cornielle de Boom, convinced Bernal to subdivide lots in Hunters Point to create a new city: South San Francisco (Pastron et al., 2009a:40). The Hunter brothers, Robert and Philip, became agents of Townsend and de Boom's failed development project in the 1850s, and although they were not successful, they settled and remained in the area. The 1859 U.S. Coast Survey map (Figure 8) (U.S. Coast Survey, 1859) shows a fenced farmhouse east of the modern-day intersection of Hawes Street and Innes Avenue, possibly at the current location of the Albion Brewery, just south of the project area. The general project area remained undeveloped (Pastron et al., 2009a:42). The 1861 Wackenreuder map depicts only a few buildings on the south side of Hunters Point, well outside the project site (Figure 9). The northern side of Hunters Point was depicted as undeveloped at this time.

Although San Francisco's population grew rapidly during the latter half of the nineteenth century and the city expanded outward to accommodate the newcomers, growth in Hunters Point remained slow. The South San Francisco Homestead and Railroad Association, an association that allowed individuals to join together to buy land for development, was the largest owner of land in Hunters Point in the 1860s (Olmsted et al., 1982:101). The association acquired 2,000 lots, constructed a road to the tip of Hunters Point, and built a wharf at the end of Thomas Avenue, but their efforts did not lead to extensive development. The Long Bridge, which was completed in 1865 and connected Hunters Point with Fourth Street in the South of Market area, led to some residential and commercial development in the vicinity of the project site; but again, this improvement did not markedly change the character of the project area (Pastron et al., 2009a:45).

The Long Bridge did, however, allow "nuisance industries" such as slaughterhouses, tanneries, tallow works, and butchers to move out of the more populous Mission Bay and onto the more remote northern side of Hunters Point (O'Brien, 2005:8). Other small-scale industrial uses of the area included shipyards and dry docks. The California Dry Dock Company's dry dock was constructed at the tip of Hunters Point in 1868 (Pastron et al., 2009a:48), and a small shipbuilding industry prospered in India Basin beginning at about the same time.

Hunters Point was a hub for another maritime industry in the late nineteenth and early twentieth centuries: Chinese shrimp fishing. A camp may have existed in the area as early as 1860, and these camps prospered and continued in the area into the 1950s, following landfilling and a decline in the shrimp population (Pastron et al., 2009a:83–85). A map produced in the 1930s shows that the Chinese shrimp camps were clustered along the northern side Hunters Point, including three that were likely in the APE (Figure 10). More may have been present in the project vicinity at this point or earlier (Chinn et al., 1969, as cited in Pastron et al., 2009a). An extensive overview of the Chinese shrimping industry is provided in Pastron et al. (2009a and 2009b).

India Basin remained a largely rural community well into the early twentieth century. Water service did not arrive until 1924, when the Spring Valley Water Company built a main line up Innes Avenue, with sewer service arriving shortly thereafter (Kelley & VerPlanck Historical Resources Consulting [KVP], 2008:30). The first paved road in India Basin was Innes Avenue, and the road was not paved until 1938. However, a change that occurred in the early twentieth century farther down Innes Avenue and Donohoe Street set the stage for the rapid growth in Hunters Point during World War II. Union Iron Works, a subsidiary of Bethlehem Steel, bought out the California Dry Dock Company (subsequently the San Francisco Dry Dock Company) in 1908, bringing large-scale industrial development to the area.

The U.S. Navy purchased the dry docks at Hunters Point in 1939; following America's entry into World War II, the Hunters Point Naval Shipyards were expanded to meet wartime demand (Page & Turnbull, 2016:57). These shipyards required a large labor force, and the rural land around India Basin was easily developable into war housing. The 1950 Sanborn maps (Figure 11) show the Harbor Slope War Dormitories across Innes Avenue from the APE. The war also brought other development to Innes Avenue, including several restaurants. The naval worker residences on the Hunters Point ridge were demolished in the 1970s, and were replaced by public housing complexes operated by the San Francisco Housing Authority.

The area along the bayshore immediately northwest of the remaining shipyards, previously empty infilled land, became India Basin Shoreline Park in the 1990s, operated by RPD. Another municipal green space created from reclaimed fill—India Basin Open Space—now follows the shoreline along the eastern edge of the remaining India Basin inlet, and then east toward the Hunters Point Shipyard site (Page & Turnbull, 2016:61).

5. Identification of Historical Resources

To identify historical resources in the APE and to determine potential effects of the proposed project on these resources, a number of tasks were completed, including archival research, a records search, contact with the NAHC and local Native American groups and individuals identified by the NAHC and the completion of an intensive pedestrian archeological field survey.

5.1. Records Search

A cultural resources records search (Appendix A) was conducted by staff of the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS), Sonoma State University, on May 31, 2016 (NWIC File No. 15-1629). The NWIC, an affiliate of the OHP, is the official state repository of cultural resources records and studies for San Francisco County. Site records and previous studies were accessed for the APE and a 0.25-mile radius on the *Hunters Point, California* and *San Francisco South, California* U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle maps (USGS, 1947, 1950, 1956a, 1956b, 1968, 1973, 1980, 1993, and 1995). The following references were also reviewed:

- · the NRHP,
- · the CRHR,
- California State Historical Landmarks (OHP, 1996),
- California Inventory of Historic Resources (DPR, 1976),
- California Points of Historical Interest (OHP, 1992),
- Five Views: An Ethnic Historic Site Survey for California (OHP, 1988),
- · California Place Names (Gudde, 1998),
- · Historic Spots In California (Kyle et al., 2002), and
- Historical Atlas of California (Beck and Haase, 1974).

The record search conducted at the NWIC revealed that no archeological resources have been identified in the APE. The record search also revealed that no previous archeological resources investigations have occurred in or immediately adjacent to the APE. Several studies have addressed the potential for archeological resources in the APE, but did not include archeological reconnaissance work. These studies include *Archeological Resources Investigations for the Waterfront Plan EIR, San Francisco, California: Southern Waterfront* (Hupman and Chavez, 1995) (S-016882) and *Archeological Resources Investigations for the Bayview-Hunters Point Redevelopment Plan, San Francisco, California* (Hupman and Chavez, 2001) (S-025045).

There are four previously recorded archeological sites within 0.25 mile of the APE. The nearest site, P-38-004361, consists of the foundations of the Middle Point War Dwellings. The dwellings were built to house employees of the Hunters Point Shipyards during World War II, and were subsequently demolished (Billat, 2004). The other three sites, Nelson Sites 390 (CA-SFR-11/P-38-000011), 391 (CA-SFR-12/P-38-000012), and 392a (CA-SFR-14/P-38-000014), are mapped in their approximate locations south and east of the APE. N. C. Nelson recorded hundreds of shellmounds around the edge of the Bay in the early twentieth century, but many of these, including the three near the APE, have not been relocated (Nelson, 1909; Pastron et al., 2009a). As with many of Nelson's sites, because of the relatively inexact nature of how these sites were documented in this pioneering study, the exact site locations have not been verified (Nelson, 1909).

The closest recorded built environment resource to the APE is P-38-004611, Submarine Dry Docks #5, 6, and 7, at Hunters Point Shipyard (JRP Historical Consulting Service, 1997).

In addition to the sources on file at the NWIC, other sources provided by BUILD and Planning were reviewed: *Archeological Research Design and Treatment Plan for the Bayview Waterfront Project, San Francisco, California*, Volumes I and II (Pastron et al., 2009a and 2009b); *India Basin Survey, San Francisco, California* (KVP, 2008); and the historic resource evaluation (HRE) prepared as part of the currently proposed project (Page & Turnbull, 2016). These sources were used extensively to identify the potential for historical archeological resources in the APE.

The online State Lands Commission (SLC) Shipwreck Database (SLC, 2016) was also reviewed. The SLC database is a list of shipwrecks by county, and is based primarily on historical accounts of these incidents. It should be noted that most of the location data refer to where the ship went down, and not necessarily where it came to rest on the sea floor, which may be in a different location. Figure 12 depicts the location of the reported shipwrecks. Table 1 lists the reported shipwrecks in the vicinity of the APE. The SLC database does not indicate whether the wrecked vessel was ultimately salvaged. Given the close proximity of these wrecks to the historical shoreline, it would seem likely that these vessels would have been salvaged, or at least demolished, because they would have represented navigational hazards to the ship traffic that was prevalent in this area.

Table 1
Shipwreck Data from the State Lands Commission Database

Ship's Name	Type of Wreck and Year	Vessel Type
Janette	Capsized, 1878	Schooner
Major Tomkins	Grounded, 1854	Steam Screw
TH Allen	Collision, 1889	Pilot Boat
Viola	No data	No data
William L. Mighels	Wrecked, 1873	Schooner
Source: SLC, 2016	•	

As shown in Figure 12, none of the shipwrecks as found on the SLC database occur in the APE delineated for the India Basin proposed project. Interestingly, the coordinates provided for the *Janette* place the wreck on Hunters Point.

In addition to the records of the NWIC and the SLC, shipwreck locations taken directly from the USGS topographic maps were reviewed. These unnamed and undated wrecks are mapped along much of the Bay. It is unknown whether or not any of these mapped wrecks correspond to those listed in the SLC database. The 1956 USGS map for Hunters Point (photorevised 1967) plots a wreck in the vicinity of current Shoreline Park in the APE. This wreck is included in Figure 12. The HRE report being prepared by Page & Turnbull for the current undertaking was also reviewed (Page & Turnbull, 2016). Although the report has not been submitted to the NWIC, the findings are relevant to the archeological investigation being described here. Page & Turnbull (2016) reported that two of the structures within the project area have been previously recommended as eligible to the CRHR for their association with shipbuilding in India Basin: the Shipwright's Cottage at 900 Innes Avenue (built ca. 1875) and 702 Earl Street (built ca. 1935). Both these structures were assessed by KVP during their completion of the India Basin Survey for the Bayview Historical Society (KVP, 2008). According to Page & Turnbull (2016:6), the findings have not been officially adopted by the San Francisco Historic Preservation Commission. Thus, Planning recognizes the findings of the survey as informational for the purposes of CEQA review.

5.1.1. Shipwright's Cottage

As indicated in the HRE (Page & Turnbull, 2016:6), the Shipwright's Cottage at 900 Innes Avenue was found individually eligible for listing in the CRHR by KVP under Criteria 1 and 3 "due to its association with resident shipwrights employed in the boat yards of India Basin and as a rare example of a very early Italianate cottage. It is only one of two remaining nineteenth-century dwellings (the other being 911 Innes) in India Basin." The period of significance for the Shipwright's Cottage was identified as 1870–1938, the fullest possible period considered by the survey.

In 2008, in light of the KVP effort (2008) the Shipwright's Cottage was designated San Francisco Article 10 Landmark #250. The building's designation nomination encompasses only the residence and no surrounding features. The Landmark Designation Report completed for the Shipwright's Cottage found the building to be significant under Criteria A (Events) and C (Architecture), and specified the period of significance as 1870–1930 (which encompasses several years before the building's construction around 1875) (Page & Turnbull, 2016:7).

5.1.2. **702 Earl Street**

702 Earl Street was found individually eligible for listing in the CRHR under Criterion 3, as "one of the best examples of a purpose-built structure associated with the important boatbuilding and repair industry of India Basin. Constructed in 1935, 702 Earl [...] embodies distinctive characteristics of a heavy timber construction, platform-frame, purpose-built industrial building."

While not specified on the DPR 523B (Building, Structure, Object) form, the building's period of significance is considered to be 1935–1936, the years of its construction.

5.1.3. India Basin Scow Schooner Boatyard

The KVP survey (2008) also identified a potential CRHR-eligible historic district, the India Basin Boatyards Historic District, comprising numerous buildings and other landscape features across eight parcels once associated with the Anderson & Cristofani and adjoining Allemand Brothers Boatyards. A DPR 523D (District Record) form was completed for this district, listing the period of significance as 1893 to 1935. According to Page & Turnbull (2016:6), KVP identified numerous resources within the boundaries of the district but did not specify contributors and noncontributors. Page & Turnbull further noted (2016:6) that several of these listed resources were constructed outside of the identified period of significance.

Page & Turnbull refined KVP's assessment, determining that the boatyard site is most appropriately defined as a vernacular cultural landscape, a type of property that has "evolved through use by the people whose activities or occupancy shaped that landscape. Through social or cultural attitudes of an individual, family, or a community, the landscape reflects the physical, biological, and cultural character of those everyday lives" (Birnbaum, 1994). The India Basin Scow Schooner Boatyard, as it was subsequently designated by Page & Turnbull (2016:19), aligns in some respects with the India Basin Boatyards Historic District that KVP previously identified, although Page & Turnbull has determined that the property is more appropriately described as a site than as a historic district given its numerous landscape features (natural and manmade) that convey its significance (2016:99).

The beginning of the India Basin Scow Schooner Boatyard's period of significance is 1875, the year that Johnson Dircks first established a boatyard at the site, which was later acquired by Henry Anderson and expanded as the Anderson & Cristofani Boatyard. Page & Turnbull (2016:99) finds that 1936 is the most appropriate end date of the period of significance as this year marks the opening of the of the San Francisco—Oakland Bay Bridge. From this point forward, the transportation of goods via vehicle (as opposed to vessel) became predominant in the Bay Area and marks the ultimate end of the era in which wood watercraft (the boatyard's specialty) was integral to the Bay Area's transport economy (Page & Turnbull, 2016:99).

The India Basin Scow Schooner Boatyard is characterized by a range of built and natural features that date to this decadeslong use as a boatbuilding and repair yard—including six buildings, four structures, and several small-scale features, in addition to topography, views, circulation routes, and bodies of water (Plate 1). These features continue to convey the spatial and functional relationships that defined the operations of the yard and can be internal to or external to the property boundaries.

Page & Turnbull (2016:99) determined that the India Basin Scow Schooner Boatyard site is:

historically significant site under Criterion 1, for its associations with San Francisco's wood scow schooner building and repair industry that was centered at India Basin. Scow schooners were integral to the transportation of goods throughout the San Francisco Bay area during the late nineteenth and early twentieth centuries, prior to the era of widespread automobile use and bridge construction. The remote settlement of immigrant shipwrights at India Basin was responsible for building and repairing such vessels and represented an important working community that, while off the beaten path, supported the region's economy through skilled workmanship. Due to gradual development around India Basin and dramatic infilling of the shoreline, much of the landscape conveying the previous era of shipbuilding no longer exists. As the site of the longest consecutively operating boatyards at India Basin, the India Basin Scow Schooner Boatyard is the best remaining physical representation of the area's significant working class community.

The India Basin Scow Schooner Boatyard as defined by Page & Turnbull is particularly relevant to the current investigation because any historic maritime archeological resources occurring in the APE, specifically those that relate to the local boatbuilding industry during the period of 1875–1936, would potentially be contributing features to this vernacular cultural landscape site. Table 2 lists the elements of the India Basin Scow Schooner Boatyard and their construction dates, and identifies whether they are considered contributing features.

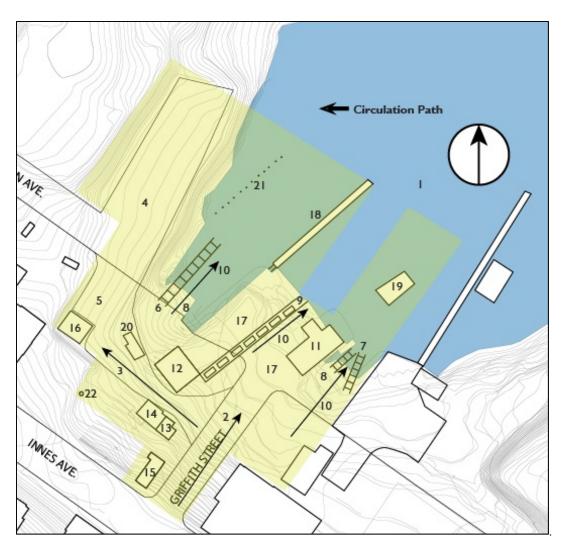


Plate 1. India Basin Scow Schooner Boatyard (source: Page & Turnbull, 2016:20)

Table 2
Elements of India Basin Scow Schooner Boatyard

Name of Feature	Year Constructed	Contributing Status
1. India Basin/San Francisco Bay	N/A	Contributing
2. Griffith Street right-of-way	Pre-1935	Contributing
3. Path between Griffith Street and west marine ways	Pre-1935	Contributing
4. West storage and staging yard	1979–1989	Noncontributing
5. Historic storage and staging yard	Pre-1935	Contributing
6. West marine way tracks	Pre-1935	Contributing
7. East marine way tracks	1938–1946	Noncontributing
8. Poured concrete ramp surfaces at east and west marine ways	ca. 1940s	Noncontributing
Central construction way ramp and marine way foundation	1959–1969 (ramp); 1997–2005 (foundation)	Noncontributing
10. Circulation routes and water access at marine ways	Pre-1900	Contributing
11. Blacksmith and machine shop	1938–1946	Noncontributing
12. Paint shop and compressor house	1938–1946	Noncontributing
13. Boatyard office building	1919–1935	Contributing
14. Tool shed and water tank building	Pre-1900	Contributing
15. Shipwright's Cottage	ca. 1875	Contributing
16. Storage building	1979–1989	Noncontributing
17. Concrete wharf	1989–1997	Noncontributing
18. Modern dock	ca. 1980s	Noncontributing
19. East outfitting dock	1938–1946	Noncontributing
20. Steel road undergirding	1938–1946	Noncontributing
21. Water fence posts	Pre-1935	Contributing
22. Sewer standpipe	Unknown (does not appear age-eligible)	Noncontributing
Construction debris throughout site	modern	Noncontributing
Views east toward San Francisco Bay and the East Bay hills	N/A	Contributing
Gradual slope from Innes Avenue to India Basin	N/A	Contributing
Notes: ca. = circa: N/A = not applicable		

Notes: ca. = circa; N/A = not applicable Source: Page & Turnbull, 2016

5.2. Archival Research

Archival research was conducted, including a review of Sanborn Fire Insurance maps, historical aerial photographs, U.S. Census records, U.S. Coast Survey maps, USGS topographic maps, and other historical maps and illustrations. This search was completed to identify potential areas of increased cultural sensitivity. In addition, the shipwreck database maintained by the SLC was used to augment the data obtained for this unique class of archeological resource. Lastly, Preservation Planner/Archeologist Allison Vanderslice of the Planning staff provided relevant technical documents and information from the geographic information system cultural resource files maintained by Planning.

5.2.1. Site History

1850s and 1860s: Initial American Period Development

It is expected that the project site had been largely situated in open Bay waters from the time sea-level rise stabilized during the Late Holocene until the 1950s, except for the narrow strip of land along Innes Avenue (Figure 7). Before this period and before the inundation of the Bay, the project site would have been available for human habitation. The earliest available maps of this portion of the San Francisco peninsula, such as the 1859 U.S. Coast Survey Map, depict the project site largely within the Bay, with just the southern portion of the project site along Innes Avenue on dry land (Figure 8). At this time, the nearest buildings and structures were to the south along the bayshore, including a possible development at the location of the spring at the Albion Brewery, just south of the project area (Figure 8). The 1861 Wackenreuder map (Figure 9) does not show this structure, or any other in the project area (Langley and Wackenreuder, 1861). The next depiction of the project site (Figure 13) is an 1868 bird's-eye view (Goddard, 1868). This bird's-eye view does not show any development in the project area, although a boat is shown offshore and a cluster of development is shown where the Long Bridge connects to Hunters Point. The 1869 U.S. Coast Survey map (Figure 14) (U.S. Coast Survey, 1869) does not show any buildings or structures in the project area, but a dirt road is shown roughly along the current delineation of Innes Avenue.

1870s and the Beginning of the Scow Schooner Industry

Although maps and other images of the India Basin vicinity do not show much development before the 1870s, it is known that the Hunters Point area was beginning to be settled by American and European farmers and Chinese fishermen at this time (1860 U.S. Census, cited in Pastron et al., 2009a:43). Pastron et al. (2009a:47) argue that extensive agricultural cultivation to provide for growing San Francisco was ongoing on Hunters Point during this period. In 1870, the Albion Brewery was established on the southern side of Innes (KVP, 2008:17–18).

During the 1870s, the Hunters Point area continued to draw Chinese immigrants who established shrimping camps, although their exact locations are unknown. India Basin also began to draw European immigrant shipwrights who found the Bay's deepwater access attractive. These shipwrights had previously settled farther north near Islais Creek, but were pushed out by the expansion of Butchertown (Page & Turnbull, 2016:55). The primary type of ship constructed at India Basin was the scow schooner, a shallow draft vessel that transported goods across the Bay and through the Sacramento–San Joaquin Delta, until the establishment of trucking in the twentieth century. The shipwrights and other maritime laborers who settled in India Basin starting in the 1870s established longstanding family-owned businesses, as reflected in the late- nineteenth- and early-twentieth-century census records, maps, and photographs. As cited in Page & Turnbull (2016:56), Roger R. Olmsted, maritime historian of the Bay, describes the area as such (Olmsted, 1988:22):

Four blocks southeast of Railroad Avenue [present-day Third Street], Hunters Point Road curved around the southern waterfront where many clusters of marine ways on the shallow shoreline beaches appear on maps from 1882 up through 1929. These boatyards shared the water's edge with even more informal Chinese shrimp fishermen who put up clusters of tiny dwellings, dried their shrimp, mended their nets, and launched their junks alongside the scows.

1880s and 1890s: Growth of Industry

The 1880 U.S. Census (Appendix B) lists six families who appear to be living in or near the project area. Most of the children were California-born, but the parents and heads of households were from elsewhere in the United States (Iowa and New York) or overseas, including Canada, Holland, England, Denmark, Sleswig, and Hamburg. One woman had been born at sea. Aside from one daughter of a clergyman who was a music teacher, none of the women were employed outside the home. The men were employed as shipwrights, ship carpenters, sailors, caulkers (for ships), ship joiners, and also engineers, expressmen, and printers. None of these families was still in the project area as listed on the 1900 U.S. Census. Although all U.S. Census

records for San Francisco in 1890 were destroyed, it is known that shipwright Fred Seimer, builder of the scow schooner *Alma*, was working in the project area in 1891 (NPS, 2016).

By the 1890s and the publication of the 1899 USGS San Mateo, California 15-minute topographic quadrangle map (Figure 15) (USGS, 1899), the proposed project vicinity had become more developed and a series of dwellings lined modern-day Innes Avenue, most of them west of Arelious Walker Drive. Fill was not yet beginning to encroach on the Bay waters. Gridded streets lined with buildings were depicted west of the project site, near Islais Creek.

1900s and 1910s: Stability in the Shipyards

The APE did not appear on Sanborn maps until 1900; even then, only the portion of the project site west of Arelious Walker Drive is depicted (Figure 16). Along 9th Avenue South (present-day Innes Avenue) were seven properties in the project area and two that fronted the Bay. The corner of one property at the intersection of 8th Avenue and H Street South was also in the project area. These properties are described below.

- 401½ H Street South was a series of connected single-story buildings and a shed. This location is where present-day Hudson Street and Hunters Point Boulevard intersect.
- "F" 9th Avenue South was a single-story dwelling with a platform and stairs on the western elevation. "E" 9th Avenue South was three connected hog sheds fronting the street. Also on this lot was "C," a barn or stable. This property is present-day 908 Innes Avenue.
- 904 9th Avenue South (present-day 904 Innes Avenue) was a single-story dwelling with a one-story addition on the
 western elevation. West of the dwelling was an elevated water tank. In the rear yard at 904½ 9th Avenue South was a
 tool shed connected to two outbuildings, including one with a water tank on the roof. Another outbuilding was located
 along the west lot line.
- 900 9th Avenue South (the Shipwright's Cottage at present-day 900 Innes Avenue) was a single-story dwelling with two
 rear additions and a narrow platform with stairs leading to the 904 9th Avenue South property. A two-story outbuilding
 with a water tank on the roof was also in the yard.
- Behind F/E/C, 904, and 900 9th Avenue South was "H. Anderson Ship Yard" and "Marine Ways." These fronted on the Bay. A storage building was located in the far southwestern corner.
- West of this yard, also fronting the Bay (behind 934 Innes), was "Fred Simer's Ship Yard," "Work Shop," and "Marine Ways." A small building, possibly a privy, was on the lot line between the two yards.
- · An unaddressed blacksmith shop with an attached stable was in the middle of G Street South, present-day Griffith Street.
- 836 9th Avenue South (present-day 840 Innes Avenue) was a single-story dwelling with a basement. A small outbuilding fronted the street just west of the dwelling. In the rear yard was a wind mill and "Marine Ways." 836½ 9th Avenue South was a barn or stable with two connected sheds on the east lot line.
- 822 9th Avenue South (present-day 826 Innes Avenue) was a single-story building (the use is illegible) with an attached shed. "Marine Ways" were in the rear along the Bay.

The 1900 U.S. Census lists individuals for most of the properties shown on the Sanborn Map (Appendix B) (Sanborn Fire Insurance Company, 1900). It is more difficult to identify individuals in the areas not on the Sanborn maps. For example, the ranges of addresses along 9th Avenue South that are listed in the census do not appear to correlate with residences that would have reasonably been only a block away. Only addresses that were more definitively in the APE are outlined below.

- 401 H Street South was inhabited by Henry, a shipbuilder, and Gesiare Seimers, both from Germany. A second household was also listed, possibly living at 401½ H Street South: Charles, a ship carpenter, and Henrietta Euuhl, both from Germany, along with their 4-year-old son.
- F/E/C 9th Avenue South likely corresponds with 906 9th Avenue on the census. At this address were Frank and Julia Meeks, from Germany. Frank was a teamster. Their five daughters are also at this address.
- 904 9th Avenue South was inhabited by the Jorgenson family, headed by Ingeborg, a married woman from Norway. Her husband was not listed. Ingeborg had five children, all born in California. The eldest daughter was a clerk in a store and the eldest son worked in a fish store.

Also referred to as a "marine railway," a marine way is composed of a pair of inclined tracks extending into the water so that a ship can be hauled up and out of the water for cleaning or repairs. A marine railway is also used to launch newly constructed vessels.

- 900 9th Avenue South was inhabited by Robert McKinley, a ship carpenter from Scotland; his England-born wife, Elisabeth; and their three young children, born in California.
- Fredrick and Henrietta Seimers, from Germany, were listed at 920 9th Avenue South. This is outside the project area, but Seimers, a shipbuilder, and his marine ways were in the project area. The Seimers had a son, as well as a widowed servant from Germany and her young son.
- 836 9th Avenue South was inhabited by Olif Falencamp, a widower from Denmark. He was a ship carpenter. No other residents were listed.
- Henry and Annie Anderson, a shipbuilder and his wife from Denmark, were listed at 850 9th Avenue South. Although
 their dwelling was outside the APE, they may have owned the blacksmith shop in G Street South and were involved in
 shipbuilding in the project area.

Several of the individuals living in the APE in 1900 were employed in maritime trades and were living in close proximity to where they worked. These businesses appeared to lend stability to the neighborhood, because many of the families listed on the 1900 U.S. Census were also on the 1910 U.S. Census:

- 401 8th Avenue South (should be H Street South) was inhabited by Henry and Gesine Seimer, along with their adult son, also named Henry Seimer, and his California-born wife, Dora. The younger couple also had two daughters. The younger Henry was a ship carpenter.
- 906 9th Avenue South was inhabited by Frank and Julia Mix [sic], the same family as in 1900. Frank was listed as a hog raiser on a hog farm. The 1900 Sanborn map showed hog sheds on their property; but by 1914, they had been converted to a dwelling (Figure 17). The Mixes had four daughters at home.
- 904 9th Avenue South was inhabited by the Juergensons [sic], the same family as in 1900. Ingibor [sic] is now listed as widowed. Four children were at home but all were employed: the daughters worked as a typist in a printing office and a stenographer, respectively; the sons were a laborer and a gasoline engineer, respectively.
- 900 9th Avenue South was inhabited by Fred and Inga Seimer and their young son. Fred was a German shipwright and Inga was born in California of Norwegian parents. Inga's mother, Ingeborg, lived next door.
- Fred and Henrietta Seimers were still listed at 920 9th Avenue South, along with two other boarding families headed by an English laborer and a divorced Nevada-born domestic.
- 836 9th Avenue South was inhabited by Andrew Pasquinucci, an Italian boat builder; his California-born wife, Antonette; and their four young children.

The Andersons were still listed at 850 9th Avenue South, outside the APE, but H. Anderson's shipyard was in the APE behind 906/904/900 9th Avenue South. In 1906 and 1907, Anderson's shipyard built Jack London's famous ship, the *Snark* (Plate 2). London wrote a nonfiction book, *The Cruise of the Snark*, about his expedition on the yacht to Hawaii and the southern Pacific Ocean with his wife Charmian and a small crew.



Plate 2. Jack London in Anderson's shipyard with *Snark* under construction, ca. 1906 (source: *The Guardian*, 2016). Note Albion Brewery in background.

Shortly after the collection of the 1910 U.S. Census, another detailed Sanborn map of a portion of the APE was created. The 1914 Sanborn map (Figure 17) (Sanborn Fire Insurance Company, 1914) shows some changes from the 1900 publication, outlined below. The streets had been renamed to their present-day nomenclature.

- 401½ Hawes was a long barn or stable connected to a shed. This location is where present-day Hudson Street and Hunters Point Boulevard intersect.
- The hog sheds at "E" had been replaced by a single-story dwelling with a basement addressed 908 Innes Avenue. The dwelling at "F," now 906 Innes Avenue, appeared unchanged. "C," the barn or stable, was labeled "Wood."
- The dwelling at 904 Innes Avenue appeared unchanged. The elevated water tank west of the dwelling had been removed. The outbuildings in the rear yard at 904½ Innes Avenue were now labeled "Hoist," Eng. Shp.," or engineer's shop, and "Storage." The rooftop water tank had also been removed. The outbuilding along the western lot line was still present.
- The dwelling at 900 Innes Avenue appeared unchanged.
- Behind 908, 906, 904, and 900 Innes Avenue and continuing east and west was a yard labeled "H.B. Anderson Boat Building" and "Marine Ways." These fronted on the Bay. The storage building in the far southwestern corner was now labeled "Carp'r." The yard had been expanded to include the former Seimer yard, and the possible privy along the lot line between the two parcels had been removed.
- The blacksmith shop in the middle of Griffith Street was replaced by a boat building. This building had the address 898 Innes Avenue, and was part of Anderson's yard.

- 892 Innes Avenue, previously vacant, was developed to expand Anderson's yard to the eastern side of Griffith Street.
 This parcel was developed with three connected buildings: a lumber storage building, a planing mill, and a boat building with an incline leading to the Bay. This is present-day 896–888 Innes Avenue.
- 836 Innes Avenue was a single-story dwelling, but was no longer labeled with a basement. A small outbuilding was west
 of the dwelling. The wind mill and "Marine Ways" in the rear yard had been removed. One shed was along the eastern lot
 line
- · 822 Innes was vacant.

The 1920s and 1930s: Changes before World War II

Although there was some change in occupancy in 1920, the U.S. Census taken that year continued to show many of the same families living in India Basin.

- 401 Hawes Street was occupied by Gustive and Anna Busel, from Germany, and their two young sons. Gustive was employed as a machinist.
- A new address, 908 Innes Avenue, was in the APE at the location of the former hog barns. Charles Biggs, a butcher from California, and his wife Rose, also from California, lived at this address with their two daughters.
- 906 Innes Avenue was still occupied by the Mix family. Julia was now widowed and two of her daughters remained in the household. No one was employed outside the home.
- 904 Innes Avenue was still occupied by the Jorgenson family. Ingeborg, listed here as divorced, was the head of
 household at 72 years of age. Two adult sons lived at the address, and were shown employed as a painter at a shipyard
 and a radio engineer at a wireless station, respectively. A daughter, Jennie Hanssen, and her two children also lived at
 this address.
- 900 Innes Avenue was still occupied by Fred and Inga Siemer, along with their three children. Fred was a shipwright in a shipyard.
- 836 Innes Avenue was occupied by the Shiffer family: John, a laborer in a shipyard from Pennsylvania; Laustina, from Manila; and their seven children, aged 2 to 19.
- 826 Innes Avenue, which was likely in the APE (this address is in the APE in 1950), was occupied by several men
 employed in maritime industries, including a Swedish laborer in the shipyards, a Swedish marine who worked on a
 steamboat, a German laborer in a packing house, and a California-born ship caulker named Charles Siemer.

By 1930, the neighborhood had become much less populated. Page & Turnbull note that the entire neighborhood had only 60 residents at this time. The need for boatbuilding was beginning to wind down as shipping locally by truck became more common. Only three households were in, or partially in the project site. Interestingly, no one was employed in the maritime trades, but two were automobile mechanics.

- 401 Hawes Street was occupied by Hans and Sophie Blandt and their six children. Hans and the oldest son worked as machinists on automobiles.
- Julia Mix still lived alone at 908 Innes Avenue.
- 904 Innes Avenue was occupied by Jennie Hansen, now listed as widowed, her daughter, and a brother who was employed in the insurance industry.

The 1930 U.S. Census does not list any Chinese shrimp fisherman in the near vicinity of these addresses, but it is likely that these individuals lived and worked in or near the project area. Three shrimp camps extant in 1930 were plotted in the project area (Chinn et al., 1969:39): City Shrimp Co., Quong Sang Shrimp Co., and the Golden West Shrimp Co (Figure 10).

The City Shrimp Co. was just west of 904 Innes Avenue. Pastron et al. (2009b:134) note that the City Shrimp Co. may have consisted of a single structure at the end of a dirt road leading north from Innes Avenue, just east of Hawes Street. The dirt road widened near the structure, suggesting automobile access was required. This camp survived until at least 1935, based on aerial photographs. The City Shrimp Co. employed five men who worked setting and hauling nets from a junk and power junk in 1930 (Pastron et al., 2009b:134). The pier appeared narrow in 1931, with pilings of varying heights (Plate 3).

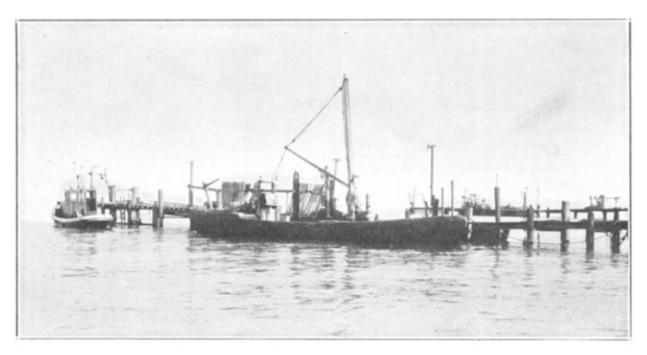


Plate 3. City Shrimp Company (source: Bonnot, 1931).

The Quong Sang Shrimp Co. employed only five men and a single power junk to set and haul 43 nets at two shrimp beds (Pastron et al., 2009b:137). This camp was burned in the late 1930s by the San Francisco Board of Health (Plate 4).



Plate 4. Burning of the Quong Sang Shrimp Camp by the San Francisco Board of Health in the 1930s (source: FoundSF, 2016).

The Golden West Shrimp Co. employed five men to set and haul 50 nets using a junk and a tow boat (Pastron et al., 2009b:139). A photograph of this camp shows a narrow pier supported on irregular pilings of varying diameters and heights (Plate 5).

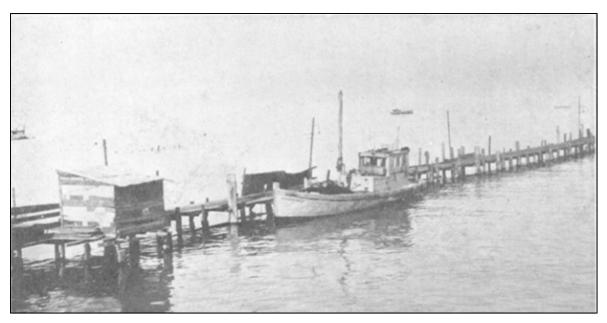


Plate 5. Golden West Shrimp Company (source: Bonnot, 1931).

Eight additional shrimp camps were located nearby. According to property owner J. J. Wintersteen, the California Shrimp Co., at 800 Innes and outside the project area, had a restaurant into the 1950s that featured a shrimp boat on the roof. The next detailed portrait of the neighborhood did not occur until 1938, when Ryker took a series of detailed aerials of San Francisco (Plate 6). The buildings at 908, 906, 904, and 900 Innes are all clearly shown, as are additional piers and marineways extending from Anderson's yard into the Bay that were not depicted on the Sanborn maps. To the west along the shore of the Bay (beneath present-day India Basin Shoreline Park) were numerous small buildings and storage yards. Three or four abandoned hulks are shown within the park vicinity, as are two piers. A series of pilings visible on the aerial align with a "marine fence" noted by Page & Turnbull east of the park property (Page & Turnbull, 2016).

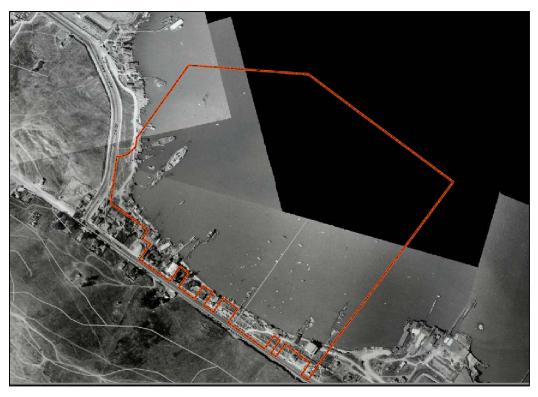


Plate 6. India Basin ca. 1938 before the reclamation efforts that followed World War II. Composite of 1938 Ryker aerials (source: David Rumsey Historical Map Collection).

The 1938 Ryker photograph shows that the boat building, planing mill, and storage buildings shown on the 1914 Sanborn in and south of Griffith Street were extant. It appears that the dwelling at 836 Innes Avenue had been demolished, and the yard was vacant. This parcel was developed with the Hunters Point Restaurant (838 Innes Avenue) around 1938 (Page & Turnbull, 2016:77). Two small buildings fronting the Bay were situated east of this address, but it does not appear that any of the properties in the project area along Innes Avenue were developed. A pier with several docked boats was shown in the approximate right-of-way of present-day Arelious Walker Drive. Between this pier and Earl Street were approximately a half dozen buildings along the Bay. One of the larger buildings to the north of 702 Earl had a set of marine ways leading into the water. The frontage along Innes Avenue was vacant. On the eastern edge of the project area, east of 702 Earl, was a long pier extending north into the Bay.

As late as 1950, the project site remained largely in the Bay, but more filling was apparent, especially at Anderson's boatyard at the end of Griffith Street (Figure 11). Hunters Point Boulevard had been constructed between Innes and Hudson avenues, and 401 Hawes had been removed. The dwellings at 908, 906, 904, and 900 Innes were still present and largely unaltered, but the water tank at 900 Innes had been removed. Anderson's boatyard, now Anderson & Cristofani Boat Building, had reconfigured and enlarged the lumber storage and planing mill complex east of Griffith Street. A new paint shop and compressor house had been built west of Griffith Street, and a blacksmithing and machine shop had been built on filled Baylands. The yard's boat ways extended much farther into the Bay than they had previously. A dock, known as the east outfitting dock, had also been built in this area ca. 1938–1946 (Page & Turnbull, 2016:81).

The 1950 Sanborn map (Sanborn Fire Insurance Company, 1950) shows that east of Griffith Street, 836 Innes had been demolished and a new restaurant, the Hunters Point Restaurant, had been built with the address of 838–840 Innes. This restaurant was two stories with a basement. A single-story dwelling was in the rear yard with the address 830 Innes. A single-story restaurant was developed at 820–826 Innes. In the rear yard was a small single-story dwelling designated as 828 Innes.

After the 1950s, the landscape of India Basin changed dramatically. Large areas of the Bay were filled in the 1960s using material excavated during the construction of Candlestick Park and portions of Interstate 280 (I-280) through San Francisco (Wintersteen, pers. comm., 2016). The piers and abandoned hulks in the Bay that were visible on the 1938 aerial were possibly removed before the filling program, but more likely were demolished and used for fill or simply covered. A portion of one of the hulks is still visible offshore from India Basin Shoreline Park. The current shape of India Basin Shoreline Park was

in place by 1969, after which filling activities were curtailed (Page & Turnbull, 2016:87). Filling at the current location of India Basin Open Space was also completed at this time. This area was regraded during the 1980s, and Arelious Walker Drive was constructed in the 1980s.

5.3. Native American Tribal Outreach

A letter was sent to the NAHC on July 19, 2016, requesting a search of the Sacred Lands File and a list of Native American contacts for the proposed project. Eleven individuals on the NAHC's list were contacted by certified mail on August 4, 2016, with follow-up calls completed on September 16, 2016 (Table 3). The letter to the NAHC, the response from the NAHC, and an example of the letter sent to the tribal members are found in Appendix C.

Table 3
Native American Heritage Commission
Identified Contacts and Contact Efforts

Stakeholder	Contact	Date Letter Sent	Respond	Date Called	Response
Amah Mutsun Tribal Band	Chairperson Valentin Lopez	8-4-2016	No	9-16-2016	Left follow-up message. No response was received.
Amah Mutsun Tribal Band	Mr. Edward Ketchum	8-4-2016	No	N/A	No phone number provided. Follow-up e-mail sent 9-16-2016. Response received 9-16-2016. Stated project is within the lands controlled by the <i>Ramaytush</i> and recommended contacting Muwekma Tribal Band.
Amah Mutsun Tribal Band of Mission San Juan Bautista	Chairperson Irenne Zwierlein	8-4-2016	No	9-16-2016	Left follow-up message. No response was received.
Costanoan Ohlone Rumsen-Mutsun Tribe	Chairman Patrick Orozco	8-4-2016	No	9-16-2016	Left follow-up message. No response was received.
Costanoan Rumsen Carmel Tribe	Chairperson Tony Cerda	8-4-2016	No	9-16-2016	No answer during follow up call. Follow-up e-mail sent 9- 16-2016. No response was received
Esselen Tribe of Monterey County	Tom Little Bear Nason	8-4-2016	No	9-16-2016	Incorrect number and no e- mail provided. Sent update to NAHC.
Indian Canyon Mutsun Band of Costanoan	Chairperson Ann Marie Sayers	8-4-2016	No	9-16-2016	Recommended archeological monitor and tribal monitor during excavation because of the number of sites in Hunters Point.
Muwekma Ohlone Indian Tribe of the San Francisco Bay Area	Chairperson Rosemary Cambra	8-4-2016	No	9-16-2016	Mailbox was full. Follow-up e-mail sent 9-16-2016. No response was received.
Ohlone/Costanoan- Esselen Nation	Vice Chairperson Christianne Arias	8-4-2016	No	9-16-2016	Left follow-up message. No response was received.
Ohlone/Costanoan Esselen Nation	Chairperson Louise Miranda-Ramirez	8-4-2016	No	9-16-2016	Left follow-up message. No response was received.
The Ohlone Indian Tribe	Mr. Andrew Galvan	8-4-2016	No	9-16-2016	Left follow-up message. No response was received.

Notes: N/A = not applicable; NAHC = Native American Heritage Commission

Source: Data compiled by AECOM in 2016

5.4. Archeological Field Survey

A mixed-strategy field survey of the APE was completed by Jennifer Redmond (AECOM Archeologist, M.A., R.P.A.) and Joshua Taylor (AECOM Archeologist) on July 21 and 22, 2016 (see Figure 18 for area covered). J. J. Wintersteen, owner of several of the properties included in the 700 Innes portion of the proposed project, provided access to some of the privately held parcels and provided details on some aspects of the recent history of the project area. The breakdown of each parcel by owner is included in Figure 2.

5.4.1. **700 Innes Property**

BUILD Ownership

The portion of the 700 Innes property owned by BUILD was surveyed using 5- to 10-meter transects, depending on the topography (Figure 18). Aside from a narrow strip of land along Innes Avenue, this land consists of artificial fill, which was transported to the property in the 1950s or later. Much of the original fill came from the construction of Candlestick Park to the south, or from the construction of a section of I-280 through San Francisco. Large piles of sand, gravel, and construction debris are on the property. Unpaved areas were examined for the presence of archeological materials, including redeposited prehistoric materials in the fill. Where exposed soils were present, visibility was good (50 to 75 percent). The property was largely disturbed, and no foundations or features visible on historical maps or aerials (e.g., Plate 11) were identified. No *in situ* archeological resources were identified during the pedestrian survey. Construction materials, sparse, historic-period artifacts—including ceramics and glass—modern debris, and possible redeposited pier/wharf pilings were identified on the property (Plate 7).



Plate 7. 700 Innes: BUILD property, view northeast, showing possible redeposited piling or pier fragment.

Hamman Ownership

The portion of the 700 Innes property owned by Hamman was surveyed in narrow, 5-meter transects. This land was filled in the early twentieth century, and the boathouse on the property (702 Earl Street) was built in 1935. This parcel was landscaped; unpaved areas were examined for the presence of archeological materials. Where exposed soils were present, visibility was poor to good (25 to 50 percent). No archeological resources were identified.

Wintersteen and Zebra Ownership

The portion of the 700 Innes property owned by Wintersteen was surveyed in an intuitive manner (Figure 18). Much of the property was developed, paved, or covered with gravel, debris, vehicles, or shipping containers (Plate 8). Accessible areas were examined for the presence of archeological materials. In the small areas where exposed soils were present, visibility was poor to good (25 to 50 percent). The areas of the property along Innes Avenue that were not covered with fill were cut and graded to allow vehicle access in the twentieth century. No *in situ* archeological resources were identified during the pedestrian survey. Construction materials and modern debris were observed, along with sparse, historic-period artifacts, including small fragments of black glass and stoneware (likely from bottles) on the rear of the 840 Innes Avenue parcel. The Zebra property was not accessible to survey. Based on what can be seen from neighboring areas it appears that there is little, if any, exposed ground surface in this parcel.



Plate 8. 700 Innes: Wintersteen property, view east.

5.4.2. India Basin Shoreline Park and India Basin Open Space Properties

RPD Ownership

RPD's India Basin Open Space and India Basin Shoreline Park were also surveyed using 5- to 10-meter transects, depending on the topography. These areas are also almost entirely composed of artificial fill, except for a small portion in the extreme northwest adjacent to Hunters Point Boulevard. Unpaved areas were examined for the presence of archeological materials, including redeposited prehistoric materials in the fill. Where exposed soils were present, visibility was good (50 to 75 percent).

Offshore components of these areas were also visually examined from the edge of the shoreline during low tide. During completion of the pedestrian survey, what appears to represent the remains of at least one, and possibly two, abandoned ship hulks were observed in Shoreline Park and immediately adjacent waters. The most apparent sunken vessel was identified offshore of Shoreline Park (Plates 9 and 10). The wreck appears to be the remains of an iron and wood vessel extending out from under the fill used to create the Park.



Plate 9. Shoreline Park submerged ship hulk, view northeast.



Plate 10. Shoreline Park submerged ship hulk, view south. Note remains of modern vessel at left of image.

In addition to this vessel, during the completion of the pedestrian survey wood and metal fragments, recognized as possibly associated with a second ship, were identified in a small tidal pond/inlet on the eastern side of Shoreline Park (Plate 11). Neither hulk could be adequately accessed during completion of the pedestrian survey as the portions that are exposed are located within inundated areas. It also appeared that these potential hulks extended beneath the fill that was imported to reclaim the shallow waters of India Basin during the 1950s and 1960s.



Plate 11. Shoreline Park possible entombed vessel in fill and tidal pond/inlet, view north.

It appears that the remains of one of the two potential vessels identified during the survey are depicted on the 1956 (photorevised 1967) USGS topographic map for Hunters Point (Plate 12) (USGS, 1956a). As can be seen in Plate 12, various piers and docks still extend Bay ward from the properties fronting Innes Avenue and a finger of fill now extends northeastward from the vicinity of the 700 Innes parcel (pink land mass at left margin of Plate 12). Just north of this peninsula of fill, a derelict ship hull is visible as represented by the cross hatching within the shallow waters (stippled) of the Bay.

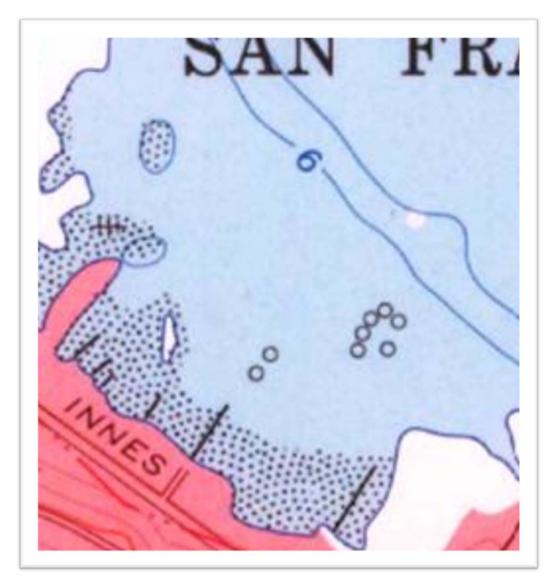


Plate 12. Ship hulk (cross hatching at center left) resting in tidal flat of India Basin as depicted on 1956 Hunters Point topographic quadrangle map (source: USGS, 1956a).

Superimposing and georeferencing current aerial imagery to the 1938 aerial (Plate 13) reveals that the presumed hulks that were identified during the archeological survey line up closely with the vessels visible in the 1938 aerial (see also Plate 6). The bow of the northernmost vessel in the 1938 aerial falls within the tidal inlet, with the remainder of the hull appearing to fall within the fill that was subsequently imported to create Shoreline Park. The larger vessel in the 1938 image corresponds directly with the more definitive hull identified within the shallow waters off of Shoreline Park. The remainder of this hull likewise appears to extend beneath the park's imported fill as revealed in the overlay. Furthermore, Plate 13 shows that at least one other large hulk that was clearly not seaworthy in 1938 (bottom of frame in Plate 13) could occur entirely beneath the surface of today's Shoreline Park.

The imported fill and developed surface of the park prevented further delineation of these vessels during the pedestrian survey. In addition to the two potential ship hulks identified during the pedestrian survey, a number of scattered historic-period artifacts were identified across the parks; none, however, appeared to be *in situ*.



Plate 13. Overlay of 1938 Ryker aerial photograph on Google Earth image (source: David Rumsey Historical Map Collection).

5.4.3. **900 Innes Property**

RPD Ownership

RPD's 900 Innes property was surveyed in narrow, 5-meter transects. Unpaved areas were examined for the presence of archeological materials. Where exposed soils were present, visibility was poor to good (25 to 50 percent). Much of the unpaved portions of the property were vegetated (Plate 14). The built environment resources on this property are being documented in the HRE (Page & Turnbull) for the current undertaking; the focus of this portion of the survey was to locate several potential archeological resources, as well as any previously unidentified resources. The well and construction debris noted as possible archeological features by Page & Turnbull were relocated. The well was identified during the survey as a sewer standpipe; the manhole cover is labeled "SF/DPW/SEWER," and the standpipe is marked as capped. The construction debris, consisting of red ceramic roofing tiles and granite curbstones, was identified by Wintersteen as having been left behind by a recent contractor (Granite Construction) who had used the parcel as an equipment and material storage yard. Granite curbstones were also noted on the Wintersteen property, as well as at India Basin Shoreline Park, where they had been incorporated into the landscaping. As these items identified by Page & Turnbull, specifically the stand pipe and debris from Granite Construction's recent use of the site they are not associated with the construction of scows or other vessels in India Basin, they are not contributors to the India Basin Scow Schooner Boatyard. Furthermore, as both are modern in age they do not represent archeological resources and as such, they will not receive further consideration herein.



Plate 14. 900 Innes, view south. Note Shipwright's Cottage left of tree.

No *in situ* archeological resources were identified during the pedestrian survey. Construction materials and modern debris were identified, along with sparse, historic-period artifacts, including a possible fragment of a glass fishing float. Offshore components of this parcel were also visually examined during low tide. Additional components of the "water fence posts" identified by Page & Turnbull (2016:18) were visible in the mud at low tide off of India Basin Shoreline Park (Plate 14). Consisting of what appear to be concrete slabs, the function of these elements is unknown. Because there is only one row of piles (i.e., water fence posts) these may have been panels placed vertically along the posts to serve as some sort of marine bulkhead (Plate 15). Sparse, historic-period artifacts, including majolica and Chinese brownware, were noted in the Bay Mud near this feature.



Plate 15. Water fence/pier off Shoreline Park, view east.

5.5. Extended Phase 1

As described above, what appears to be the remains of at least one, and likely two, ship hulks were identified in the APE during completion of the pedestrian survey efforts. In response to comments received from Planning to the draft ASR, AECOM completed an Extended Phase 1 (XP1) study (i.e., limited subsurface investigation) within the confines of Shoreline Park and immediately adjacent waters to augment the results of the pedestrian survey and determine the identity of the vessels in question. In consultation with Planning, the XP1 implemented by AECOM took the form of three parts: (1) working alongside Northgate Environmental Management (NEM) during completion of environmental borings within Shoreline Park, (2) subsurface work in the form of placing soil probes within the tidal inlet and shallow offshore waters atop and around the remains identified within Shoreline Park, and (3) the completion of additional archival research as a means to more definitively identify the hulks pictured in the 1938 aerial imagery (Plates 6 and 13). The results of the XP1 and how they relate to the results of the pedestrian survey are described below.

5.5.1. Archival Research

In order to determine the identity of the vessel(s) observed during the archeological survey in Shoreline Park, additional archival research was required. A "ship graveyard" had been identified by previous researchers at Hunters Point, but they did not place this ship scavenging area in the vicinity of Shoreline Park. Page & Turnbull (2016:54), in earlier iterations of their HRE prepared for the current project, indicate that during the 1920s and continuing into the 1930s "obsolete vessels were towed to the east end of the basin, stripped of parts, and left to deteriorate in the mud." Other researchers similarly placed the location of this vessel scavenging in the eastern portion of the India Basin/Hunters Point vicinity. According to PAR, who conducted the archeological inventory and assessment of Hunters Point Shipyard, the "Hunters Point Ship Graveyard" was located "in the cove west of the point" (Hamusek-McGann et al., 1998:33). Although which cove west of the point is not specifically identified, PAR suggested that the "ship graveyard" lies within their "Zone 4," which is a large offshore area around the naval shipyard east of the APE delineated for the current project (Hamusek-McGann et al., 1998:59). Citing PAR, Archeo-Tec likewise placed the "Hunters Point Ship Graveyard" in an area east of the current APE (Pastron et al., 2009a:Figure 18; 106).

Primary source reference to the "Hunters Point Ship Graveyard" mentioned by both PAR (Hamusek-McGann et al., 1998) and Archeo-Tec (Pastron et al., 2009a and 2009b) is first found in a series of newspaper articles they cite (i.e., *San Francisco News*, 1938) bemoaning the presence of decaying vessels lying offshore of the by then burgeoning Hunters Point neighborhood. A period photograph (Plate 16) depicts obsolete vessels at Hunters Point ca. 1929. A handwritten notation on this particular version of the photograph reads "Lexington Carrier A (sic) Hunters Point River Boats Boneyard, SF Modoc & Apache." Plate 16 clearly depicts an ark houseboat in the foreground and other smaller craft moored between the two "river boats." One of these smaller vessels appears to have a debris chute mounted on its roof that in turn extends up to the flanks of the larger vessel at rear of image. The larger vessel at rear also has a ladder extending up to it from a platform at far right of image. All these features suggest that these vessels are not simply abandoned but being actively salvaged. It should also be noted that a "boneyard" (as noted on face of image reproduced here as Plate 16) is common vernacular for a breaking yard where obsolete or damaged machinery, equipment, vehicles, and/or vessels are broken up and useable portions repurposed (i.e., salvaged).



Plate 16. Abandoned "river boats *Apache* and *Modoc*" being salvaged at Hunters Point ca. 1929. Note ark houseboat in foreground (source: Bernal History Project, 2017).

A review of the 1938 Ryker aerial east of the current APE reveals a single, isolated hulk within the waters, well offshore, corresponding to the area referred to as "Zone 4" by PAR (Plate 17). This same vessel, along with a second "wreck", are depicted on Archeo-Tec's Figure 18 (Pastron et al., 2009a). It is likely the presence of this vessel (and the second identified by Archeo-Tec), along with the name of the "graveyard," that led researchers to the presumption that the aforementioned "Hunters Point Ship Graveyard" was located closer to the naval shipyard. Subsequent research performed for the current investigation (outlined below), however, reveals that the "Hunters Point Ship Graveyard" is both one and the same as the "River Boat Boneyard" (as depicted in Plate 16) and is specifically located within the confines of Shoreline Park and immediate offshore area.



Plate 17. 1938 Ryker aerial photograph with submerged vessel in vicinity of today's Hunters Point Naval Shipyard (source: David Rumsey Historical Map Collection). Note eastern edge of current APE at upper left of image and dry docks of naval shipyard at bottom right.

Before World War II, the area now containing Shoreline Park was clearly shallow water and the final resting place of various vessels, "left to deteriorate in the mud," as depicted in a zoomed in version of the 1938 Ryker aerial (Plate 18). The presence of these vessels at this specific location dates back at least three years earlier as revealed in an aerial photograph dating to 1935 (Plate 19). Although somewhat difficult to see owing to the differing quality of the images, it is nonetheless evident that one vessel pictured in the 1935 image is barely recognizable as a vessel in the image from 1938 (to bottom left of largest vessel in Plate 18). Given that these two images were taken only three years apart, the significant change in this vessel suggests that it was being actively scavenged. Fittings, hardware, and useable lumber being pulled by the local ship builders and repurposed elsewhere led to the point where the remaining hulk was settling into the underlying muds as the hull was no longer able to stay afloat.



Plate 18. 1938 Ryker aerial photograph with vessels in various states of repair in vicinity of today's Shoreline Park (source: David Rumsey Historical Map Collection).

Additional evidence suggesting that the vessels appearing in the 1935 and 1938 aerials in the vicinity of today's Shoreline Park (Plates 18 and 19) and not the vessel near the naval shipyard (Plate 17) represent the "River Boat Boneyard" are the proximity of the shoreline to the abandoned vessels and the dirt road paralleling the shoreline in the same vicinity. In Plate 16, it is clearly evident that the shore is in close proximity to the vessels comprising the "boneyard." The historical aerial imagery likewise clearly shows that the vessels at Shoreline Park are close to shore (Plates 18 and 19), while the vessel near the naval shipyard (Plate 17) is well offshore. Using Google Earth to measure the distances, the vessel near the naval shipyard in 1938 was approximately 300 ft. offshore, while the vessels at Shoreline Park in 1938 were all less than 200 ft. offshore with two of the three vessels pictured within 100 ft.

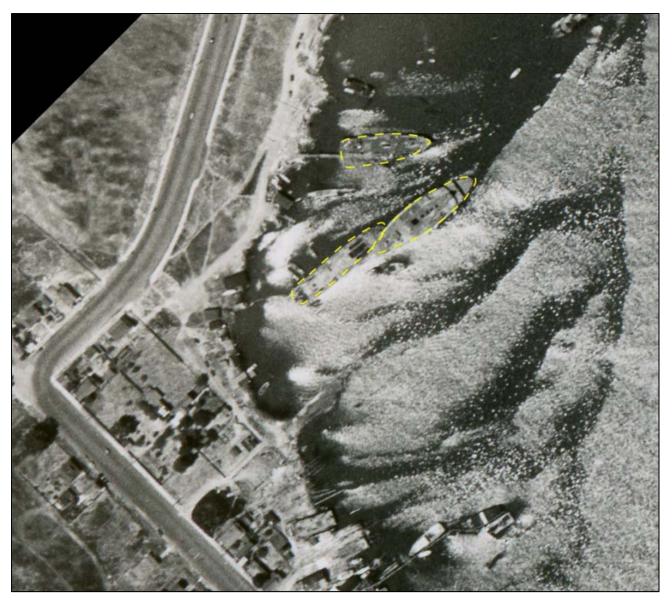


Plate 19. 1935 aerial photograph of project area with ship hulks present in Shoreline Park vicinity at left (source: Pacific Aerial Surveys). Note that the three ship hulks are outlined to aid the discussion.

Plate 16 shows a vehicle traversing a dirt roadway paralleling the shoreline. Plates 18 and 19 also show that there is a dirt road paralleling the shoreline; however, no such road occurs along the shore near the Naval Shipyard as seen in Plate 17. This evidence alone suggests to a high degree that the "River Boat Boneyard" was historically located in the vicinity of today's Shoreline Park.

The premise that the River Boat Boneyard is one and the same as the Hunters Point Ship Graveyard is also based on a description of the vessels that composed the graveyard during the late 1930s. Citing the San Francisco News of 1938, both PAR and Archeo-Tec report that by this time period, five vessels lay wasting in what was by then an infamous public eyesore. As reported by PAR (Hamusek-McGann et al., 1998:33), the five vessels found in the graveyard included:

- The *Arrow*, a 147-ft.-long ferry that was built in Seattle in 1903. By 1938, nothing remained of her but her bows and two starboard portholes that emerged at low tide.
- The Bay City, a ferry built at the Fulton Iron Works in San Francisco's North Beach in 1878. She carried commuters between San Francisco and Alameda and later between Vallejo and South Vallejo. In 1930, J. C. Ogden purchased and

beached the *Bay City* at Hunters Point. By 1938, "her paneless windows and caved-in deck let fog into the once-plush cabins where three-piece orchestras had once played."

- The Caroline, a four-masted schooner built in 1902 on Puget Sound. After twenty years hauling lumber and grain, she
 was stripped of her machinery and anchored off Hunters Point. In 1932, after a storm beached her, an enterprising sailor,
 Oscar Baver, "rigged the officers' and crews' space as a six-room house with electric lights, telephone, and running water
 for himself, and his wife and daughter."
- The scow *Emma*, transported hay from Sacramento to San Francisco until ending her days at Hunters Point. Once there, a Mr. A.T. Chick mounted her pilot house on stilts and took up residence there. He and the Baver family were apparently neighbors who enjoyed a private lifestyle among the ship graveyard.
- The Modoc, a mail boat built in San Francisco in 1880. In 1917, she was sent to the Southern Pacific Shipyards in the Oakland estuary. In 1928, she was taken to Hunters Point and stripped. By 1938, only the timbers of the hull and lower deck remained.

Note that the *Apache* as identified in Plate 16 is not identified as one of the vessels in the graveyard. The only link found during the current effort between the *Apache* and the Hunters Point vicinity is the photograph presented in Plate 16. An identical image but of slightly less quality is also found within the collection of the San Francisco Public Library (AAI-015) and the catalog entry states that the image is of the *Apache* and *Modoc*. It should be noted; however, that another identical version of this photograph is found on the Hunters Point History website (San Francisco History Index, 2002) and that this copy does not include any such notation. It is possible and perhaps likely that the notation was added at a later date and that the information provided in the notation was erroneous. Supporting the premise that the placement of the *Apache* within the boneyard ca. 1929 is erroneous is a depiction of the *Apache* drawn by E.A. Burbank in 1935 (Plate 20). Although it is possible that Burbank sketched the *Apache* in a seaworthy condition using the hulk in the boneyard as a model, as will be seen below, the vessels depicted in the ca. 1929 photograph of the boneyard had been reduced to the point of barely being recognizable as vessels by 1935. The fact that Burbank drew a clearly intact *Apache* in 1935 suggests that the *Apache* was in fact not a constituent of the boneyard.



Plate 20. 1935 graphite on paper depiction of the *Apache* by Elbridge Ayer Burbank (Source: California Historical Society).

That the River Boats Boneyard and the Hunters Point Ship Graveyard are different names for the same feature is clearly evident when one examines an undated photograph taken from a similar vantage point as the boneyard ca. 1929 (Plate 21). At the center rear of the frame is a large vessel with *Bay City* clearly written out on its flanks (note that the *Bay City* has neither a standard port nor starboard side as she was a double-ended ferry to allow her to sail in either direction). That the vessel has been scavenged of some of its equipment and structure and not simply moored in this vicinity is evident when one compares the condition of the *Bay City* in Plate 21 with the postcard of the *Bay City* plying the waters of the Bay (Plate 22). As shown in the two images (Plates 21 and 22), the primary stack, the A-frame, and the walking beam (all components of the drive system) as well as significant amounts of the lumber that made up the cabin and hurricane (i.e., uppermost) decks has been removed from the *Bay City*, presumably after it had been brought into India Basin to be salvaged.



Plate 21: Undated photograph of the Bay City and the Caroline in India Basin (source: O'Brien, 2005).

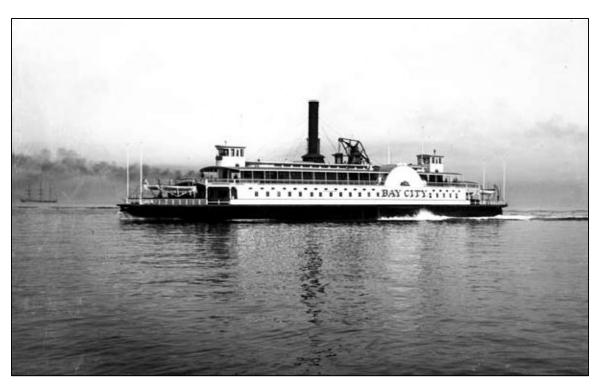


Plate 22: Undated image of the *Bay City* crossing the Bay (source: Denver Public Library). Note two pilot houses on *Bay City* as she was a double-ended ferry where both ends functioned as the bow to allow the vessel to enter and exit ferry slips without ever having to turn around.

Because we know that the *Caroline* was a schooner and the other three large vessels (excluding the *Emma* which was a smaller scow) within the Hunters Point Graveyard were all ferries, it is evident that the other relatively intact vessel depicted along with the *Bay City* in Plate 21 is the *Caroline*. A photograph of the *Caroline* being led by a tug to the Gardiner Mill ca. 1906 is provided as Plate 23. This particular image is valuable as the morphology of the stern of the *Caroline* is quite visible and comparisons with the hulk pictured in Plate 21 (as well as others provided below) can easily be made.

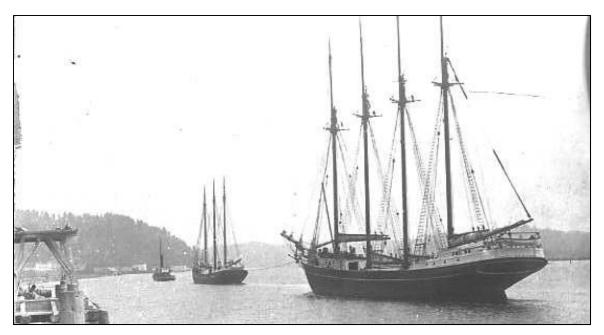


Plate 23: The *Caroline* and smaller three-masted vessel ca. 1906 being led by tug to Gardiner Mill, Gardiner, Oregon (source: Umpqua Valley Museums).

With the identities of two of the vessels established, utilizing the description of the graveyard as found in the *San Francisco News* (as cited by Hamusek-McGann et al., 1998:33), the identities of the additional vessels can be determined. According to the *San Francisco News* (1938), the remains of the *Modoc* lay closer to the beach and astern of the *Bay City* while the *Caroline* lay alongside the *Bay City*. It has been established that the vessels depicted in the undated photograph presented as Plate 21 are the *Bay City* and the *Caroline*. This image, however, does not clearly reveal the presence of the *Modoc* astern of the *Bay City*. Fortunately, there are other period photographs taken from different vantage points that illustrate the arrangement and state of the vessels in the Hunters Point Ship Graveyard. In order to aid the discussion, the vessels have been color coded in the following plates. In addition to the named vessels, an ark houseboat is also color coded as it is present in many of the photographs of the graveyard including the ca. 1929 image (Plate 16).

Plate 24 depicts the Hunters Point Graveyard ca. 1932 while Plate 25 shows a similar scene from a different vantage point ca. 1934. The *Bay City* (yellow) is quite recognizable and the name of the vessel is also legible on these images. Although the primary stack is missing and the walking beam has been removed from the A-frame in both plates, the *Bay City* otherwise appears fairly intact. This would suggest that the undated photograph presented as Plate 21 was taken sometime after 1934. In both Plates 24 and 25, the *Caroline* (pink) is at left and it is evident that she has had her four masts removed. In the foreground of both plates is an ark houseboat (green) which unlike the *Bay City* and *Caroline* is also present in Plate 16. Most importantly; however, Plates 24 and 25 clearly show a much dilapidated hulk located both astern and shoreward of the *Bay City*. This positioning in relation to the *Bay City* suggests that this hulk represents the *Modoc* (orange).

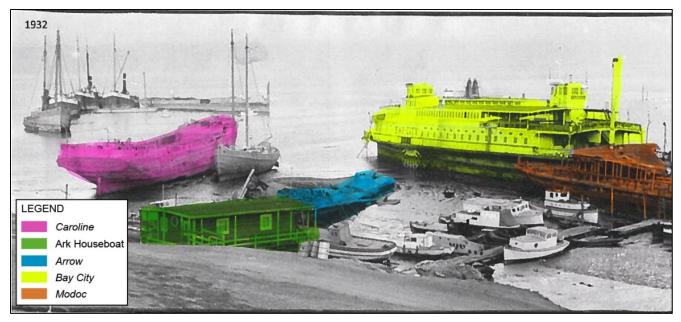


Plate 24: Hunters Point Ship Graveyard ca. 1932. De-masted *Caroline* at left with smaller two-masted sailing ship moored alongside; ark houseboat in foreground with the thoroughly reduced remains of *Modoc* just beyond, the largely intact *Bay City* at center right, and just inside at far right, the much-decayed remains of the *Arrow* (source: San Francisco Public Library Digital Photograph Collection, AAB-8960).

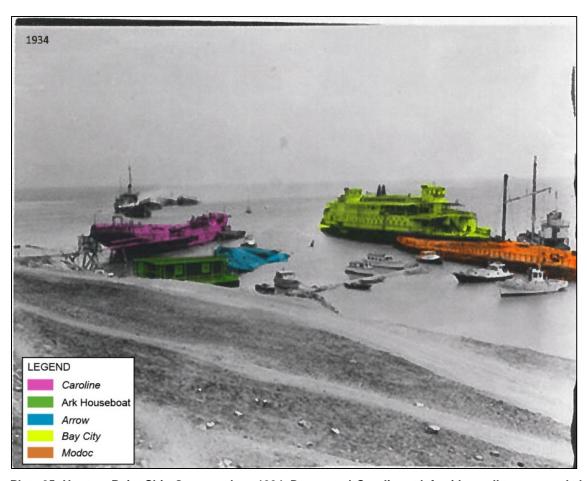


Plate 25: Hunters Point Ship Graveyard ca. 1934. De-masted *Caroline* at left with small tug moored alongside at bow. An ark houseboat is in foreground with the thoroughly reduced remains of *Modoc* just beyond, the largely intact *Bay City* at center right, and just inside at far right, the *Arrow* with the hurricane and cabin decks now absent (source: San Francisco Public Library Digital Photograph Collection, AAB-9067).

Evidence that one of the two large vessels pictured in the 1929 image of the "River Boat Boneyard" (Plate 16) is in fact the *Modoc* (orange) can be found when one compares the *Modoc* as pictured on the Sacramento River (Plate 26) with the 1929 image (color-coded as Plate 27 below). Perhaps most characteristically, the *Modoc* as depicted in operation (Plate 26) as well as in the boneyard has a very square pilot's house with three windows per side. In both images, a large black square (presumably a loading bay) is present aft of centerline (toward stern) and an evenly spaced series of square windows are present along the main deck just below the railing of the cabin deck. Four such windows occur between the aforementioned "loading bay" and a second larger "loading bay" located toward the midpoint of hull. This larger "loading bay" is closed on the image of the *Modoc* in operation (Plate 26), although it appears open in Plate 27 (just to the right of what appears to be a debris chute extending off of its cabin deck railing). These morphological features along with the knowledge that the *Modoc* was a constituent of the graveyard suggest that the vessel in question is in fact the *Modoc*.



Plate 26: Postcard of the *Modoc* on the Sacramento River (source: EBay).

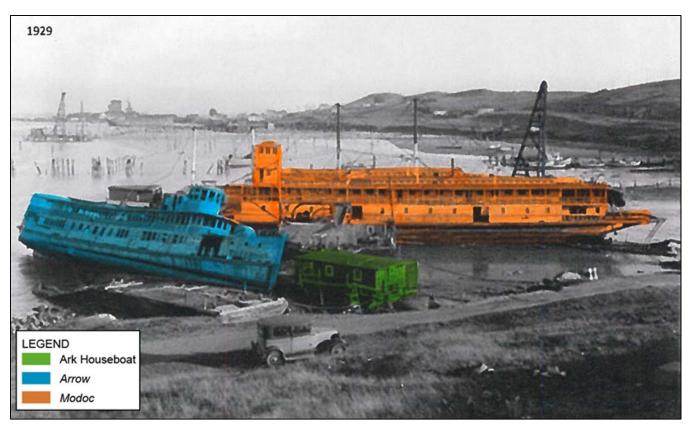


Plate 27: Hunters Point Ship Graveyard (nee River Boat Boneyard) ca. 1929 (source: San Francisco History Index, 2002). Note: The notation identifying these vessels as the *Apache* and *Modoc* is absent from this version of the photograph; compare with Plate 16.

No location is provided for the *Arrow* (blue); however, the PAR report (citing the *San Francisco News* of 1938) states that by 1938 only her bows and two starboard portholes emerged at low tide. In Plates 24 and 25, the hull of a nearly unrecognizable vessel is pictured in the middle of the frames, just beyond the ark houseboat. That this mass represents the hull of the *Arrow* is best revealed when the color-coded version of the 1929 image (Plate 27) is reviewed and the relationship between the ark houseboat (green) and the vessel identified as the *Arrow* (blue) is recognized. The conclusion that this vessel is the *Arrow* is based on a comparison with the hulk as pictured in 1929 with an image of the *Arrow* underway on the waters of the Bay (Plate 28). The positioning and number (n=3) of portholes on the bow, the presence of the large black square (possibly a loading bay) just aft of the portholes, the shape of the pilot house, and the superstructure on the bow (with crew standing alongside in Plate 28) suggests that the vessel in question is in fact the *Arrow*.

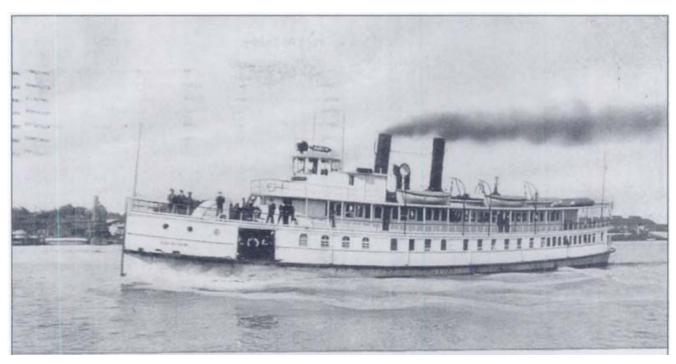


Plate 28: Postcard of the *Arrow* underway between Vallejo and San Francisco (source: Vallejo Naval and Historical Museum).

Unfortunately, the scow *Emma* could not be identified in any of the images reviewed as part of this effort. According to the *San Francisco News* (1938) as cited by PAR (Hamusek-McGann et al., 1998:33), the *Emma*, like the *Caroline*, had become home to local India Basin residents. More specifically, her pilot house was apparently separated from the hull and mounted on stilts to construct a residence. It is quite possible that some of the structures pictured along and/or over the shoreline in the 1938 aerial (Plate 6) represent the *Emma*; however, lacking additional evidence, this is purely conjecture.

Utilizing the vessel identification effort described above, it is possible to identify the hulks pictured in the 1938 aerial (Plate 29) which can in turn be utilized to identify the hulks observed during completion of the pedestrian survey. As described above, five vessels, the *Arrow*, *Bay City*, *Caroline*, *Emma*, and *Modoc* were found in the Hunters Point Ship Graveyard in 1938 (PAR, citing the *San Francisco News*). The *Emma* was not clearly identified during completion of this research, due to lack of additional evidence. Comparing Plate 29 below with Plates 24 and 25, one can clearly see the *Bay City* (yellow) with the remains of the *Modoc* (orange) resting astern and closer to shore. The *Caroline* (pink) with her stern toward shore is also easily seen. On shore, the roof of an ark houseboat (green) is also visible. Just beyond the ark houseboat, barely visible above the waters is the *Arrow* (blue).

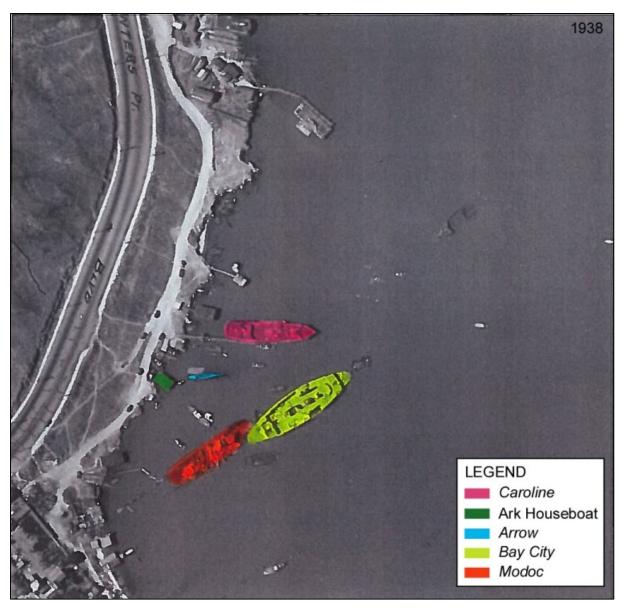


Plate 29. 1938 Ryker aerial with vessels of the Hunters Point Ship Graveyard identified (source: David Rumsey Historical Map Collection).

Although there was increasing public pressure in the late 1930s to remove the abandoned vessels (Delgado, 2013:128). However, the review of later imagery conducted for the project revealed that after World War II, vestiges of the Hunters Point Ship Graveyard were still present in the vicinity of today's Shoreline Park. Particularly important to the current investigation is the 1956 aerial photograph (Plate 30) that clearly depicts hulks in the Hunters Point Ship Graveyard being engulfed by fill during the reclamation of the area in the 1950s and 1960s. Research conducted for the project indicates that the hull being entombed is the *Caroline* (pink), the four-masted schooner. Just south of the *Caroline* in Plate 30, one end of what remains of the *Bay City* (yellow), the double-ended ferry, is visible. Looking at the shoreline suggests that this image was taken during high tide and that only the landward end of the *Bay City* rose above the waters. The other end of the *Bay City*, the portion observed during completion of the pedestrian survey, was submerged when the photograph was taken. Although the *Arrow* and the *Modoc* are not readily identifiable, there are features in the waters within the areas where these vessels had been located in the 1930s. Whether or not these represent the *Arrow* and *Modoc* cannot be determined from the evidence on hand. Lastly, the roof of the ark houseboat (green) was also still present near the shore. Whether the ark houseboat or the multitude of other structures along the shoreline pictured in Plate 30 was buried in the fill is unknown. Given that the fill line is clearly closing in on the *Bay City* (yellow), which is located in the only path to open water at this time, it is well within the realm of

possibilities that those structures, including the ark houseboat, were not floated out of this location and may have also been left where they were, demolished or entombed.

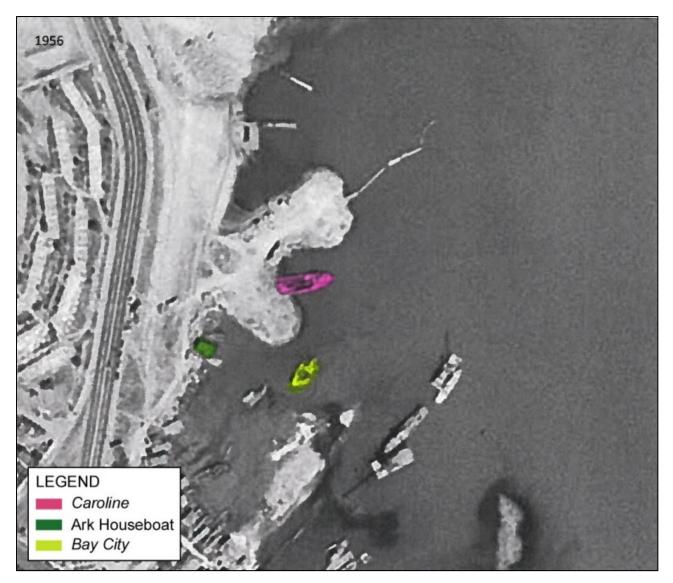


Plate 30: 1956 aerial with vessels of the Hunters Point Ship Graveyard identified (source: EDR, 2013). Note that the *Caroline* is partially engulfed by encroaching fill.

Evidence that the *Caroline* was present and very much intact while the reclamation efforts described previously were being undertaken is also found in a series of photographs obtained from the Seattle Museum of History and Industry (MOHAI) (Plates 31 and 32). Taken in 1955, this series of images offer a fascinating glimpse of the last days of the *Caroline*—which had become the domicile of Oscar Baver who "rigged the officers' and crews' space as a six-room house with electric lights, telephone, and running water for himself, and his wife and daughter" (Hamusek-McGann et al., 1998:33). As can be seen in Plate 31, electric and/or telephone lines still appear to be attached to a jerry-rigged pole on the port side of the *Caroline*. From the pole, the lines run straight to the makeshift structures erected toward the bow of the vessel. Also note the mound of fill just beyond the port side of the *Caroline*.

52



Plate 31. From aboard the Caroline in 1955 (source: MOHAI). Note encroaching fill at left of image.

Plate 32 depicts an image of the *Caroline* taken from close to the edge of the encroaching fill. The vessel is clearly in poor shape with the bow appearing to sag. Particularly noteworthy is the condition of the hull that falls below the waterline during high tides. Large areas of the hull are clearly open to the waters of rising tides which would have exacerbated the deterioration of the vessel.



Plate 32. Starboard side of the Caroline in 1955 (Source: MOHAI).

Among those present in 1955, when these images were taken, was Max Lembke, San Francisco Maritime Association board member (Plate 33). Mr. Lembke is a well-known figure among those interested in the maritime history of San Francisco (and the Bay in general) as he was instrumental in the securing of the *Balclutha* (nee the *Pacific Queen*) for the Maritime Museum (*San Francisco Chronicle*, December 21, 2016). During or sometime shortly after Lembke's 1955 visit, the bowsprit (the forward extension of a vessel's prow) of the *Caroline* was removed. Plate 33 pictures Mr. Lembke with his hand on the ornately carved bowsprit before its removal.



Plate 33: San Francisco Maritime Association board member Max Lembke with hand on bowsprit of the *Caroline* in 1955 (source: MOHAI).

Ultimately, the bowsprit was donated to the MOHAI in Seattle, near the shipyard on Puget Sound where the *Caroline* was built (Plates 34 and 35). The undated image of the bow of the *Caroline* with the bowsprit still in place (Plate 34) was provided by MOHAI and exhibits an outline that delineates the section of the bowsprit that was removed. Plate 34 also displays the poor condition of the *Caroline*'s hull. Plate 35 depicts Horace W. McCurdy, maritime historian and museum benefactor with the restored bowsprit as displayed by the MOHAI in 1956 (White, 2008).

Following the salvage of key pieces of the vessel, the remainder of the hulk was left in place and continued to deteriorate.



Plate 34: Undated photograph of the bow of the *Caroline* with the section of the bowsprit to be salvaged outlined in pen (on original) (source: MOHAI).



Plate 35: Restored bowsprit of the *Caroline* as held by the Seattle Museum of History and Industry (source: White, 2008).

By 1964, remnants of the *Caroline* were still present in the location of today's Shoreline Park. As seen in Plate 36, portions of the port side and some of the decking still lay partially exposed at the edge of the Bay. What had not been salvaged was succumbing to the elements, in particular the effects of shipworm, a destructive bivalve mollusk that bores into submerged (including those only periodically submerged by rising and falling tides) wood surfaces. Although additional reclamation efforts were still to be undertaken within the vicinity, the research conducted for the project suggests that the area depicted in Plate 36 corresponds to the tidal inlet where the remnants of what is now known to be the *Caroline* were identified, and it is likely only minimal additional fill had been placed in the area depicted in Plate 36.



Plate 36. The Caroline in 1964 (source: White, 2008).

The archival research guided the other phases of the XP1—the placement of Geoprobes within Shoreline Park and the use of soil probes in the tidal inlet and offshore areas. During January 2017, Jennifer Redmond (AECOM Archeologist, M.A., R.P.A.) examined extracted soil samples retrieved from borings being placed within Shoreline Park by NEM (Plate 16). Working directly with NEM, AECOM directed the placement of a portion of the borings (n=11). The aim was for the borings to intersect the locations of the hulks *if* they in fact lay buried within the fill soils of Shoreline Park, as suggested by the results of the original pedestrian field survey and by the archival evidence outlined above, including georeferenced historical aerial imagery (Plate 37). Ms. Redmond examined the recovered sample for evidence of buried vessels, such as fragments of wood and metal debris.



Plate 37. NEM borings targeting potential hulk locations based on historical imagery (see Plate 6). Because of fencing around the inlet, the northernmost boring pictured here (IBSP-AR-4) was ultimately not sampled with the Geoprobe, but was hand-augered by NEM instead.

In an attempt to ascertain the extent of the remains observed from shore during completion of the pedestrian survey, the other phase of the XP1 included the advancing of soil probes into the soft saturated sediments occurring within the tidal inlet and shallow offshore areas of Shoreline Park. This work was completed in December 2016 by AECOM Archeologists Annamarie Leon Guerrero (M.A., R.P.A.), Jennifer Redmond, and Chloe Atwater (M.A., R.P.A.). The archeologists also waded into the tidal inlet with soil probes and a handheld Global Positioning System (GPS) unit to more fully identify and precisely delineate the remains of the hulks identified during the field survey.

In January 2017, Ms. Guerrero and Ms. Atwater similarly used probes and a GPS unit to locate and map the extent of the submerged vessel first observed offshore during the pedestrian survey. In this instance, the crew conducted the probing effort from an inflatable boat tied to shore.

5.5.2. Geoprobe Borings at India Basin Shoreline Park

On January 4 and 5, 2017, a series of 11 direct-push Geoprobe borings were advanced within Shoreline Park by NEM and Cascade Drilling. Six of these borings (IBSP-SB-AR-3, IBSP-SB-AR-5, IBSP-SB-AR-11, IBSP-SB-AR-13, IBSP-SB-AR-14, and IBSP-SB-AR-20) were originally planned to only collect environmental soil data within the park; however, NEM agreed to relocate them slightly and to advance them to a deeper depth to intersect the potential locations of the vessels as depicted on the 1938 aerial image (Plate 37). The remaining five probes (IBSP-SB-AR-30 to IBSP-SB-AR-34) were conducted solely to identify the presence or absence of the ship remains. The examination of the extracted borings was conducted by Ms. Redmond. Table 4 lists the borings that were advanced and the results of the samples extracted.

Table 4
Geoprobe Borings within India Basin Shoreline Park

Boring	Date	Vessel	Results
IBSP-SB-AR-3	1-4-2017	Caroline	Positive. Fill to approximately 20 ft. bgs, then silt and gravels overlying approximately 6 in. of wood at 24 ft. bgs. Wood overlying mud with shell.
IBSP-SR-AR-5	1-5-2017	Modoc	Negative. Fill to approximately 30 ft. bgs, overlying Bay Mud.
IBSP-SR-AR-11	1-4-2017	Unnamed small vessel	Negative. Fill to 5.5 ft. bgs, with refusal at concrete.
IBSP-SR-AR-13	1-5-2017	Bay City	Positive. Fill to 23 ft. bgs, overlying gravels and gray clay. Wood (1 in. thick) at 27.5 ft bgs, overlying Bay Mud.
IBSP-SR-AR-14	1-4-2017	Arrow	Negative. Fill to 30.5 ft. bgs, overlying serpentinite (possible bedrock).
IBSP-SR-AR-20	1-5-2017	Modoc	Negative. Concrete to 8 ft. bgs, boring terminated (second attempt).
IBSP-SR-AR-30	1-5-2017	Bay City	Positive. Fill to 11 ft. bgs overlying mud. Wood (6 in. thick) at 14 ft. bgs, refusal below wood.
IBSP-SR-AR-31	1-5-2017	Bay City	Negative. Fill to 15.5 ft. bgs, overlying sandy mud, overlying Bay Mud at 20 ft. bgs.
IBSP-SR-AR-32	1-4-2017	Arrow	Negative. Fill to 20 ft. bgs, overlying sand, sandy clay, and Bay Mud. Some colorless glass at the top of Bay Mud.
IBSP-SR-AR-33	1-4-2017	Arrow	Negative. Fill to 24 ft. bgs, overlying Bay Mud, overlying small amounts of natural wood fibers and shell fragments in Bay Mud at 27 ft. bgs, overlying possible bedrock at 29 ft. bgs.
IBSP-SR-AR-34	1-4-2017	Modoc	Negative. Fill to 24 ft. bgs, refusal at concrete. Second boring at location with refusal at 8 ft. bgs because of concrete fill.

Notes: bgs = below ground surface; ft. = feet; in. = inches

Source: Data compiled by AECOM in 2017

Of the 11 borings emplaced within the footprints of vessels identified in the 1938 aerial photograph, only 3 were positive. An approximately 6-inch (in.)-thick layer of wood was encountered 20 ft. bgs within the presumed stern area of the *Caroline*.

Layers of wood were also encountered within the footprint of the *Bay City*. Boring IBSP-SR-AR-30, located nearest the water, contained a 6-in.-thick piece of milled wood at 14 ft. bgs (Plate 38).



Plate 38. Results of Boring IBSP-SR-AR-30, containing approximately 6 in. of milled wood. Boring IBSP-SR-AR-30 was located adjacent to the Bay (Plate 37), within the footprint of the Bay City.

Boring IBSP-SR-AR-13, located furthest from the modern shore, contained a 1-in.-thick piece of wood at 27.5 ft. bgs. The remaining seven borings either contained introduced fill overlying Bay Mud or were terminated because of the density of concrete fill in the boring location. Three borings included a very thin layer of sand or silt between the obvious fill and Bay Mud, but it is unclear if these sediments also represent introduced fill. Boring IBSP-SR-AR-33 contained plant fibers and marine shell fragments overlying possible bedrock, but these fragments were overlain by several feet of mud, suggesting natural deposition in this area. The marine shell fragments were generally large and imbedded in the Bay Mud, suggest that they represent a natural (i.e., noncultural) deposit. The origin of the organic matter is unknown, but it too was situated in the Bay Mud, suggesting natural deposition.

IBSP-SR-AR-4, also planned for the footprint of the *Caroline*, was hand augered because of access issues for the drill rig. This excavation was not observed. NEM noted that no wood was encountered in the 2-ft.-deep auger. Remains of the *Arrow* or the *Modoc* were not identified during the Geoprobe boring program.

5.5.3. Soil Probes within Tidal Inlet and Offshore Area of Shoreline Park

Caroline

On December 22, 2016, AECOM Archeologists Jennifer Redmond, Annamarie Leon Guerrero, and Chloe Atwater placed shallow probes in and adjacent to the tidal inlet on the east side of Shoreline Park where archival research (as described above) indicated was the final resting place of the *Caroline* (Plate 39). The probing was designed to determine to what extent the remains of the *Caroline* occur within this portion of the APE. The team also mapped in various pieces of lumber that were observed in the vicinity, given that they too may be associated with the *Caroline*.



Plate 39. Overview of tidal inlet, view northwest.

On the southeastern side of the tidal inlet, several pieces of milled lumber and two creosote-soaked poles affixed to each other were observed. It is possible that the two poles were once part of the pier that historically extended out to starboard flank of the *Caroline* as depicted in historical imagery (see Plates 21 and 25). The lumber could likewise be associated with former features of the Hunters Point Ship Graveyard but that would simply be conjecture as it is just as likely that all of these pieces are flotsam that was subsequently trapped in the inlet. Also identified toward the eastern end of the tidal inlet was an 8-in.-diameter ferrous metal cap or fitting, possibly part of a dock or mooring system. The metal piece was anchored solidly in the soil and probing around the specimen suggested that it did extend below the surface. This may suggest that this specimen is *in situ*; however, it is also possible that the piece was introduced during the reclamation efforts.

Probing within the tidal inlet revealed the presence of two separate submerged surfaces, each approximately 12 in. below the water level (at the time of recordation during low tide). The solid and fairly regular surfaces suggest that these may represent two remnant sections of the deck of the *Caroline* as shown in Plate 36. The identified wooden surfaces were largely contiguous, as the team was able to walk along the submerged feature as evidenced in Plate 40. Within the northern region of the tidal inlet, the surface extended for approximately 30 ft. and was generally 2 to 3 ft. wide. Small portions, less than 6 in. in diameter, were missing in the eastern section of this submerged surface (see Plate 42 for the extent of the surface). The missing portions detected by AECOM archeologists walking along the surface may represent the deteriorating areas of the decking visible in the foreground of the historical image presented as Plate 36.

Further probing within the eastern side of the inlet was not possible because of high water levels. Based on the aforementioned historical image (Plate 36), the portion of the hull that once was located in this area may no longer be present, perhaps succumbing to shipworm or simply deteriorated from age. Within the southern reaches of the inlet, the surface extended for a length of nearly 25 ft. with a width generally around 2 ft.



Plate 40. AECOM archeologist on submerged surface in tidal inlet, view southeast.

In the western end of the tidal inlet was a large piece (12 in. x 12 in. x 160 in.) of milled lumber with some hardware (four spikes) attached. This lumber extended into the water about 6 in. and was found adjacent to a milled lumber plank and a concrete block. Several other pieces of milled lumber were also present on the bottom of the inlet, though their age and association is unknown. These pieces could not be examined closely because they were submerged and occurred at depths greater than accessible with the soil probes. None of this lumber appeared *in situ*, but all were situated within the footprint of the *Caroline*, as delineated from the aerial imagery.

Based on the results of this probing effort at the location of the *Caroline*, it appears likely that an intact portion of the ship lies beneath the northwestern side of the tidal inlet pond and potentially beneath the western and southern shores of the pond (Plate 41). GPS data taken in these areas directly overlie the footprint of the *Caroline* on the 1938 aerial. Although a number of pieces of lumber were found on the eastern side of the pond, closer to the Bay, it is unclear whether these are associated with the *Caroline*, a former dock, or whether they represent flotsam that washed into the inlet.

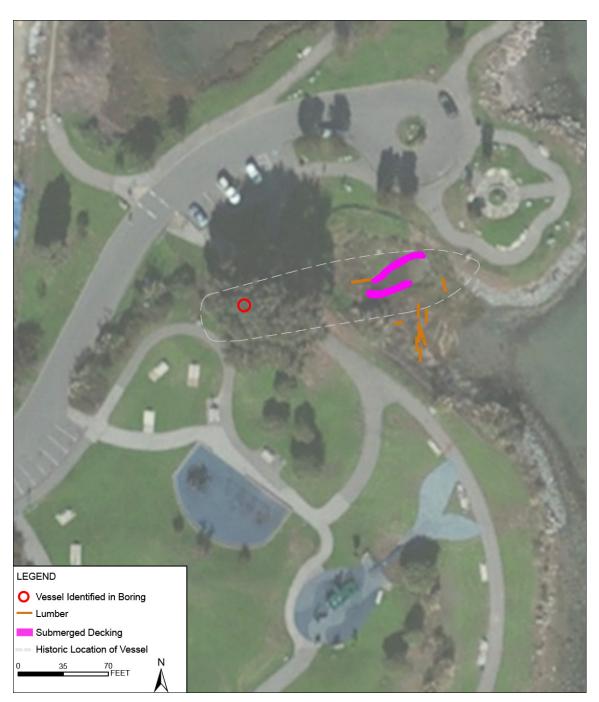


Plate 41: Remnants of the Caroline as identified within Shoreline Park.

Bay City

On January 6, 2017, AECOM Archeologists Annamarie Leon Guerrero and Chloe Atwater conducted the identification efforts at the location of the *Bay City* within the tidal area off of Shoreline Park. The effort was designed to occur at least partially during a significant low-tide event to maximize the visibility of the remains.

After the waters had receded to a high degree and with the appropriate safety gear in place, the team was able to partially wade out around the exposed remnants of the *Bay City*. With closer inspection it was readily evident that the portion of the hulk observed previously from shore consisted of two gunwales (or gunnels), five longitudinal beams (possibly strakes/stringers), and portions of possible decking still intact (Plates 42 and 43). The offshore superstructure appears to be part of the docking apparatus, or mooring dolphin, used to secure the *Bay City* as is visible in Plate 24. It appears that the

dolphin has partially collapsed and tipped toward the Bay since its use with the Bay City. Sections of rope remain on the feature; however, these likely relate to later use of the structure and are not associated with the Bay City.







Plate 43. Possible decking.

The northern and southern extents (gunwales) of the hulk were identified extending out from the riprap bordering the shoreline, and the intermediate area was probed and intensely surveyed to identify other wooden remains or any associated artifacts.

The hull was found to measure 38 ft. wide (across the gunwales) at a point where the *Bay City* extended out from beneath the riprap. Several pieces of metal hardware were identified in the vicinity of the southern gunwale, including two *in situ* maritime spikes. The two square-cut spikes were visibly protruding approximately 4 in. out of the gunwale, into the ship's interior, and would measure at least 6 in. long in their entirety. Three pieces of potentially related but unidentifiable metal hardware were also found in the vicinity, but their association is unknown. Wooden blocks were observed protruding perpendicularly off of the southern gunwale in a ladder-like fashion toward the interior of the hulk, connecting to an interior lateral beam (Beam 5; see Plate 42 for an example of similar wooden blocks protruding from Beam 3).

Five wooden stringers running roughly parallel to the gunwales toward the mooring dolphin were identified (demarcated with pinflags in Plate 44). The lateral beams were approximately 6 in. wide. The full length and depth of the stringers could not be determined because of inability to penetrate the accumulated sediments (including rock) with the soil probes and, as one moved farther offshore, the depth of the water. An intact portion of the deck was identified along the shoreline near the center of the *Bay City* between Beams 2-4. The deck consisted of at least four wooden planks, approximately 5 in. wide.

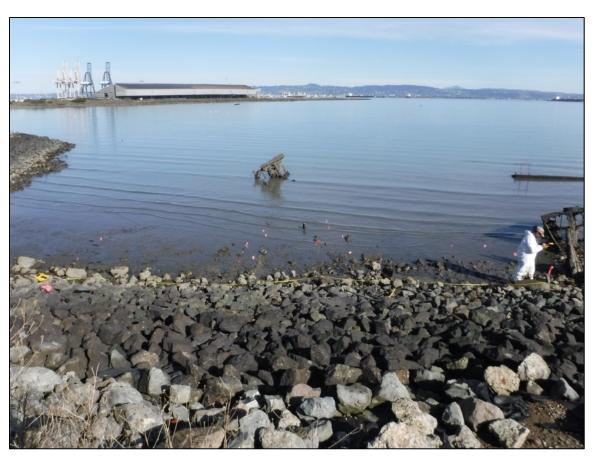


Plate 44. Longitudinal beams and dolphin, view northeast.

When possible, sediment was removed and riprap was moved to reveal the extent of the beams and deck. The gunwales, beams, and deck all clearly extend under the riprap toward Shoreline Park, but it was not possible to determine their full extent because of the thickness of the riprap and fill. Similarly, because of the rising tidal level the surveyors were unable to wade out the full length of the planks into the bay to determine if they remain intact and/or connect with the mooring dolphin, located approximately 58 ft. east of the shoreline. The gunwales and beams were all followed out approximately 12 to 15 ft. into the Bay, toward the mooring dolphin.

Several nondiagnostic and likely unrelated artifacts (e.g., milk glass, aqua bottle finish, colorless jar base) were also located at the edge of the Bay shore. These artifacts are likely the result of casual disposal and reflect the usage of the Bay shore from the historic period to the modern era, as was seen across the shoreline in the APE.

At high tide, an inflatable raft was deployed from the shoreline to identify and delineate any remains of the *Bay City* located beyond safe wading distance as well as reach the remnants of the mooring dolphin located approximately 58 ft. offshore. The dolphin was composed of wood piles, lumber, metal fittings, and rope. The main element appeared to be a length of fractured wood pile approximately 80 in. long (Plate 45). It appears that the piles supporting the dolphin fractured and the dolphin tilted over. A corroding metal rod extended east off of the structure, toward the Bay, for approximately 62 in. Manufactured wire nails and degrading paint were also observed on the dolphin.

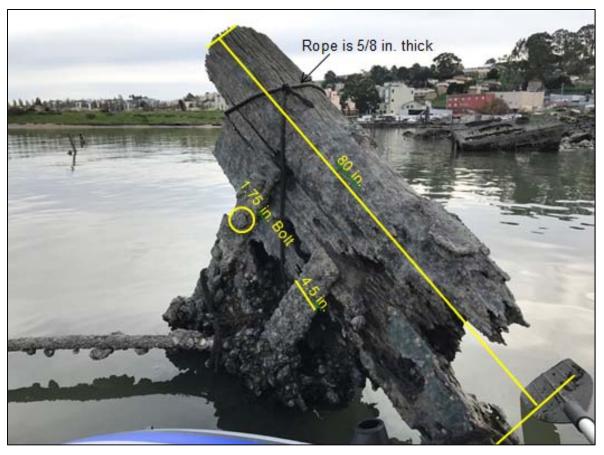


Plate 45. Mooring dolphin measurements.

A soil probe was employed to determine the extent to which the dolphin extended below the water line. The probing effort revealed that portions of the dolphin continue for at least 4 ft. below the exposed waterline. Although the lack of clarity of the water prevented a visual inspection of the dolphin below the waterline, the dolphin appeared to extend both vertically and horizontally. The presence of any remnants of the *Bay City* in close proximity to the dolphin could not be determined because of the depth of the water.

AECOM's efforts revealed that a significant portion of the *Bay City* remains within Shoreline Park and the adjacent offshore area (Plate 46). Not only were remnants of the vessel found extending out into the Bay from beneath the fill and riprap, but the Geoprobe effort identified milled lumber resting on Bay Mud. One of the samples indicated that the wood is more than 6 in. thick (Plate 38).



Plate 46: Remnants of the Bay City as identified within Shoreline Park and the immediate offshore area.

5.5.4. Summary of XP1

In summary, the results of the XP1 investigation strongly suggest that the remains of at least two abandoned ships are located within the APE as documented on DPR 523 Series forms (Appendix D). These vessels were initially identified during the July 2016 pedestrian survey and in preliminary reviews of the 1938 Ryker aerial. The supplemental archival research completed to guide the XP1 field work (Geoprobe borings and shallow soil probes) identified that the vessels are named the *Bay City* and the *Caroline*. These vessels (along with others that may be more deeply buried in the fill in Shoreline Park such as the *Arrow* and *Modoc*) were brought into India Basin, run up into the shallows to enhance accessibility, and scavenged by the local boatbuilding industry before being entombed in fill. Remnants of the *Bay City* and the *Caroline* were identified during monitoring of NEM's environmental borings, as well as during subsurface work in the form of placing soil probes within the tidal inlet and the shallow offshore waters. This XP1 field work confirmed that intact portions of each vessel are located within the APE (Plates 41 and 46).

5.6. Archeological Sensitivity Assessment of Area of Potential Effects

Aside from the hulks identified onshore and in the near offshore at Shoreline Park, no other *in situ* archeological resources were identified during the completion of the inventory efforts described in this document.

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Although no other *in situ* archeological resources were identified in the APE, the potential for encountering buried archeological resources must be addressed. For a number of years, it has become standard (and expected) practice that archeological studies must address resources that may lie buried and undetected in the confines of a given APE by assessing the archeological sensitivity of the underlying soils. Whether obscured by modern development or buried beneath culturally sterile soils, such resources, obscured from view—and therefore undetectable by surface inspection alone—could be inadvertently exposed during construction activities, and therefore could affect implementation of the proposed project.

As presented in Section 2.2, the maximum vertical extent of the APE varies between 56 ft. bgs for the onshore areas landside of the 1859 shoreline to a maximum of 110 ft. bgs for the offshore components. Lying between these two areas is the large expanse of reclaimed land where the maximum vertical extent of disturbance is estimated to be 100 ft. bgs. The sections of the APE lying offshore of the 1859 shoreline (Figure 4; see also Figures 6 and 7) require deeper disturbance, because of the fact that these areas are underlain by marine sediments, including Bay Mud and Old Bay Clay.

Because of differences in the underlying soils, varying levels of sensitivity for harboring buried archeological resources, as well as varying potential for the presence of prehistoric and historic archeological resources, the following discussion is broken down into three segments (see Figure 4):

- Onshore portion of APE landside of the 1859 shoreline
- · Onshore portion of APE waterside of the 1859 shoreline
- · Offshore portion of APE

5.6.1. Onshore Portion of the Area of Potential Effects Landside of the 1859 Shoreline

A small portion of the APE is landside of the 1859 shoreline (Figure 4; see also Figures 6 and 7). Although no *in situ* archeological features were identified during completion of the archeological survey, because this portion of the APE was known to be used during the historic period, as well as being available for habitation and resource procurement during the prehistoric period, this area is clearly of increased archeological sensitivity (Figure 19).

Prehistoric Archeological Resource Sensitivity

In general, previously identified prehistoric archeological resources in San Francisco represent either residential or nonresidential resource types. The most common type represented in the archeological record is residential. These resource types typically contain midden deposits; and in this region, dense accumulations of shellfish fragments, commonly referred to as shellmounds. Residential resource types contain evidence of long-term occupation, usually with more than one of the following components: midden, hearth and ash features, house pits, burials, or other types of archeological features.

Nonresidential resource types generally lack evidence of prolonged occupation, but can contain evidence of resource procurement and processing, and can be representative of a wide range of human behaviors. Resources of this type include temporary campsites, specific-use areas (e.g., lithic reduction and tool production locations), and isolated burials and features.

Shellmounds are a distinctive Bay Area residential resource type that may have mortuary and/or ceremonial elements. These resource types may contain flaked-stone tools and debitage; food milling and grinding implements; modified or dietary bone, antler, and shell; charmstones; bone or shell ornaments, tubes, whistles, and other ceremonial paraphernalia; cooking stones; and imported stone and shell, as well as human remains, often in burial contexts.

No evidence of prehistoric use of the area was identified during the current investigation. The lack of visible evidence does not eliminate the potential for prehistoric archeological resources. Throughout the Bay Area, prehistoric archeological deposits completely obscured from view have been uncovered during construction activities. In addition, deeply buried prehistoric deposits have been identified during geoarcheological investigations, including here in San Francisco. Most recently, geoarcheological work conducted for the San Francisco Public Utilities Commission (Kaijankoski, 2015; Kaijankoski et al., 2015) identified an intact archeological deposit buried beneath modern development approximately 1 mile northwest of the current APE.

The geotechnical investigation (LTR, 2015:2) suggests that 10 to 15 ft. of fill is likely landside of the 1859 shoreline; however, this amount seems too extensive given the presence of the Shipwright's Cottage (constructed ca. 1875) on the current landform. No direct evidence exists to suggest that fill of this magnitude actually occurred. However, geologic processes, as well as historic and modern development, could easily have obscured evidence of prehistoric use of the vicinity. Therefore, it is possible that prehistoric archeological resources occur in this portion of the APE.

Historic Archeological Resource Sensitivity

The most common historic-period, nonarchitectural archeological resource types are typically refuse or trash deposits, which can contain a wide spectrum of cultural materials. Refuse scatters can consist of localized, dense deposits in excavated pits, privies, or wells; or they can consist of dispersed scatters spread over large areas (sheet refuse). Refuse scatters can reveal important information on the daily activities of the area's inhabitants, and this information can assist in addressing research themes and questions about topics such as foodways, the domestic material environment, or trade and interregional contact. Potential domestic-related artifacts and features could include ceramics, glass bottles and glassware, faunal material, and personal effects such as buttons, buckles, and jewelry.

Architectural remnants, which may be present in the APE, include structural remains such as foundations, wall footings, fence alignments, onshore pier footings, and collapsed wood and brick buildings. In addition to architectural resources, infrastructure resources (e.g., sewer lines, drain pipes), which typically encompass archeological features encountered in an urban setting, may be present in the APE.

Architectural features (e.g., foundations, bricks) related to buildings depicted on the late- nineteenth-century and twentieth-century Sanborn maps will be the most likely archeological deposits encountered in the APE, as suggested by the typical abundance of these materials at historic-period archeological sites. Based on the availability of other documentary evidence related to these buildings, including the detailed information provided by the Sanborn maps, these architectural features are generally not considered historically significant.

However, architectural features related to mid-nineteenth- and early- twentieth-century buildings not depicted on the Sanborn maps, including small shoreline buildings, may also be encountered. Documentary evidence for these features is limited, so any identified architectural remnants may enable archeologists to address research themes related to construction methods, technology, and infrastructure design.

There is strong evidence to suggest that historic-period archeological resources may lie buried within this portion of the APE. Archival evidence indicates that the area along Innes Avenue was being settled by at least the 1870s. The still-present Shipwright's Cottage at 900 Innes was constructed ca. 1875, and archeological deposits associated with the inhabitants of this residence may be present in the rear yard, including privy pits, general refuse disposal, structural remains of outbuildings, and sheet scatter. This residence has previously been determined eligible for the NRHP (NPS, 2015) and Page & Turnbull's analysis as part of the proposed project identified this property as eligible for the CRHR under Criteria 1 and 3. This property is also included in Article 10 as Landmark #250.

The 900 Innes parcel is also included in the India Basin Scow Schooner Boatyard, a historic vernacular cultural landscape, as identified by Page & Turnbull (2016). Page & Turnbull's 2016 study for the current proposed project recommended that the district is eligible for the CRHR under Criterion 1, and that any archeological features identified in the immediate vicinity of the district boundary should be evaluated to determine whether they contribute to the landscape. No *in situ* archeological features were identified as part of the survey, but background research, including an examination of the Sanborn maps, identified areas in the parcel that have the potential to contain resources that may contribute to the district. These areas include possible refuse deposits, structural foundations, or privy pits in the rear of the yard at 900 Innes Avenue. Artifacts related to the boatyard such as discarded ship fittings and wooden vessel parts could be also found, as could portions of the yard's infrastructure such as foundations and equipment platforms (Pastron et al., 2009b:287).

Other archeological resources that date to the boatyard's period of significance, may contribute to the district. These include the remains of the marine ways depicted on the Sanborn maps, or smaller scale features, including wooden piers and catwalks such as those depicted in a photo taken during the construction of the *Snark* (Plate 47). The period of significance for the boatyard is 1871–1936, the time when the boatyard was focused on boatbuilding, especially the construction of scow schooners (Page & Turnbull, 2016:83). Based on limited information from the 1938 Ryker aerial, other aerial views, and photographs, it seems likely that many of the features at the boatyard such as the piers and marine ways were used for long periods of time with minor repairs and upgrades through the period of significance. Larger changes that occurred shortly after

the end of the period of significance, such as the regrading of the east marine ways and the construction of the east outfitting dock, would help distinguish features dating during the period of significance from those dating after.

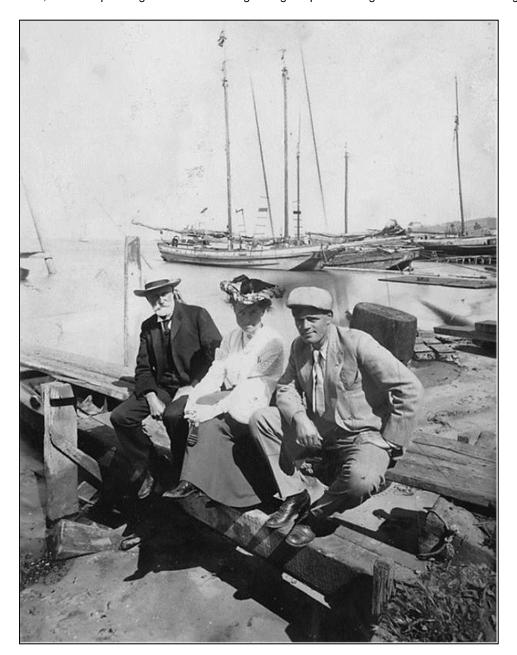


Plate 47. Roscoe Eames, Charmian London, and Jack London sitting on catwalk in the Anderson Shipyard, ca. 1906 (Miller, 2013). Note scow schooners in background.

The area along the former shoreline at Hudson Avenue may also contain buried archeological resources associated with buildings depicted in early-twentieth-century photographs and aerials (Plates 6 and 48). Although the Sanborn maps did not depict this area, it is likely that settlements extended along the shoreline and potential deposits could be present in the rear yards. These deposits, which could be associated with the inhabitants of some of the residences in the western portion of the APE, could include privy pits, general refuse disposal, structural remains of outbuildings, and sheet scatter.

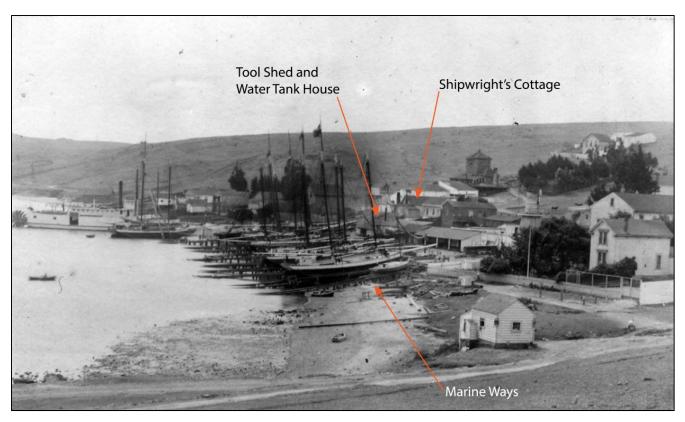


Plate 48. Boatyards at India Basin, ca. 1900 (annotated image in Page & Turnbull, 2016:53, from Maritime Research Center, San Francisco Maritime National Historical Park). Note marine ways extending out into Bay from beneath vessels.

Similar resources can be expected in the rear yards of other parcels along Innes Avenue outside the proposed boundary of the India Basin Scow Schooner Boatyard vernacular landscape, including the single-story dwelling with elevated water tank west of the Shipwrights Cottage that once stood at today's 904 Innes Avenue. Any archeological resources that are found in the parcels that can be associated with known residents from the U.S. Census records may provide valuable data that can answer research questions about lifeways in India Basin at the turn of the century.

Archival research also identified the potential for archeological resources associated with Chinese shrimp camps to be located in the APE. Three known camps were situated in the APE in 1930, and others may have been in the area before this date. The Sanborn map data for the APE are not complete, and there is the potential for these camps to have been situated on the shoreline east and west of the main boatyards at the end of Griffith Street.

The archeological resource types that may be associated with the shrimp camps include possible refuse deposits, structural foundations, or privy pits for the camps that predate the arrival of the sewer in India Basin. Because the camps were not mapped in detail, unlike the boatyards depicted on the Sanborn maps, structural remains such as building or pier foundations may provide data about these camps that are not otherwise available.

5.6.2. Onshore Portion of the Area of Potential Effects Waterside of the 1859 Shoreline Prehistoric Archeological Resource Sensitivity

As described above, the majority of the land surface in the project area, including all this portion of the APE, is situated on a vast area of introduced fill overlying Bay Mud and other marine sediments. Because this area was filled after the midnineteenth century, with most of the fill imported following the close of World War II, *in situ* prehistoric resources will not occur in these introduced soils, but there is the potential for redeposited prehistoric resources in the fill (potentially imported from Candlestick Point). No prehistoric resources were identified during the survey of the fill areas of the APE. It should be noted, however, that if redeposited prehistoric archeological materials (which could occur in the fill layer) are encountered, according to City's General Plan Draft Preservation Element, these deposits will be considered significant for information—and under CEQA—legally significant, until demonstrated to the contrary (CCSF Planning Department, 2007).

Although Bay Mud underlying the introduced fill is a native soil and would have been present in the APE during the prehistoric period, Bay Mud is generally not considered sensitive for prehistoric archeological resources. Bay Mud is the result of rising sea level gradually inundating land surfaces (see discussion in Section 4.1.1). The Bay Mud and marsh deposits that formed as a result of these sedimentation processes do not represent stable land surfaces, and were therefore unavailable for human occupation. These deposits are therefore not considered sensitive for prehistoric archeological resources. As stated by Meyer (2003:35), such sediments "have very little potential to contain buried archaeological remains." Meyer does note "unusual or isolated finds like the discovery of the BART skeleton" (2003:35) in such deposits, but reiterates again that such discoveries "would likely be unusual or isolated" (Meyer, 2003:38). According to the geotechnical report (LTR, 2014) underlying the Bay Mud across this section of the APE is a dense layer of sand. The sand layer is about 5 to 33 ft. thick and extends to depths of nearly 100 ft. bgs. These sands are within the vertical limit of the APE as, according to the geotechnical report (LTR, 2014:8–12), to "provide sufficient structural capacity and accommodate the expected magnitude of downdrag loads," it is concluded that "piles should extend below the fill and Bay Mud" and into "the underlying competent soil beneath."

Although the age of these sands is currently unknown, it is possible that they represent stable landforms that were exposed before the inundation of what is now known as the Bay (see Section 4.1.2 above) and potentially available to the prehistoric aboriginal inhabitants of the area. Based on dating of the inundation of the Islais Creek vicinity as assessed by Far Western Anthropological Research for the San Francisco Public Utilities Commission (Kaijankoski et al., 2015:31, Figure 8), it appears that virtually all of this portion of the APE remained landside of "Pre-Bay" shorelines until at least 6,000 B.P. By 2,000 B.P., it appears that nearly half of this portion of APE still remained above the encroaching waters. This data suggests that there were land surfaces within this portion of the APE that were available for prehistoric habitation and utilization. These soils only became buried beneath the deposit of Bay Mud when the area became completely inundated by the rising sea levels during the last few millennia.

Kaijankoski and his colleagues (Kaijankoski et al., 2015:29) went on to assess the sensitivity of these "submerged" areas (i.e., submerged by rising Bay levels before being reclaimed by fill during the historic/modern eras). They stated that "while it is difficult to predict exactly where a prehistoric site may be located, the potential for offshore (submerged) sites is likely elevated in areas where one or more of the following conditions are true:

- The offshore area is within 200 meters or less (bay-ward) of the historic-era shoreline.
- The offshore area occurs at elevations of 6.0 meters (20 ft.) or less below mean sea level.
- The offshore pre-Bay land surface is relatively level and therefore is likely to not have been severely truncated by erosion (i.e., intact).
- The offshore pre-Bay surface is located 100 meters or less from a former stream channel.

At least the first three of these bullets are true for this portion of the current APE. Furthermore, the local topography (before the major development that occurred in the vicinity in the latter half of the twentieth century) suggests that a drainage came off of the ridgeline to the west southwest and onto the Project Site (Figures 9, 14, and 15). Although likely ephemeral in nature, this drainage could have nonetheless provided at least a seasonal source of freshwater to the prehistoric inhabitants of the vicinity. Perhaps more significant; however, are the springs that emanate from the hillside directly across Innes Avenue from the Project Site. Historically, the flows of the springs were of sufficient quantity to support the operations of the Albion Brewery which had been built atop the springs ca. 1870. This local source of fresh water along with the criteria identified above suggests that the sands found beneath the Bay Mud within the vertical extent of the current APE must be considered to be of elevated prehistoric archeological resource sensitivity (Figure 19).

Historic Archeological Resource Sensitivity

As described previously, the soils in this portion of the APE are composed of introduced fill to a depth ranging from approximately 16 to 41 ft. (LTR, 2014). Just before the major reclamation efforts of the post–World War II era, the nearshore waters of India Basin contained piers, docks, catwalks, and marine ways associated with the numerous boatyards that operated along this stretch of the Bay (Plate 46), as well as the ships abandoned and salvaged at the Hunters Point Ship Graveyard. It can be presumed that some, if not most, of these features that existed at this period were simply left in place and became entombed during the reclamation process. For example, limited Geoprobe boring in the presumed footprints of ship hulks visible in photographs and aerials from the 1930s suggest that intact portions of the vessels are present beneath the fill. Other features may also be present in this area (Figure 19).

It is likely that features associated with chronologically earlier phases of the shipbuilding industry, like the numerous marine ways extending out into the shallows of India Basin seen in Plate 46, became entombed during post–World War II reclamation episodes. Such earlier marine features likely were initially abandoned after becoming silted over owing to their placement directly on exposed tidal flats, and then subsequently were filled over.

The period of significance for the India Basin Scow Schooner Boatyard landscape is 1871–1936. Because there are not significant differences in features on the shoreline outside the India Basin Scow Schooner Boatyard in aerial views between 1937 and World War II, it can be presumed that many (though not all) of the features present on the shoreline in the immediate post–World War II era (and therefore subject to being buried by fill) date to much earlier in the twentieth century. Features present in the postwar period that date to the period of significance, however, would have likely been maintained and potentially upgraded over time and would need to be accurately identified in the field. For example, upgrades to facilities to accommodate and repair more modern vessels may be distinguishable in the archeological record, and artifacts found in association with these facilities may help to distinguish late- nineteenth- and early- twentieth-century features with those built later in the twentieth century. Pastron et al. note that following the mid-nineteenth century, American wooden shipbuilding became a more scientific and industrial process, with evolutionary changes that may be visible in the archeological record (Pastron et al., 2009b:288). It is known that the Anderson & Cristofani yard received a commission during World War II to construct naval coastal transport ships and minesweepers, which likely required some modifications to the facilities to construct these types of watercraft (Page & Turnbull, 2016:83).

It should be noted that although most of the reclamation in this vicinity occurred after World War II, minor reclamation efforts—as evidenced in overlaying historical maps and aerial imagery—did occur along India Basin before 1938 (Plate 6). The marine features extant at the turn of the century were likely encapsulated in the fill during these initial, yet minor, phases of reclamation in India Basin, and then further buried following World War II. Using available imagery, including U.S. Coast Survey and Sanborn maps, it appears that such features tend to cluster off of the current 900 Innes Avenue parcel in the APE (Figure 11).

5.6.3. Offshore Portion of the Area of Potential Effects

The footprint of this section of the APE is limited to those areas where offshore components of the proposed project will be constructed. Although open water during high-tide events, at low tide much of this portion of the APE is characterized by a large expanse of tidal mudflats. These soils are likely composed at least partially of imported fills placed on the marine sediments, as seen elsewhere in the APE; however, without definitive data, this is conjecture.

Prehistoric Archeological Resource Sensitivity

The continuously saturated Bay Muds found in this portion of the APE do not represent stable land surfaces, and were therefore unavailable for human occupation. These deposits are therefore not considered sensitive for prehistoric archeological resources. Lacking geotechnical data for this portion of the APE, it is unknown if the sands found below the Bay Mud within the onshore portion of APE waterside of the 1859 shoreline also occur here. The timeline for the inundation of Islais Creek and surrounding vicinity completed by Kaijankoski et al. (2015:31, Figure 8) suggest that this portion of the APE was not inundated until approximately 6,000 B.P. and was therefore potentially available for use by the prehistoric inhabitants of the vicinity.

Within this portion of the APE, project construction is limited to the driving of piles to support the dock structure extending out from the Marineway Lawn. If these piles must extend through the Bay Mud and into "competent soils" similar to the proposed construction within the onshore portion of APE waterside of the 1859 shoreline, then it is presumed that soils of elevated archeological sensitivity could be encountered (Figure 19).

Historic Archeological Resource Sensitivity

It is possible that previously unidentified archeological features of the boat-building industry, including piers, docks, catwalks, and marine ways, remain in this section of the APE, but the potential is generally low. For example, these types of features are shown on the 1938 Ryker aerial in the same locations where similar features are located today, while neither this aerial nor modern views suggest that there are abandoned piers, docks, catwalks, or marine ways elsewhere. If these features are present, however, they would be clustered in the APE in the area off of the 900 Innes parcel or to north of Shoreline Park because the fill found elsewhere extends too far out from the historical shoreline for such features to lie in the offshore portion of the APE (Figure 5; see also Figures 6 and 7).

In addition to features of the boat-building industry, there is also the potential that submerged vessels occur in this section of the APE. Although the SLC database did not indicate the presence of any shipwrecks in the current APE, historical imagery suggests that submerged vessels may remain in in this section of the APE, particularly the area off of Shoreline Park (Plates 6 and 18). Based on this imagery, such submerged vessels are likely small in size and are approximately 70 to 200 ft. offshore.

6. Archeological Resources Conclusion and Recommendations

Based on background research and the results of the survey, the APE delineated for the proposed India Basin Mixed-Use project was determined to be archeologically sensitive throughout. The archeologically sensitive areas (ASAs) designated as having "high sensitivity" are located in a narrow area along the original shoreline and in Shoreline Park (Figure 19). The onshore portion of the APE located waterside of the 1859 shoreline and the entire offshore portion of the APE have a generally elevated sensitivity for prehistoric resources. Based on research completed at nearby Islais Creek and lacking offshore geotechnical data for the APE, it is being presumed that the entire area waterside of the 1859 shoreline may contain a formerly stable land surface once available for human habitation buried beneath the Bay Mud.

Two potential archeological resources identified within the 900 Innes parcel by Page & Turnbull—construction debris and a sewer standpipe—were relocated during the July 2016 archeological survey. Because of the recent age of these resources, they were determined to not be contributing elements to the India Basin Scow Schooner Boatyard. Furthermore, because both are modern in age, they were determined to not represent archeological resources, and it is recommended they do not receive further consideration.

The July 2016 pedestrian survey also resulted in the identification of two potentially *in situ* ship hulks at Shoreline Park. This identification, supported by the XP1 archival evidence and additional intensive survey and monitoring, suggests that the onshore and near offshore portion of Shoreline Park is sensitive for this type of archeological resource. The two hulks lie in the area where the Marine Way Lawn and associated pier are to be constructed, both of which require pile driving to support the proposed structures (to be driven up to a depth of approximately 100 ft. bgs in this section of the APE). In addition to Marine Way Lawn and pier, this section of Shoreline Park is also slated to receive the bulk of the proposed fill that would be placed at the edge of the Bay to create proposed wetlands and other habitat, including a potential beach area.

The ship hulks located within the APE are potentially significant and could contribute to the India Basin Scow Schooner Boatyard for their association with boatbuilding, repair, and scrapping in India Basin during the early twentieth century. It can be assumed that the proposed project activities in Shoreline Park have the potential to encounter these potentially significant historic-period resources. It is apparent that the hulks identified as a result of the current effort were brought into India Basin to be salvaged by the local boatbuilding industry beginning in the 1920s and that the practice continued into the 1930s. These dates place these remains within the period of significance established for the India Basin Scow Schooner Boatyard established by Page & Turnbull (2016). Although the final number of potential vessels entombed in this portion of the APE is uncertain and the full extent of the remains of the identified vessels is unknown, because of the confirmed presence of the *Bay City* and the *Caroline* and their direct ties to the maritime industry of India Basin during the period of significance (i.e., 1875–1935), AECOM proposes that the India Basin Scow Schooner Boatyard be expanded to capture the areal extent of the Hunters Point Ship Graveyard (Plate 49).

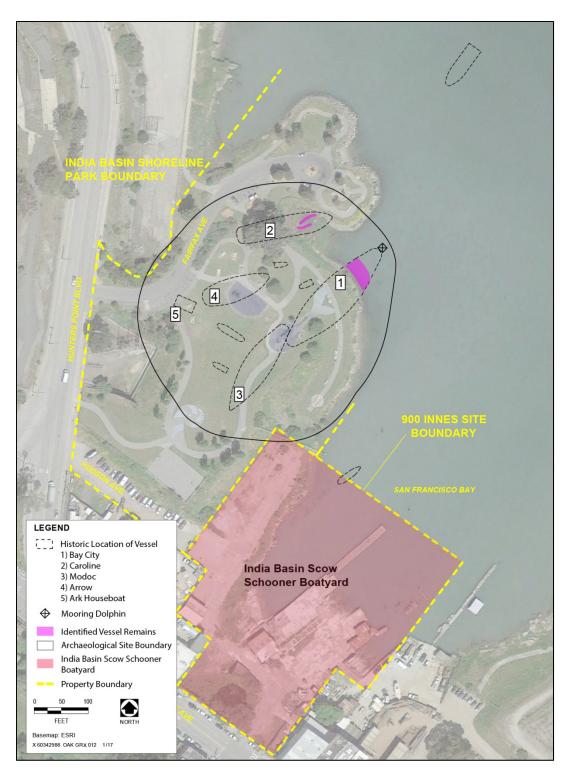


Plate 49. Hunters Point Ship Graveyard in relation to the India Basin Scow Schooner Boatyard as delineated by Page & Turnbull (2016).

Because the current investigation was limited to archival research, a pedestrian survey, and limited subsurface studies, however, it is unknown for certain to what extent, if at all, potentially significant resources occur in the vertical extent of the APE. It should be noted that other vessels, including what appears to be the extensively scavenged remnants of the *Modoc*, occur in the current Shoreline Park vicinity (see plates and discussion in Section 5.4). If ultimately proven present, such additional hulks, especially those brought into India Basin to be scavenged for useable parts and fixtures by the local boat-

building community, would not only be features of the Hunters Point Ship Graveyard but likely also considered contributing elements to the India Basin Scow Schooner Boatyard, as defined by Page & Turnbull (2016).

There is elevated potential for buried prehistoric archeological deposits in the south-southwestern reaches of the APE, corresponding to the area upland of the 1859 shoreline, as well as within the areas lying offshore of the 1859 shoreline owing to the presence of possible buried stable landforms beneath the Bay Mud (albeit to a lesser degree of sensitivity). These same areas of the APE also have a high potential for harboring historic-period archeological resources, particularly those resources associated with the nineteenth- and early- twentieth-century occupancy of India Basin by early Euro-American boat builders and Chinese shrimp fisherman. It can be assumed that all proposed ground-disturbing activities in these ASAs (Figure 19), including building construction and utility installation in the BUILD parcels, have the potential to encounter potentially significant prehistoric or historic-period resources. Although the construction debris and sewer standpipe identified on the 900 Innes, RPD parcel, were determined to not be significant and to not contribute to the India Basin Scow Schooner Boatyard, other potentially significant and contributing resources could be within the vertical APE in this ASA.

Based on the results of the pedestrian survey, limited subsurface investigation, and archival research, it is evident that archeological resources occur within the APE delineated for the Project (i.e., the Hunters Point Ship Graveyard). Furthermore, these results suggest that there is a reasonable presumption that additional archeological resources may be present elsewhere within the APE. Given these findings, it is recommended herein that an archeological testing program be implemented within the APE to determine to the extent possible the presence or absence of additional, subsurface archeological resources and to identify and evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

6.1. Statement of Limitations

This report has been prepared based on certain key assumptions made by AECOM that substantially affect the conclusions and recommendations of this report. These assumptions, although thought to be reasonable and appropriate, may not prove to be true in the future. The conclusions and recommendations of AECOM are conditioned upon these following assumptions:

- This cultural resources assessment was performed based upon information provided by the NWIC of the CHRIS, on May 31, 2016, by the NAHC on August 1, 2016, by Page & Turnbull (authors of the proposed project's HRE) on April 1, 2016, and direct observation by AECOM of site conditions and other information that is generally applicable as of January 30, 2017. Therefore, the conclusions herein are applicable only to that time frame.
- Information obtained from these aforementioned sources in this time frame is assumed to be correct and complete.

 AECOM will not assume any liability for findings or lack of findings based on misrepresentation of information presented to the AECOM cultural resources assessment team; or for items not visible, made available, accessible, or present at the site at the time of survey of the project area.

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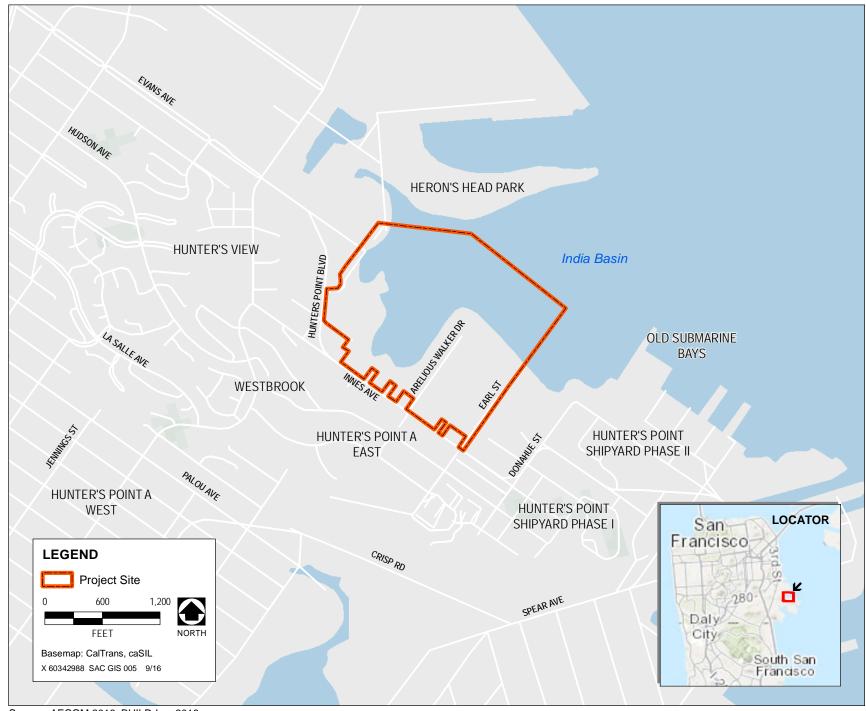
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FIGURES



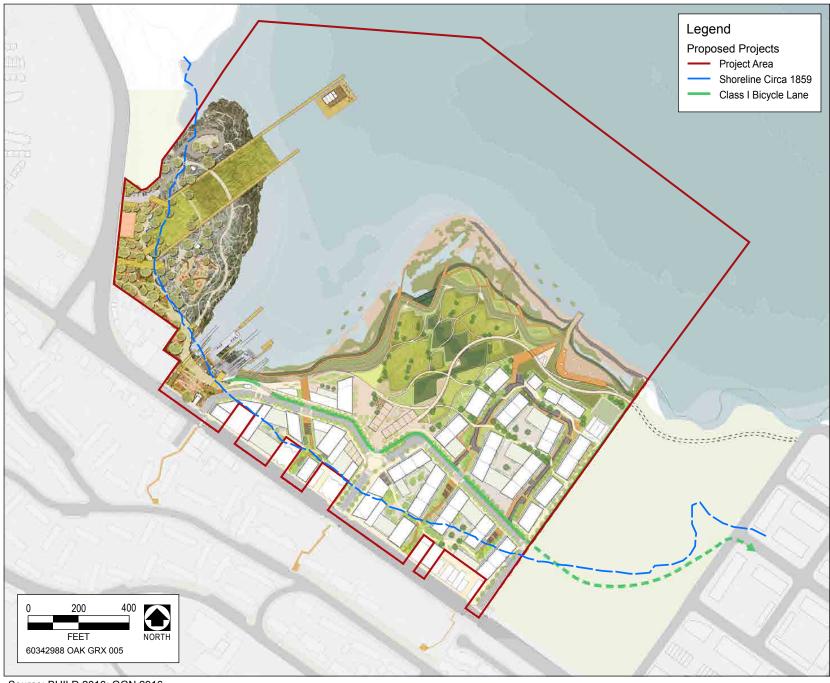
Source: AECOM 2016, BUILD Inc. 2016

Figure 1. Proposed Project Vicinity



Source: Build Inc. 2016, adapted by AECOM in 2017

Figure 2. Project Location



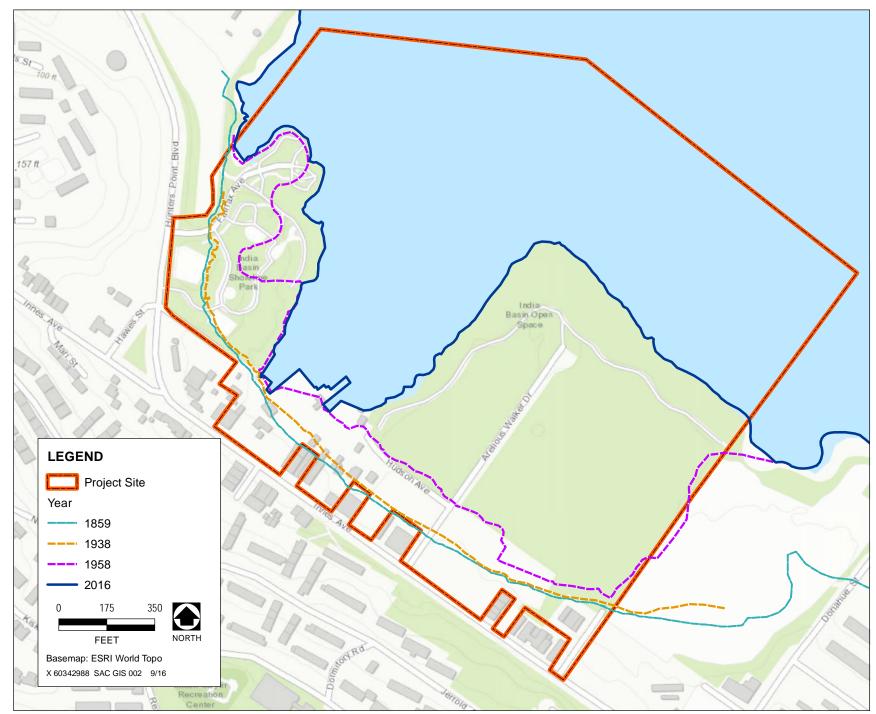
Source: BUILD 2016; GGN 2016

Figure 3. Proposed Development Plan



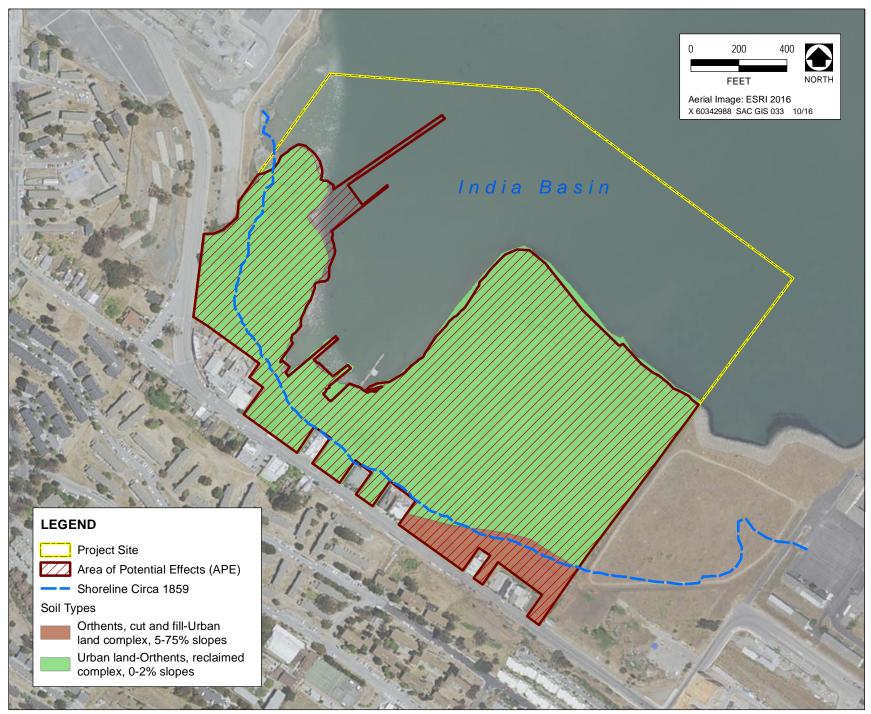
Source: BUILD Inc. 2016, USCS 1859 Map, AECOM 2016

Figure 4. Area of Potential Effects



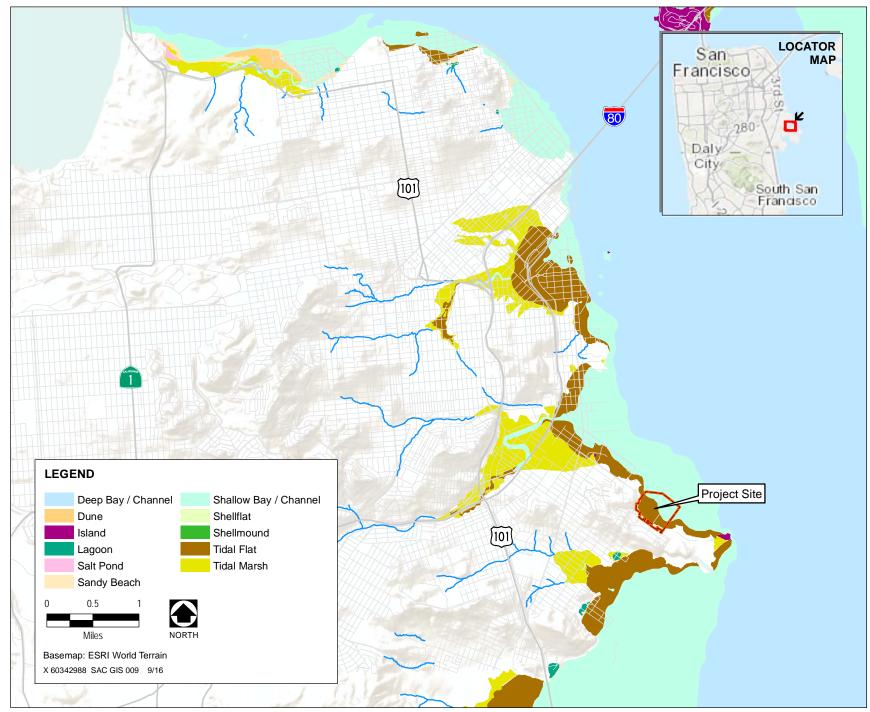
Source: David Rumsey Map Collection, Pacific Aerial Surveys, U.S. Coast Survey

Figure 5. Historic Shorelines



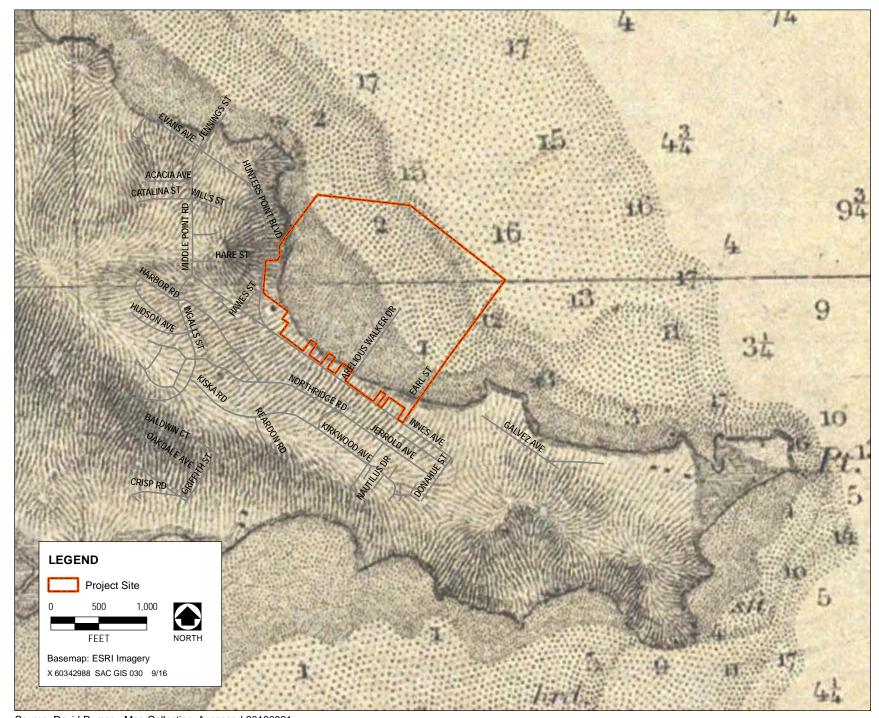
Source: NRCS USDA Web Soil Survey, Accessed 20161027

Figure 6. Soil Types within the APE



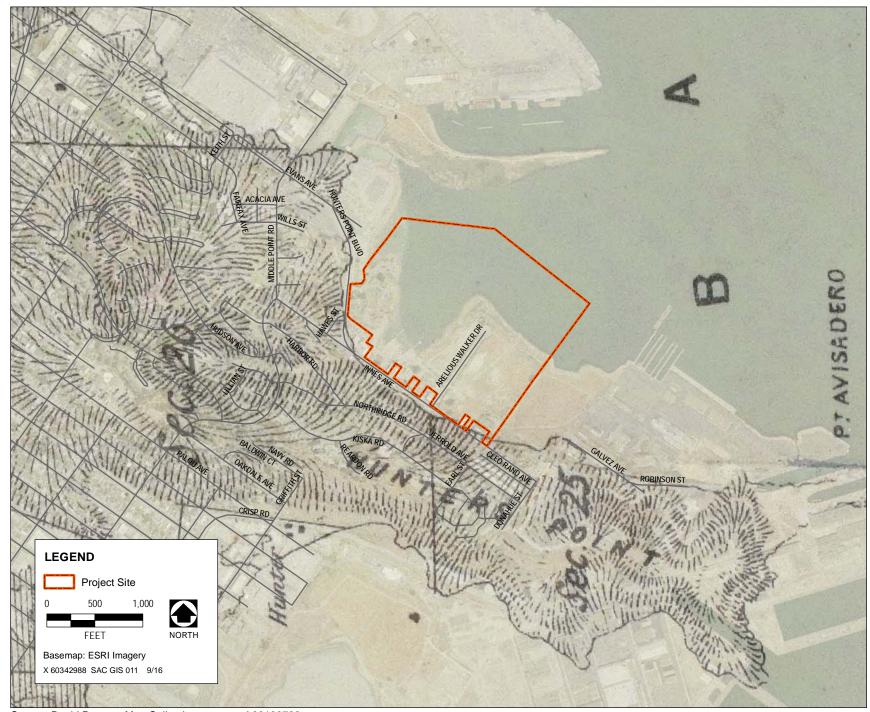
Source: San Francisco Estuary Institute (SFEI), Bay Area EcoAtlas V1.50b4 1998, accessed 20160801.

Figure 7. Historic Baylands with Proposed Project Location



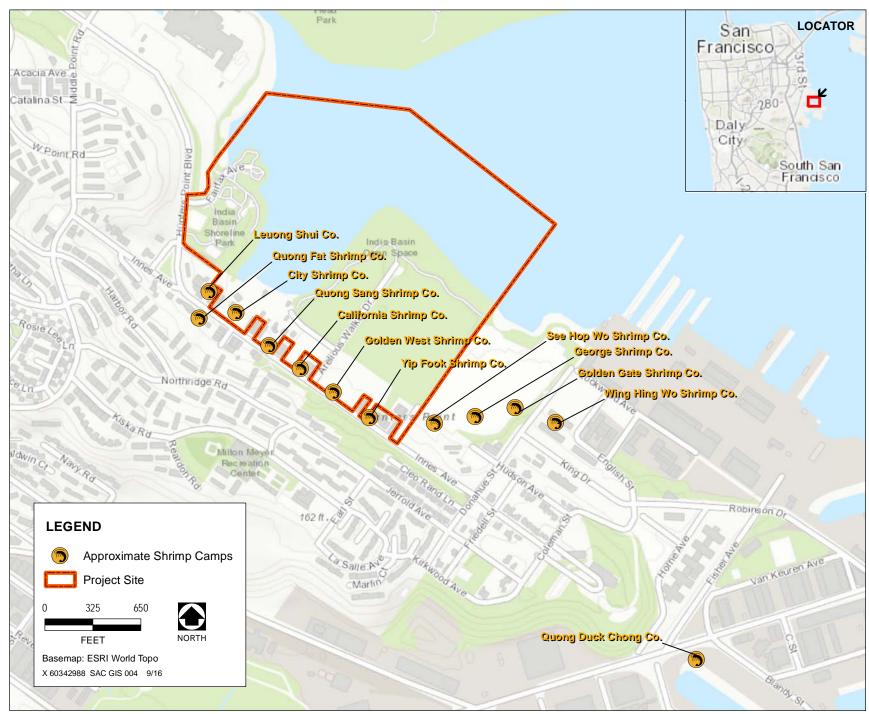
Source: David Rumsey Map Collection, Accessed 20160921

Figure 8. 1859 U.S. Coast Survey Map with Proposed Project Location



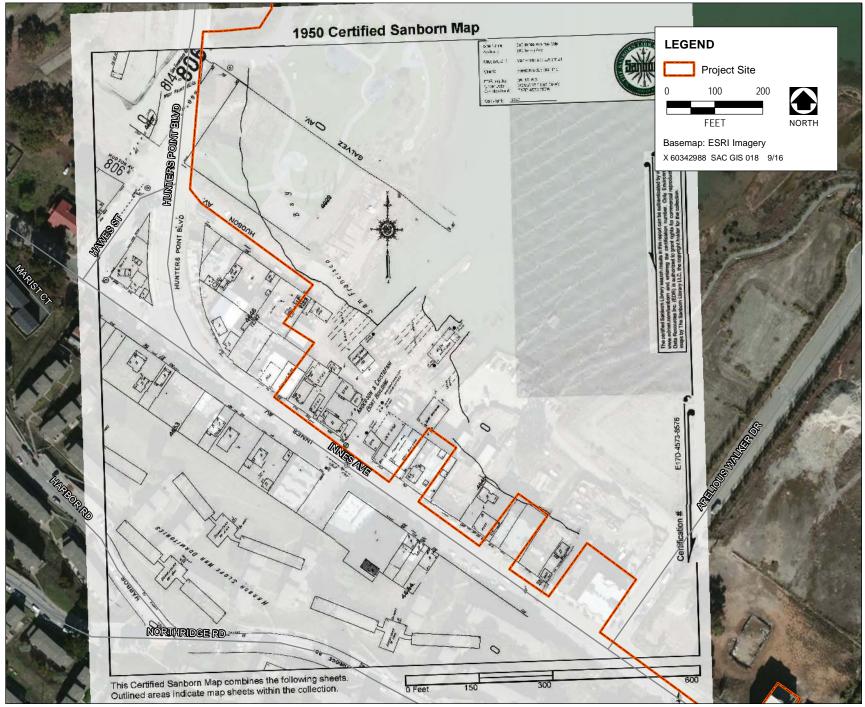
Source: David Rumsey Map Collection, accessed 20160722

Figure 9. 1861 Wackenreuder Map



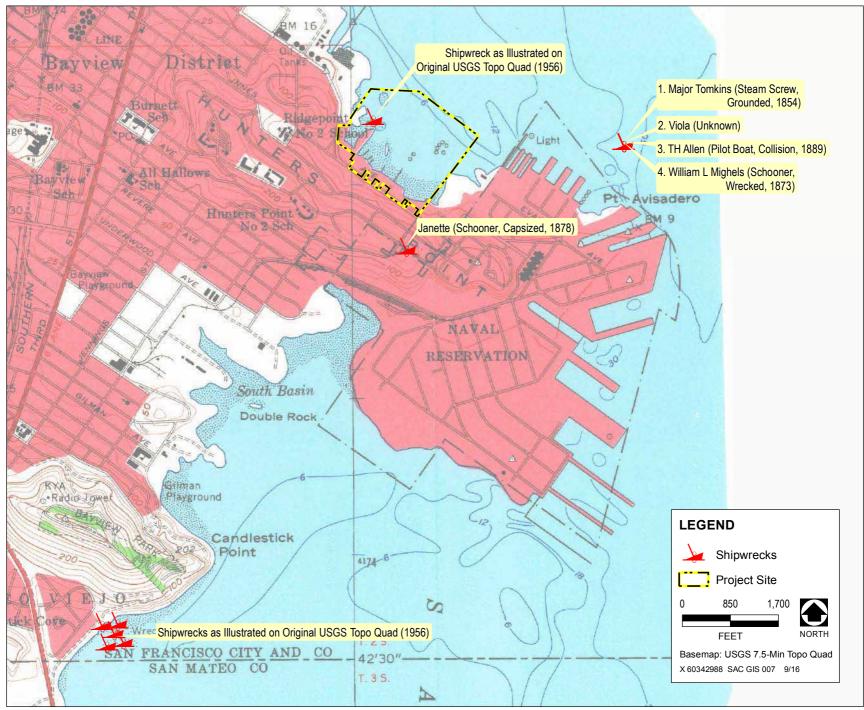
Source: Mark Hale, FoundSF.org, A History of the Chinese in California: A Syllabus, Paperback, 1969

Figure 10. 1930s Map of Chinese Shrimp Camps with Proposed Project Location



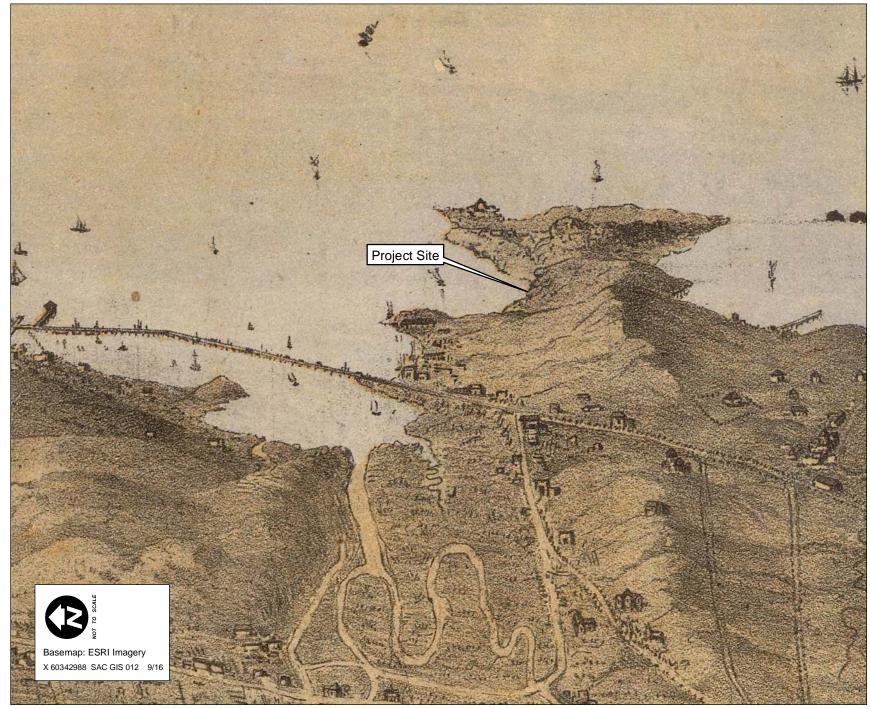
Source: Sanborn Fire Insurance Map 1950

Figure 11. 1950 Sanborn Fire Insurance Map with Proposed Project Location



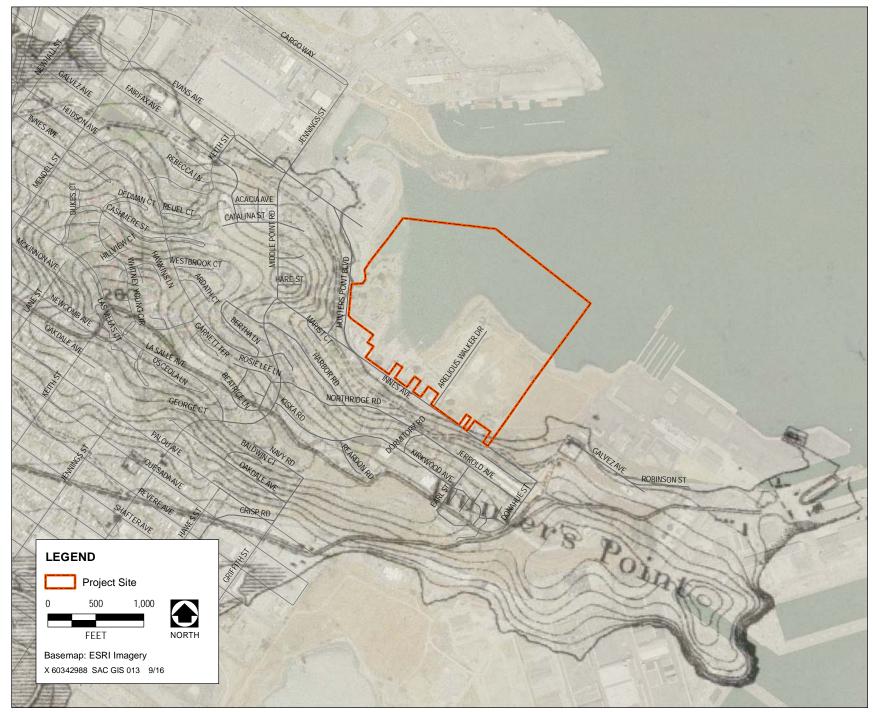
Source: USGS 1956 San Francisco South and Hunters Point 7.5-Min Topo Quads, CA State Lands Commission Shipwreck Database, Accessed 20160721

Figure 12. Reported Shipwrecks within the General Vicinity of the APE



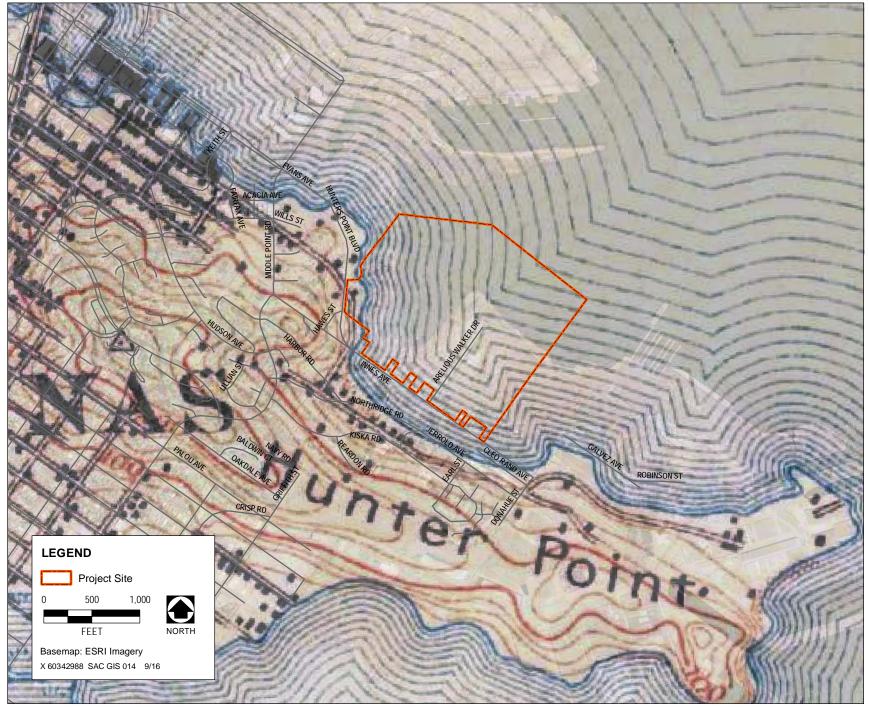
Source: David Rumsey Map Collection, accessed 20160722

Figure 13. 1868 Goddard Bird's Eye View



Source: David Rumsey Map Collection, accessed 20160801

Figure 14. 1869 U.S. Coast Survey Map with Project Location



Source: USGS Historical Topographic Map Collection via TopoView web map, accessed 20160815

Figure 15. 1899 San Mateo, California 15-minute U.S. Geological Survey Topographic Map with Project Location

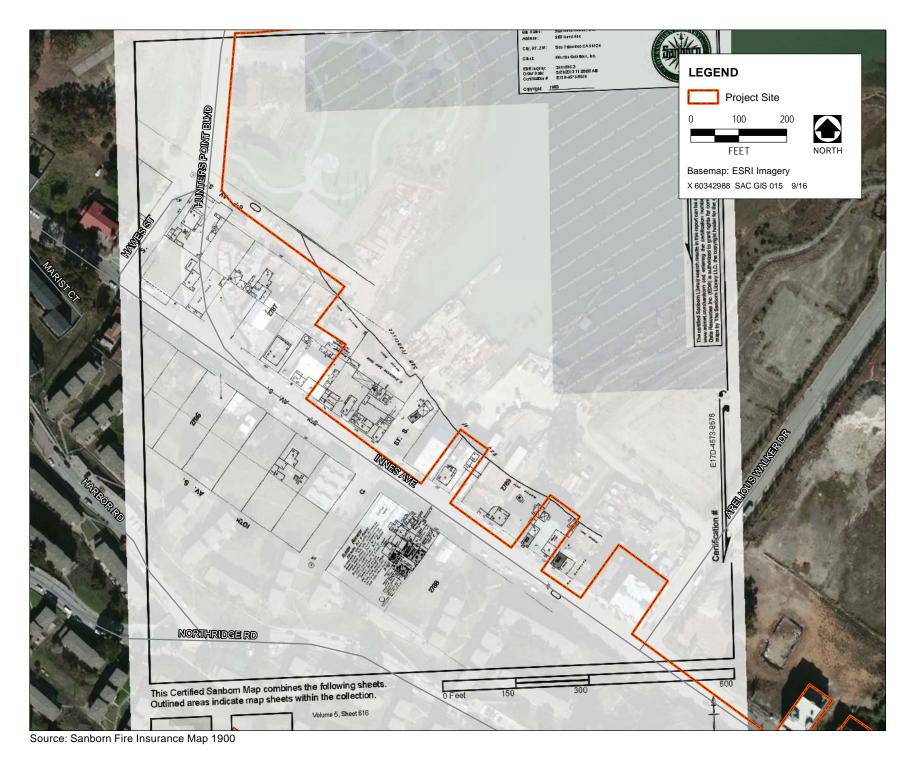
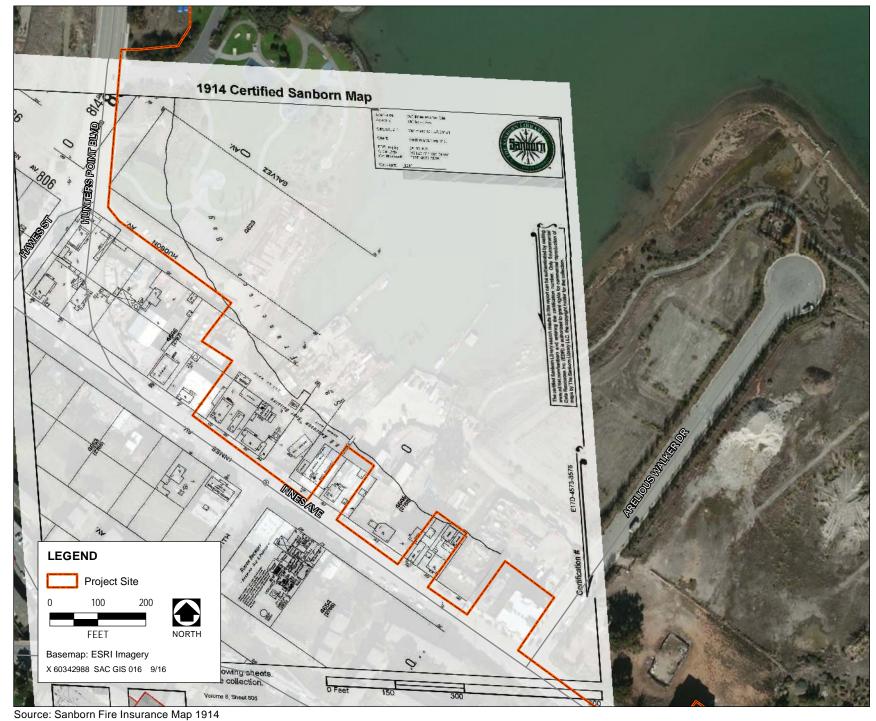
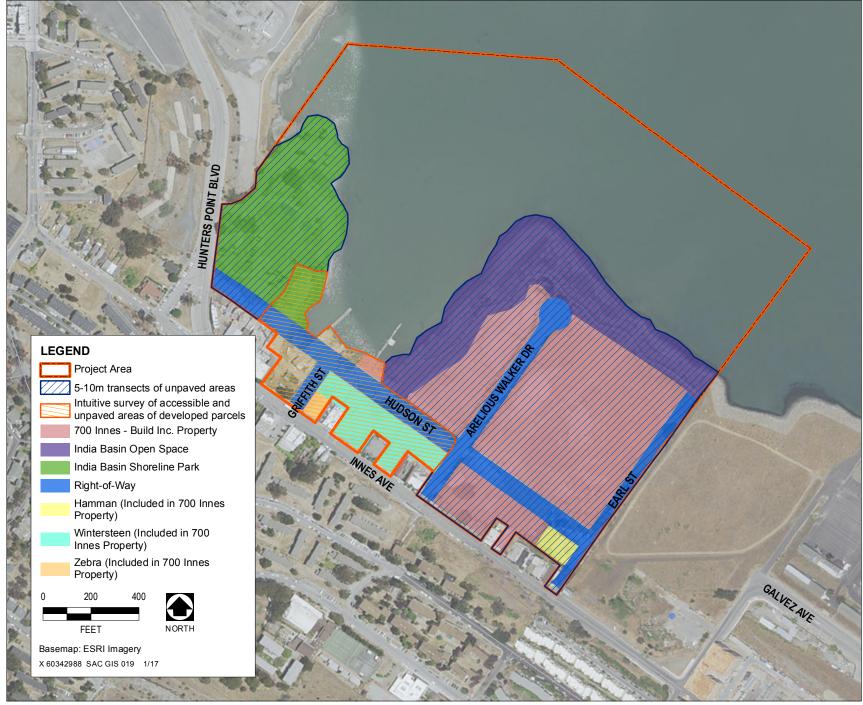


Figure 16. 1900 Sanborn Fire Insurance Map with Proposed Project Location



source. Sanborn Fire insurance Map 1914

Figure 17. 1914 Sanborn Fire Insurance Map with Proposed Project Location



Source: AECOM 2016

Figure 18. APN map with Archaeological Survey Coverage



Source: Build Inc. 2016; USCS 1859 Map; AECOM 2016

Figure 19. Archeological Sensitivity Map

APPENDIX A Records Search Results



HUMBOLDT LAKE MARIN MENDOCINO MONTEREY NAPA SAN BENITO SAN FRANCISCO SAN MATEO SANTA CLATA SANTA CRUZ SOLANO SONOMA YOLO Northwest Information Center Sonoma State University 150 Professional Center Drive, Suite E Rohnert Park, California 94928-3609

Tel: 707.588.8455 nwic@sonoma.edu http://www.sonoma.edu/nwic

5/31/2016 NWIC File No.: 15-1629

Mark Hale AECOM One Montgomery Street, Suite 900 San Francisco, CA 94104

Re: India Basin

The Northwest Information Center received your record search request for the project area referenced above, located on the San Francisco North and Hunters Point USGS 7.5' quad(s). The following reflects the results of the records search for the project area and a .25 mi. radius:

Resources within project area:	None listed
Resources within .25 mi. radius:	P-38-000011, P-38-000012, P-38-000014, P-38-004361, P-38-004611
Reports within project area:	S-16555, 16882, 20070, 25045, 39390
Reports within .25/mi. radius:	S-20458, 21124, 30053, 30786, 34929, 36134, 37884
Other Reports within records search radius:	Included is a list of the 15 "Other Reports" within or encompassing your project area. These reports are classified as Other Reports; reports with little or no field work or missing maps. The electronic maps do not depict study areas for these reports, however a list of these reports has been provided. In addition, you have not been charged any fees associated with these studies.

Resource Database Printout (list):	\square enclosed	□ not requested	\square nothing listed
Resource Database Printout (details):	\square enclosed	□ not requested	□ nothing listed
Resource Digital Database Records:	\square enclosed	□ not requested	□ nothing listed
Report Database Printout (list):	\square enclosed	□ not requested	□ nothing listed
Report Database Printout (details):	⊠ enclosed	\square not requested	□ nothing listed
Report Digital Database Records:	\square enclosed	⊠ not requested	□ nothing listed
Resource Record Copies:	⊠ enclosed	\square not requested	□ nothing listed
Report Copies:	\square enclosed	□ not requested	□ nothing listed
OHP Historic Properties Directory:	□ enclosed	⊠ not requested	□ nothing listed

Archaeological Determinations of Eligibility:	\square enclosed	\square not requested	☑ nothing listed
CA Inventory of Historic Resources (1976):	\square enclosed	\boxtimes not requested	\square nothing listed
<u>Caltrans Bridge Survey:</u> **	\square enclosed	□ not requested	\square nothing listed
Ethnographic Information:	\square enclosed	⊠ not requested	\square nothing listed
Historical Literature:	\square enclosed	\boxtimes not requested	\square nothing listed
Historical Maps:	\boxtimes enclosed	\square not requested	\square nothing listed
Local Inventories:	\square enclosed	□ not requested	\square nothing listed
GLO and/or Rancho Plat Maps:	\square enclosed	□ not requested	\square nothing listed
Shipwreck Inventory: **	⊠ enclosed	\square not requested	\square nothing listed
*Notes:			
** Current versions of these resources ar	e available on-	·line:	
Caltrans Bridge Survey: <a alabamamaps.ua.ee"="" href="http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://www.ciparto.com/http://</th><th>lot.ca.gov/hq/</th><th>structur/strmaint/h</th><th>nistoric.htm</th></tr><tr><th>Soil Survey: http://alabamamaps.ua.ee			

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

Shipwreck Inventory: http://www.slc.ca.gov/Info/Shipwrecks.html

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely.

Researcher

annette Neal

APPENDIX B Census Data

ED/page	Line	Street	House #	Name	Race	Sex	Age	Relationship	Marital	Occupation	Birthplace	Birthplace Mother	Birthplace Father	Notes
193/	3	Eighth	152	McKinnon, Olive J.	W	F	47	Wife	М	Keeping house	Nova Scotia	Nova Scotia	Nova Scotia	
	4	Eighth	152	McKinnon, John O.	W	М	56		М	Expressman	New Brunswick	Scotland	Scotland	
	5	Eighth	152	Munfrey, Edmund	W	M	37	,	М	Printer	England	Ireland	England	
	6	Eighth	152	Munfrey, Georgia R.	W	F	26	Wife	М	Keeping house	At sea	New Brunswick	Nova Scotia	
	7	' Eighth	152	Munfrey, William O.	W	М	g	Son	S		California	England	At sea	
	8	Eighth	152	Munfrey, Howard	W	М	6	Son	S		California	England	At sea	
	9	Eighth	152	Munfrey, Hulburt	W	М	2	Son	S		California	England	At sea	
	10	Eighth	152	Lovejoy, Kate M.	W	F	22	Niece	S	Lodging	California	Maine	New Brunswick	
	11	Eighth	153	Metzendorff, Hermann	W	М	48		М	Ship carpenter	Hamburg	Hanover	Hamburg	Partially deaf & dumb
	12	Eighth	153	Metzendorff, Annie	W	F	41	Wife	M	Keeping house	Sleswig	Sleswig	Sleswig	
	13	Eighth	153	Metzendorff, Claus F.	W	М	16	Son	S	Sailor	Sleswig	Hamburg	Sleswig	
	14	Eighth	153	Metzendorff, Henrietta	W	F	18	Daughter	S	At home	Sleswig	Hamburg	Sleswig	
	15	Eighth	153	Metzendorff, Hermann	W	М	10	Son	S	At school	California	Hamburg	Sleswig	
	16	Eighth	153	Metzendorff, Daniel	W	М	g	Son	S		California	Hamburg	Sleswig	
	17	' Eighth	153	Metzendorff, Elizabeth M.	.W	F	1 mo	Daughter	S		California	Hamburg	Sleswig	
	18	Ninth	154	Dirks, John J.	W	М	55		М	Shipwright	Holland	Holland	Holland	
	19	Ninth	154	Dirks, Gesa	W	F	48	Wife	M	Keeping house	Hamburg	Holstein	Holstein	
	20	Ninth	154	Dirks, Hugo H.	W	M	22	Son	S	Shipwright	California	Holland	Hamburg	
	21	Ninth	154	Dirks, George	W	М	20	Son	S	Caulker	California	Holland	Hamburg	
	22	Ninth	154	Dirks, Minnie	W	F	17	Daughter	S	At home	California	Holland	Hamburg	
	23	Ninth	154	Dirks, Delia	W	F	15	Daughter	S	At home	California	Holland	Hamburg	
	24	Ninth	154	Dirks, Ellen	W	F	8	Daughter	S		California	Holland	Hamburg	
	35	Ninth	157	Farenkamp, O.F.L.	W	М	54		М	Ship carpenter	Denmark	Denmark	Denmark	
	36	Ninth	157	Farenkamp, Emma M.F.	W	F	42	Wife	М	Keeping house	Denmark	Denmark	Denmark	
	37	Ninth	157	Hansen, Otto	W	М	25		S	Ship joiner	Denmark	Denmark	Denmark	
	38	Ninth	158	Davis, George E.	W	М	56		М	Clergyman	England	Wales	Wales	
	39	Ninth	158	Davis, Margarite M.	W	F	57	Wife	М	Keeping house	New York	Wales	Wales	
	40	Ninth	158	Davis, Mary S.	W	F	21	Daughter	S	Music teacher	California	England	New York	
	41	Ninth	158	Davis, James W.	W	М	19	Son	S	Kalsomer	California	England	New York	
	42	Ninth	158	Davis, Helen A.	W	F	17	Daughter	S	At school	California	England	New York	
	43	Ninth	158	Davis, David S.	W	М	15	Son	S	At school	California	England	New York	
	44	Ninth	158	Davis, Jessie E.	W	F	13	Daughter	S	At school	California	England	New York	
	45	Ninth	159	Philips, William S.	W	М	29		М	Engineer	Iowa	England	New York	
	46	Ninth	159	Philips, Sarah M.	W	F	29	Wife	М	Keeping house	California	England	New York	
	47	Ninth	159	Philips, Martha M.	W	F	6	Daughter	S		California	Iowa	California	
	48	Ninth	159	Philips, Sarah E.	W	F	4	Daughter	S		California	Iowa	California	
<u> </u>	49	Ninth	159	Philips, George W.	W	М		Son	S		California	Iowa	California	

ED/page	Line Street	House #	Name	Relation	Race	Sex	Age	Marital status	Birthplace	Birthplace Mother	Birthplace Father	Year of Imm	Occupation	Notes
88/4	77 8th	401	Seimers, Henry	Head	W	М	58	M	Germany	Germany	Germany	1880	Ship carpenter	
	78 8th	401	Seimers, Gesiare	Wife	W	F	50	M	Germany	Germany	Germany	1880		
	79 8th	401	Euuhl, Charles	Lodger	W	М	48	M	Germany	Germany	Germany	1880	Ship carpenter	
	80 8th	401	Euuhl, Henrietta	Lodger	W	F	33	M	Germany	Germany	Germany	1888		Same as Henriette Tuhl 1910?
	81 8th	401	Euuhl, Henry	Lodger	W	М	4	S	California	Germany	Germany			
	96 8th	920	Siemers, Fredrick	Head	W	М	52	Wd	Germany	Germany	Germany	1882	Shipbuilder	
	97 8th	920	Siemers, Henrietta	Daughter	W	F	26	M	Germany	Germany	Germany	1882		
88/5	1 8th	920	Siemers, Charles	Son	W	M	11	S	California	Germany	Germany		At school	
	2 8th	920	Lundblad, Frieda	Servant	W	F	30	Wd	Germany	Germany	Germany	1882	Servant	
	3 8th	920	Lundblad, Victor	Lodger	W	M	11		Oregon	Germany	Germany		At school	
	4 9th	906	Meeks, Frank	Head	W	M	49	M	Germany	Germany	Germany	1889	Teamster	
	5 9th	906	Meeks, Julia	Wife	W	F	39	M	Germany	Germany	Germany	1889		
	6 9th	906	Meeks, Mary	Daughter	W	F	12	S	California	Germany	Germany		At school	
	7 9th	906	Meeks, Rose	Daughter	W	F	10	S	California	Germany	Germany		At school	
	8 9th	906	Meeks, Amanda	Daughter	W	F	7	S	California	Germany	Germany			
	9 9th	906	Meeks, Theresa	Daughter	W	F	4	S	California	Germany	Germany			
	10 9th	906	Meeks, Pauline	Daughter	W	F	9 mos	S	California	Germany	Germany			
	11 9th	904	Jorgenson, Ingeborg	Head	W	F	52		Norway	Norway	Norway	1877		
	12 9th	904	Jorgenson, Inga	Daughter	W	F	19	S	California	Norway	Norway		Clerk - store	
	13 9th		Jorgenson, Fritzof	Son	W	M	16		California	Norway	Norway		Labour, fish store	
	14 9th	904	Jorgenson, Hilda	Daughter	W	F	14	S	California	Norway	Norway		At school	
	15 9th	904	Jorgenson, Carl	Son	W	M	12	S	California	Norway	Norway		At school	
	16 9th	904	Jorgenson, Julia	Daughter	W	F	8	S	California	Norway	Norway		At school	
	17 9th		McKinley, Robert	Head	W	M	38	M	Scotland	Scotland	Scotland	1887	Ship carpenter	
	18 9th	900	McKinley, Elisabeth	Wife	W	F	36		England	England	England	1887		
	19 9th		McKinley, Herbert V.	Son	W	M	10	S	California	Scotland	England		At school	
	20 9th	900	McKinley, Etta	Daughter	W	F		S	California	Scotland	England		At school	
	21 9th		McKinley, Florence G.	Daughter	W	F		S	California	Scotland	England			
	22 9th		Anderson, Henry	Head	W	М		M	Denmark	Denmark	Denmark		Ship builder	
	23 9th		Anderson, Annie M.	Wife	W	F		M	Denmark	Denmark	Denmark	1882		
	24 9th	850	Anderson, Harry W.	Son	W	М	15	S	Washington	Denmark	Denmark		Apprentice ship carpenter	
	25 9th	850	Anderson, Alfrieda M.	Daughter	W	F	10	S	California	Denmark	Denmark		At school	
	26 9th		Anderson, Alma	Daughter	W	F		S	California	Denmark	Denmark			
	27 9th	836	Falencamp, Olif	Head	W	М	76	Wd	Denmark	Denmark	Denmark	1846	Ship carpenter	

ED/page	Line Street	House #	Name	Relation	Sex	Race	Age Marital	Birthplace	Father Birthplace	Mother Birthplace	Immigration Year	Occupation	Industry	Notes
54/16B	71 9th		Pasquinucci, Andrew	Head	М	W	36 M	Italian	Italian	Italian	-	Boat building	Boats	
,	72 9th	+	Pasquinucci, Antonette	Wife	F	W	25 M	California	Italian	Italian		None		
	73 9th	+	Pasquinucci, Clorinda	Daughter	F	W	9 S	California	Italian	Italian		None		
	74 9th		Pasquinucci, George	Son	М	W	7 S	California	Italian	California		None		
	75 9th	+	Pasquinucci, Albert	Son	М	W	5 S	California	Italian	California		None		
	76 9th		Pasquinucci, Norma	Daughter	F	W	1.5 S	California	Italian	California		None		
	78 9th	_	Anderson, Henry	Head	М	W	54 Wd	Danish	Danish	Danish		Builder	Ships	
	79 9th	_	Anderson, Harry	Son	М	W	26 S	Washington	Danish	Danish		Builder	Ships	
	80 9th		Anderson, Elfrida	Daughter	F	W	21 M	California	Danish	Danish		None	'	
	81 9th	+	Anderson, Alma	Daughter	F	W	15 S	California	Danish	Danish		None		
	82 9th	+	Anderson, Walter	Son	М	W	8 S	California	Danish	Danish		None		
	83 9th		Austin, David	Son in law	М	W	30 M	California	Alabama	English		Mariner	Master	
	84 9th	_	Austin, Dorothy	Granddaughter	F	W	8 mos S	California	California	California		None		
	85 9th	900	Seimer, Fred	Head	М	W	34 M	German	German	German	1887	Shipwright	Wooden	
	86 9th	900	Seimer, Inga	Wife	F	W	29 M	California	Norweigian	Norweigian		None		
	87 9th	+	Seimer, Earnest	Son	М	W	2 S	California	German	California		None		
	88 9th	_	Jurgenson, Ingibor	Head	F	W	60 Wd	Norweigian	Norweigian	Norweigian		None		
	89 9th		Jurgenson, Fred	Son	М	W	27 S		Norweigian	Norweigian		Laborer	Un[known]	
	90 9th		Jurgenson, Hilda	Daughter	F	W	24 S	California	Norweigian	Norweigian		Stenographer	Shop	
	91 9th	1	Jurgenson, Carl	Son	М	W	22 S	California	Norweigian	Norweigian		Engineer	Gasoline Eng.	
	92 9th	_	Jurgenson, Julia	Daughter	F	W	18 S		Norweigian	Norweigian		Typist	Printing Office	
	93 9th		Mix, Frank	Head	М	W	59 M	German	German	German		Hog raiser	Hog farm	
	94 9th	906	Mix, Julia	Wife	F	W	48 M	German	German	German		None	3	
	95 9th	+	Mix, Amanda	Daughter	F	W	16 S	California	German	German		None		
	96 9th		Mix, Theresa	Daughter	F	W	14 S	California	German	German		None		
	97 9th		Mix, Pauline	Daughter	F	W	10 S	California	German	German		None		
	98 9th		Mix, Frances	Daughter	F	W	7 S	California	German	German		None		
54/17A	2 9th		Seimer, Fred	Head	М	W	70 M	German	German	German	1884	Carpenter	Ships	
,	3 9th	+	Seimer, Henrietta	Wife	F	W	48 M	Massachusetts	Maine	Maine		None	'	
	4 9th	_	Symons, John T.	Head	М	W	42 M	Nevada	English	English		Laborer	Un[known]	
	5 9th		Symons, Isabella	Wife	F	W	52 M	English	English	English		None		
	6 9th		Minedew, Beatrice	Stepdaughter	F	W	32 D	Nevada	Nevada	English		Domestic	House	
	7 9th	+	Minedew, Gilbert	Grandson	М	W	6 S	Nevada	Nevada	Nevada		None		
	8 9th	920	Minedew, Mable	Granddaughter	F	W	4 S	Nevada	Nevada	Nevada		None		
	15 8th		Peterson, James P.	Head	М	W	56 M	Swedish	Swedish	Swedish			Bay & River Transp.	
	16 8th		Peterson, Adeline G.K.	Wife	F	W	39 M	German	German	German		None	·	
	17 8th	951	Peterson, Alma H.	Daughter	F	W	21 S	California	Swedish	German		None		
	18 8th	951	Peterson, Laura G.	Daughter	F	W	20 S	California	Swedish	German		Office work	Office	
	19 8th	951	Peterson, Olga E.	Daughter	F	W	18 S	California	Swedish	German		None		
	20 8th			Daughter	F	W	14 S	California	Swedish	German		None		
	21 8th		Peterson, Roy E.	Son	М	W	11 S	California	Swedish	German		None		
	22 8th		Peterson, Lester	Son	М	W	8 S	California	Swedish	German		None		
54/17B	77 8th [may be H/Hawes]		Seimer, Henry	Head	М	W	67 M	German	German	German		Carpenter	House	
	78 8th [may be H/Hawes]		Seimer, Gesine	Wife	F	W	60 M	German	German	German		None		
	79 8th [may be H/Hawes]		Seimer, Henry	Head	М	W	<u> </u>	German	German	German		Carpenter	Ship	
	80 8th [may be H/Hawes]		Seimer, Dora	Wife	F	W	25 M	California	German	German		None		
	81 8th [may be H/Hawes]		Seimer, Ethel	Daughter	F	W	3 S	California	German	California		None		
	82 8th [may be H/Hawes]		Seimer, Evelyn	Daughter	F	W		California	German	California		None		

ED/page	Line Street	House #	Name	Relation	Sex	Race	Age	Marital	Immigratio	Rirthnlace	Father Birthplace	Mother Birthplace	Occupation	Industry	Notes
169/14B	60 Innes		Siemer, Inga	Head	F	W	38			California	Norway	Norway	None	maastry	110103
103/148	61 Innes		Siemer, Fred	Husband	M	W	42			Germany	Germany	Germany	Shipwright	Shipyard	
	62 Innes		Siemer, Ernest	Son	M	W	11			California	Germany	United States	None	Silipyara	
	63 Innes		Siemer, Ruth	Daughter	F	W	9		_	California	Germany	United States	None		
	64 Innes		Siemer, Gordon	Son	M	W	8			California	Germany	United States	None		
	65 Innes		Siemer, Helen	Daughter	F	W	6		_	California	Germany	United States	None		
	66 Innes		Jorgenson, Ingebor	Head	- -	W	72			Norway	Norway	Norway	None		
	67 Innes		Jorgenson, Fred	Son	M	W	36		1	California	Norway	Norway	Painter	Shipyard	
	68 Innes		Jorgenson, Carl	Son	M	W	30			California	Norway	Norway	Radio Eng.	Wireless station	1
	69 Innes		Hanssen, Jennie J.	Daughter	F	W	40		_	California	Norway	Norway	None	Wil cicss station	
	70 Innes		Hanssen, Odin	Grandson	M	W	19		_	California	Norway	California	None		1
	71 Innes		Hanssen, Enid	Granddaughter	F	W	10			California	Norway	California	None		
	72 Innes		Mix, Julia	Head	<u>-</u>	W	58			Germany	Germany	Germany	None		
	73 Innes		Mix, Pauline	Daughter	F.	W	20		1 1	California	Germany	Germany	None		1
	74 Innes		Mix, Frances	Daughter	F.	W	17			California	Germany	Germany	None		1
	75 Innes		Biggs, Charles	Head	M	W	36			California	California	California	Butcher	Slaughterhouse	
	76 Innes	1	Biggs, Rose	Wife	F	W	28			California	Germany	Germany	None	Sidugitterriouse	1
	77 Innes		Biggs, Evelyn	Daughter	F	W	12			California	United States	United States	None		
	78 Innes		Biggs, Myrtle	Daughter	F	W	7		_	California	United States	United States	None		
	95 Innes		Shiffer, John J.	Head	M	W	49		+ +		Pennsylvania	Manila	Laborer	Shipyard	
	96 Innes		Shiffer, Laustina	Wife	F	W	38			Manila	Manila	Manila	None	Jpya.a	
	97 Innes		Shiffer, Mary	Daughter	F	W	19		_	Manila	Pennsylvania	Manila	None		
	98 Innes		Shiffer, Fred	Son	М	W	16			Manila	Pennsylvania	Manila	None		
	99 Innes		Shiffer, William	Son	М	W	15			Manila	Pennsylvania	Manila	None		
	100 Innes		Shiffer, Jack	Son	М	W	12			Manila	Pennsylvania	Manila	None		
169/15A	1 Innes		Shiffer, Lizzie	Daughter	F	W	9			Manila	Pennsylvania	Manila	None		
	2 Innes		Shiffer, Joe	Son	М	W	7			Manila	Pennsylvania	Manila	None		
	3 Innes		Shiffer, Jim	Son	М	W	2			Manila	Pennsylvania	Manila	None		
	4 Innes	828	Mellberg, Buth E.	Head	М	W	26			California	Sweden	Sweden	Merchant	Cigars & [?]	
	5 Innes		Mellberg, John	Father	М	W	62		1887	Sweden	Sweden	Sweden	Retired	Merchant	
	6 Innes	850	Anderson, John P.	Head	М	W	63		1873	Denmark	Denmark	Denmark	Ship builder		
	7 Innes		Anderson, Alma	Daughter	F	W	22			California	Denmark	California	None		
	8 Innes		Anderson, Walter	Son	М	W	17			California	Denmark	California	None		
	9 Innes		Austin, Mrs. D.C.	Daughter	F	W	33			California	Denmark	California	None		
	10 Innes	850	Austin, David C.	Son in law	М	W	38	М		California	Texas	England	Captain	Steam ship	
	11 Innes	850	Austin, Dorothy	Granddaughter	F	W	9			California	California	California	None		
	21 Hawes	401	Busel, Gustive	Head	М	W	35	М	1910	Germany	Germany	Germany	Machinist	Machine shop	
	22 Hawes	401	Busel, Anna	Wife	F	W	32	М	1909	Hungary	Germany	Germany	None		
	23 Hawes	401	Busel, Gustive	Son	М	W	2.5	S		California	Germany	Hungary	None		
	24 Hawes	401	Busel, Raymond	Son	М	W	1.33	S		California	Germany	Hungary	None		
	34 Innes	826	Anderson, Oscar	Head	М	W	53	S	1883	Sweden	Sweden	Sweden	Laborer	Shipyard	
	35 Innes	826	Carlson, Erick	Boarder	М	W	50		1890	Sweden	Sweden	Sweden	Marines	Steam boat	
	36 Innes	826	Metter, Fred	Head	М	W	51	W	1888	Germany	Germany	Germany	Laborer	Packing H.	
	37 Innes	826	Metter, George	Son	М	W	16	S		Illinois	Germany	Missouri	None		
	38 Innes	826	Siemer, Chas.	Head	М	W	32	S		California	Germany	Germany	Ship caulker	Shipyard	

ED/page	Line	Street	House #	Name	Relation	Sex	Race	Age	Marital	Birthplace	Father Birthplace	Mother Birthplace	Immigratio	Occupation	Industry	Notes
36/15A		7 Hawes	401	Blandt, Hans	Head	М	W	42	М	Denmark	Denmark	Denmark	1910	Machinist	Automobiles	
		8 Hawes	401	Blandt, Sophie	Wife	F	W	44	М	Denmark	Denmark	Denmark	1910	None		
		9 Hawes	401	Blandt, Niels	Son	М	W	21	S	Denmark	Denmark	Denmark	1910	Machinist	Automobiles	
	1	0 Hawes	401	Blandt, Frederick	Son	М	W	16	S	Washington	Denmark	Denmark		None		
	1	1 Hawes	401	Blandt, Marion	Daughter	F	W	14	S	Washington	Denmark	Denmark		None		
	1	2 Hawes	401	Blandt, Evelyn	Daughter	F	W	10	S	Washington	Denmark	Denmark		None		
	1	3 Hawes	401	Blandt, Helen	Daughter	F	W	6	S	Washington	Denmark	Denmark		None		
	1	4 Hawes	401	Blandt, Betty	Daughter	F	W	4	S	Washington	Denmark	Denmark		None		
	1	8 Innes	908	Mix, Julia	Head	F	W	63	Wd	Germany	Germany	Germany	1887	None		
	1	9 Innes	904	Hansen, Jennie	Head	F	W	49	Wd	Norway	Norway	Norway	1900	None		
	2	0 Innes	904	Hansen, Norma	Daughter	F	W	21	S	California	Norway	Norway		None		
	2	1 Innes	904	Jorgensen, Carl	Brother	М	W	40	М	Norway	Norway	Norway	1900	Operator	Insurance	

APPENDIX C Native American Tribal Outreach

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., Suite 100 West Sacramento, CA 95691 (916) 373-3710 (916) 373-5471 Fax



August 1, 2016

Jennifer Redmond AECOM

E Mail: Jennifer.Redmond@aecom.com Number of Pages: 2

RE: India Basin Mixed Used Project, San Francisco County

Dear Ms. Redmond,

Attached is a list of tribes that have cultural and traditional affiliation to the area of potential project effect (APE) referenced above. I suggest you contact all of those listed, if they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult, as may be required under particular state statutes. If a response has not been received within two weeks of notification, the Native American Heritage Commission (NAHC) requests that you follow-up with a telephone call to ensure that the project information has been received.

The NAHC also recommends that project proponents conduct a record search of the NAHC Sacred Lands File (SLF) at the appropriate regional archaeological Information Center of the California Historic Resources Information System (CHRIS) (http://ohp.parks.ca.gov/?page_id=1068) to determine if any tribal cultural resources are located within the area(s) affected by the proposed action. The SFL, established under Public Resources Code section 5094, are sites submitted for listing to the NAHC by California Native American tribes. The SFL, established under Public Resources Code section 5094, are sites submitted for listing to the NAHC by California Native American tribes. A record search of the SLF was completed for the APE referenced above with negative results. Please note records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of tribal cultural resources. A tribe may be the only source of information regarding the existence of tribal cultural resources.

If you receive notification of change of addresses and phone numbers from any of these tribes, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: frank.lienert@nahc.ca.gov

Sincerely.

Frank Lienert

Associate Governmental Program Analyst

Native American Heritage Commission Native American Contact List

8/1/2016

Amah MutsunTribal Band

Valentin Lopez, Chairperson

P.O. Box 5272 Galt. CA. 95632

Phone: (916)743-5833 vlopez@amahmutsun.org

Costanoan Northern Valley

Yokut

Indian Canyon Mutsun Band of

Costanoan

Ann Marie Savers, Chairperson

P.O. Box 28

Hollister, CA, 95024

Amah MutsunTribal Band

Edward Ketchum. 35867 Yosemite Ave Davis, CA, 95616

aerieways@aol.com

Costanoan Northern Valley

Yokut

Amah MutsunTribal Band of Mission San Juan Bautista

Irenne Zwierlein, Chairperson 789 Canada Road

Woodside, CA, 94062 Phone: (650)400-4806 Fax: (650)332-1526

amahmutsuntribal@gmail.com

Costanoan

Costanoan

Costanoan

Costanoan Ohlone Rumsen-Mutsun Tribe

Patrick Orozco, Chairman 644 Peartree Drive Watsonville, CA, 95076

Phone: (831)728-8471 yanapvoic@earthlink.net

Costanoan Rumsen Carmel Tribe

Tony Cerda, Chairperson 244 E. 1st Street Pomona, CA, 91766

Phone: (909)629-6081 Fax: (909)524-8041 rumsen@aol.com

Esselen Tribe of Monterey County

Tom Little Bear Nason. 38655 Tassajara Road Carmel Valley, CA, 93924 Phone: (408)659-2153

Costanoan Esselen

Phone: (831)637-4238

ams@indiancanyon.org

Muwekma Ohlone Indian Tribe of the SF Bay Area

Rosemary Cambra, Chairperson P.O. Box 360791

Milpitas, CA, 95036 Phone: (408)314-1898 muwekma@muwekma.org

Ohlone/Costanoan-Esselen Nation

Christanne Arias, Vice Chairperson 519 Viejo Gabriel

Soledad, CA, 93960 Phone: (831)235-4590

Ohlone/Costanoan-Esselen

Nation

Louise Miranda-Ramirez.

Chairperson P.O. Box 1301 Monterey, CA, 93942 Phone: (408)629-5189

ramirez.louise@yahoo.com The Ohlone Indian Tribe

Andrew Galvan. P.O. Box 3152 Fremont, CA, 94539 Phone: (510) 882 - 0527

Fax: (510)687-9393 chochenyo@AOL.com Costanoan Esselen

Costanoan

Costanoan

Costanoan

Esselen

Bay Miwok Costanoan

Patwin Plains Miwok

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed India Basin Mixed Used Project,



510 893 3600 tel 510 874 3268 fax

August 4, 2016

XXXXXX XXXXXX XXXXXX, CA 9XXXX

Subject: India Basin Mixed-Use Project, City of San Francisco, San Francisco County

Dear MXX. XXXXXXX,

Build Inc. and the San Francisco Recreation and Parks Department are proposing to redevelop adjacent parcels along the India Basin shoreline of San Francisco Bay. The project is located in the Bayview-Hunters Point neighborhood and is bounded by the Bay on the north, the Candlestick-Hunters Point Shipyard Development Project area on the east, Innes Avenue on the south, and Hunters Point Boulevard and Hawes Street on the west. Please see the enclosed map. The project would construct a mix of residential and commercial buildings, and recreational uses including an extention of the Bay Trail and the replacement of existing piers. The project is mostly situated on land that was filled in the mid-twentieth century. Additional cutting and filling of the parcels is proposed.

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As part of the project sponsors' compliance with Section 106 of the National Historic Preservation Act, as amended, and the California Environmental Quality Act, we are seeking comments from Native American representatives in an effort to address any potential impact to archaeological or ethnographic resources. Your name was provided to us by the Native American Heritage Commission as a contact for this area. We would appreciate your comments identifying any concerns or issues pertinent to this project at your earliest convenience.

If you have any questions, please feel free to call me directly at 510.874.3265, or email at jennifer.redmond@aecom.com. We look forward to hearing from you. Thank you.

Sincerely,



510 893 3600 tel 510 874 3268 fax

August 4, 2016

Ohlone/Costanoan-Esselen Nation Christianne Arias, Vice Chairperson 519 Viejo Gabriel Soledad, CA 93960

Subject: India Basin Mixed-Use Project, City of San Francisco, San Francisco County

Dear Vice Chairperson Arias,

Build Inc. and the San Francisco Recreation and Parks Department are proposing to redevelop adjacent parcels along the India Basin shoreline of San Francisco Bay. The project is located in the Bayview-Hunters Point neighborhood and is bounded by the Bay on the north, the Candlestick-Hunters Point Shipyard Development Project area on the east, Innes Avenue on the south, and Hunters Point Boulevard and Hawes Street on the west. Please see the enclosed map. The project would construct a mix of residential and commercial buildings, and recreational uses including an extention of the Bay Trail and the replacement of existing piers. The project is mostly situated on land that was filled in the mid-twentieth century. Additional cutting and filling of the parcels is proposed.

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Sincerely,

510 893 3600 tel 510 874 3268 fax

August 4, 2016

Muwekma Ohlone Indian Tribe of the San Francisco Bay Area Rosemary Cambra, Chairperson P.O. Box 360791 Milpitas, CA 95036

Subject: India Basin Mixed-Use Project, City of San Francisco, San Francisco County

Dear Chairperson Cambra,

Build Inc. and the San Francisco Recreation and Parks Department are proposing to redevelop adjacent parcels along the India Basin shoreline of San Francisco Bay. The project is located in the Bayview-Hunters Point neighborhood and is bounded by the Bay on the north, the Candlestick-Hunters Point Shipyard Development Project area on the east, Innes Avenue on the south, and Hunters Point Boulevard and Hawes Street on the west. Please see the enclosed map. The project would construct a mix of residential and commercial buildings, and recreational uses including an extention of the Bay Trail and the replacement of existing piers. The project is mostly situated on land that was filled in the mid-twentieth century. Additional cutting and filling of the parcels is proposed.

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Sincerely,



510 893 3600 tel 510 874 3268 fax

August 4, 2016

Costanoan Rumsen Carmel Tribe Tony Cerda, Chairperson 244 E. 1st Street Pomona, CA 91766

Subject: India Basin Mixed-Use Project, City of San Francisco, San Francisco County

Dear Chairperson Cerda,

Build Inc. and the San Francisco Recreation and Parks Department are proposing to redevelop adjacent parcels along the India Basin shoreline of San Francisco Bay. The project is located in the Bayview-Hunters Point neighborhood and is bounded by the Bay on the north, the Candlestick-Hunters Point Shipyard Development Project area on the east, Innes Avenue on the south, and Hunters Point Boulevard and Hawes Street on the west. Please see the enclosed map. The project would construct a mix of residential and commercial buildings, and recreational uses including an extention of the Bay Trail and the replacement of existing piers. The project is mostly situated on land that was filled in the mid-twentieth century. Additional cutting and filling of the parcels is proposed.

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510 893 3600 tel 510 874 3268 fax

August 4, 2016

The Ohlone Indian Tribe Andrew Galvan P.O. Box 3152 Fremont, CA 94539

Subject: India Basin Mixed-Use Project, City of San Francisco, San Francisco County

Dear Mr. Galvan,

Build Inc. and the San Francisco Recreation and Parks Department are proposing to redevelop adjacent parcels along the India Basin shoreline of San Francisco Bay. The project is located in the Bayview-Hunters Point neighborhood and is bounded by the Bay on the north, the Candlestick-Hunters Point Shipyard Development Project area on the east, Innes Avenue on the south, and Hunters Point Boulevard and Hawes Street on the west. Please see the enclosed map. The project would construct a mix of residential and commercial buildings, and recreational uses including an extention of the Bay Trail and the replacement of existing piers. The project is mostly situated on land that was filled in the mid-twentieth century. Additional cutting and filling of the parcels is proposed.

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Sincerely,



510 893 3600 tel 510 874 3268 fax

August 4, 2016

Amah Mutsun Tribal Band Edward Ketchum 35867 Yosemite Avenue Davis, CA 95616

Subject: India Basin Mixed-Use Project, City of San Francisco, San Francisco County

Dear Mr. Ketchum,

Build Inc. and the San Francisco Recreation and Parks Department are proposing to redevelop adjacent parcels along the India Basin shoreline of San Francisco Bay. The project is located in the Bayview-Hunters Point neighborhood and is bounded by the Bay on the north, the Candlestick-Hunters Point Shipyard Development Project area on the east, Innes Avenue on the south, and Hunters Point Boulevard and Hawes Street on the west. Please see the enclosed map. The project would construct a mix of residential and commercial buildings, and recreational uses including an extention of the Bay Trail and the replacement of existing piers. The project is mostly situated on land that was filled in the mid-twentieth century. Additional cutting and filling of the parcels is proposed.

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Sincerely,



510 893 3600 tel 510 874 3268 fax

August 4, 2016

Amah Mutsun Tribal Band Valentin Lopez, Chairperson P.O. Box 5272 Galt, CA 95632

Subject: India Basin Mixed-Use Project, City of San Francisco, San Francisco County

Dear Chairperson Lopez,

Build Inc. and the San Francisco Recreation and Parks Department are proposing to redevelop adjacent parcels along the India Basin shoreline of San Francisco Bay. The project is located in the Bayview-Hunters Point neighborhood and is bounded by the Bay on the north, the Candlestick-Hunters Point Shipyard Development Project area on the east, Innes Avenue on the south, and Hunters Point Boulevard and Hawes Street on the west. Please see the enclosed map. The project would construct a mix of residential and commercial buildings, and recreational uses including an extention of the Bay Trail and the replacement of existing piers. The project is mostly situated on land that was filled in the mid-twentieth century. Additional cutting and filling of the parcels is proposed.

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Sincerely,



510 893 3600 tel 510 874 3268 fax

August 4, 2016

Ohlone/Costanoan-Esselen Nation Louise Miranda-Ramirez, Chairperson P.O. Box 1301 Monterey, CA 93942

Subject: India Basin Mixed-Use Project, City of San Francisco, San Francisco County

Dear Chairperson Miranda-Ramirez,

Build Inc. and the San Francisco Recreation and Parks Department are proposing to redevelop adjacent parcels along the India Basin shoreline of San Francisco Bay. The project is located in the Bayview-Hunters Point neighborhood and is bounded by the Bay on the north, the Candlestick-Hunters Point Shipyard Development Project area on the east, Innes Avenue on the south, and Hunters Point Boulevard and Hawes Street on the west. Please see the enclosed map. The project would construct a mix of residential and commercial buildings, and recreational uses including an extention of the Bay Trail and the replacement of existing piers. The project is mostly situated on land that was filled in the mid-twentieth century. Additional cutting and filling of the parcels is proposed.

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Sincerely,



510 893 3600 tel 510 874 3268 fax

August 4, 2016

Esselen Tribe of Monterey County Tom Little Bear Nason 38655 Tassajara Road Carmel Valley, CA 93924

Subject: India Basin Mixed-Use Project, City of San Francisco, San Francisco County

Dear Mr. Nason,

Build Inc. and the San Francisco Recreation and Parks Department are proposing to redevelop adjacent parcels along the India Basin shoreline of San Francisco Bay. The project is located in the Bayview-Hunters Point neighborhood and is bounded by the Bay on the north, the Candlestick-Hunters Point Shipyard Development Project area on the east, Innes Avenue on the south, and Hunters Point Boulevard and Hawes Street on the west. Please see the enclosed map. The project would construct a mix of residential and commercial buildings, and recreational uses including an extention of the Bay Trail and the replacement of existing piers. The project is mostly situated on land that was filled in the mid-twentieth century. Additional cutting and filling of the parcels is proposed.

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510 893 3600 tel 510 874 3268 fax

August 4, 2016

Costanoan Ohlone Rumsen-Mutsun Tribe Patrick Orozco, Chairman 644 Peartree Drive Watsonville, CA 95076

Subject: India Basin Mixed-Use Project, City of San Francisco, San Francisco County

Dear Chairman Orozco,

Build Inc. and the San Francisco Recreation and Parks Department are proposing to redevelop adjacent parcels along the India Basin shoreline of San Francisco Bay. The project is located in the Bayview-Hunters Point neighborhood and is bounded by the Bay on the north, the Candlestick-Hunters Point Shipyard Development Project area on the east, Innes Avenue on the south, and Hunters Point Boulevard and Hawes Street on the west. Please see the enclosed map. The project would construct a mix of residential and commercial buildings, and recreational uses including an extention of the Bay Trail and the replacement of existing piers. The project is mostly situated on land that was filled in the mid-twentieth century. Additional cutting and filling of the parcels is proposed.

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Sincerely,



510 893 3600 tel 510 874 3268 fax

August 4, 2016

Indian Canyon Mutsun Band of Costanoan Ann Marie Sayers, Chairperson P.O. Box 28 Hollister, CA 95024

Subject: India Basin Mixed-Use Project, City of San Francisco, San Francisco County

Dear Chairperson Sayers,

Build Inc. and the San Francisco Recreation and Parks Department are proposing to redevelop adjacent parcels along the India Basin shoreline of San Francisco Bay. The project is located in the Bayview-Hunters Point neighborhood and is bounded by the Bay on the north, the Candlestick-Hunters Point Shipyard Development Project area on the east, Innes Avenue on the south, and Hunters Point Boulevard and Hawes Street on the west. Please see the enclosed map. The project would construct a mix of residential and commercial buildings, and recreational uses including an extention of the Bay Trail and the replacement of existing piers. The project is mostly situated on land that was filled in the mid-twentieth century. Additional cutting and filling of the parcels is proposed.

It is anticipated that the most substantial vertical impacts on land would occur from cutting in areas of India Basin Shoreline Park to depths of 15 feet. This park is situated on artificial land. Buildings would be constructed on mat foundations to depths of 4.5 feet in the southern portion of the project location. Offshore piers would be driven to approximately 80 feet.

The proposed project is located on the U.S. Geological Survey (USGS) 7.5-minute *Hunters Point, California* and *San Francisco South, California* quadrangle maps, in Township 2 South, Range 5 West, in unsectioned portions of the Rincon de las Salinas Y Potrero Viejo land grant. A record search was conducted at the Northwest Information Center at Sonoma State University and no archaeological resources were recorded within the project's Area of Potential Effect (APE). Four previously recorded archaeological resources are within 0.25-mile.

As part of the project sponsors' compliance with Section 106 of the National Historic Preservation Act, as amended, and the California Environmental Quality Act, we are seeking comments from Native American representatives in an effort to address any potential impact to archaeological or ethnographic resources. Your name was provided to us by the Native American Heritage Commission as a contact for this area. We would appreciate your comments identifying any concerns or issues pertinent to this project at your earliest convenience.

If you have any questions, please feel free to call me directly at 510.874.3265, or email at jennifer.redmond@aecom.com. We look forward to hearing from you. Thank you.

Sincerely,

510 893 3600 tel 510 874 3268 fax

August 4, 2016

Amah Mutsun Tribal Band of Mission San Juan Bautista Irenne Zwierlein, Chairperson 789 Canada Road Woodside, CA 94062

Subject: India Basin Mixed-Use Project, City of San Francisco, San Francisco County

Dear Chairperson Zwierlein,

Build Inc. and the San Francisco Recreation and Parks Department are proposing to redevelop adjacent parcels along the India Basin shoreline of San Francisco Bay. The project is located in the Bayview-Hunters Point neighborhood and is bounded by the Bay on the north, the Candlestick-Hunters Point Shipyard Development Project area on the east, Innes Avenue on the south, and Hunters Point Boulevard and Hawes Street on the west. Please see the enclosed map. The project would construct a mix of residential and commercial buildings, and recreational uses including an extention of the Bay Trail and the replacement of existing piers. The project is mostly situated on land that was filled in the mid-twentieth century. Additional cutting and filling of the parcels is proposed.

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Sincerely,

APPENDIX D DPR 523 Series Forms

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION

Primary # Trinomial

ARCHAEOLOGICAL SITE RECORD

Page 1 of 13	*Resource Name or #:	India Basin Scow	Schooner B	Boatyard: Hunter	s Point Ship	Graveyard

*A1. Dimensions: a. Length: 480 ft. (N/S) x b. Width: 470 ft. (E/S) [Includes all five vessels in Hunters Point Ship Graveyard] Method of Measurement: □ Paced □ Taped □ Visual estimate ☒ Other: Estimate based on historical aerials Method of Determination: □ Artifacts ☒ Features □ Soil □ Vegetation □ Topography □ Cut bank □ Animal burrow □ Excavation □ Property boundary ☒ Other (Explain): Aerial imagery, archival research, Geoprobe borings Reliability of Determination: □ High ☒ Medium □ Low Explain: Numerous sources indicate the presence of five buried vessels, but only two have been reliably identified in the field. Limitations: □ Restricted access ☒ Paved/built over ☒ Site limits incompletely defined ☒ Disturbances ☒ Vegetation ☒ Other (Explain): Submerged under San Francisco Bay and artificial fill.
A2. Depth: Various; surface to 27.5 feet below surface Method of Determination: Pedestrian survey, hand-probing, Geoprobe borings
*A3. Human Remains: ☐ Present ☐ Absent ☐ Possible ☑Unknown (Explain): None observed
*A4. Features: Two features, the remains of the <i>Caroline</i> and of the <i>Bay City</i> , were identified during pedestrian survey and Geoprobe bor (see Feature Maps on Pages 4-5). Three additional buried vessels were identified during archival research but were not identified in Geoprobe borings. See the Sketch Map on Page 3 for an overview of the five features identified. See Continuation Sheet on pages 6 through 11 for a detailed discussion of the features.
*A5. Cultural Constituents: Historic-period artifacts including milled lumber, glass fragments (milk, olive, aqua), and square-cut nails observed in the vicinity of both the <i>Caroline</i> and <i>Bay City</i> and elsewhere along the Bay shore. Given the history of filling in the area, unlikely these are associated with the vessels.
*A6. Were Specimens Collected? ☒ No ☐ Yes
*A7. Site Condition: ☐ Good ☒ Fair ☐ Poor (Describe disturbances.): While the vessels were abandoned and scavenged in the 1930-1950s and have since degraded, the identified remannts of the features remain in situ and the lower portions of the vessels appear at least partially intact.
*A8. Nearest Water: The site was originally on the open waters of the San Francisco Bay. Currently, the remains of the Bay City and Caroline are partially submerged under the bay, and the remainder of the site is buried under an articially constructed landform (India Basin Shoreline Park).
*A9. Elevation: 0 ft (sea level)
A10. Environmental Setting: The majority of the site lies north-northeast of the edge of the historical 1859 San Francisco Bay shorelin (see Sketch Map on page 3, and Plate 13 on Continuation Sheet on page 12). The features lie within Bay Mud, submerged under the Earn buried under artificial fill.
A11. Historical Information: Archival research has revealed that the identified remains constitute the site of the Hunters Point Ship Graveyard, also known as the River Boats Boneyard. See AECOM (2017) and Continuation Sheet page 12 for more information.
*A12. Age: Prehistoric Protohistoric 1542-1769 1769-1848 X 1848-1880 X 1880-1914 X 1914-1945 Post 1945 Undetermined Describe position in regional prehistoric chronology or factual historic dates if known: See A11. Historical Information, Continuation Sheet, page 12.
A13. Interpretations: These features are potentially significant and would contribute to the India Basin Scow Schooner Boatyard landsc for their association with boat building, repair, and scrapping in India Basin during the early twentieth century. See B10. Significance Page 13 for details.
A14. Remarks: For a full discussion of the site, see the associated report: AECOM, 2017. <i>Archeological Survey Report, India Basin Mixe Use Project (CASE NO. 2014 002541ENV)</i> . Prepared for: BUILD and San Francisco Parks and Recreation Department.
A15. References : See Continuation Sheet, page 13.

Affiliation and Address: AECOM, 300 Lakeside Drive, Suite 400, Oakland, CA 94612

A16. Photographs: Plates 1-13 are on Continuation Sheets pages 6-12.

*A17. Form Prepared by: J. Redmond, J. Taylor, A. Leon Guerrero, C. Atwater

DPR 523C (1/95) *Required information

Date: 31 January 2017

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

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*Resource Name or #: India Basin Scow Schooner Boatyard: Hunters Point Ship Graveyard

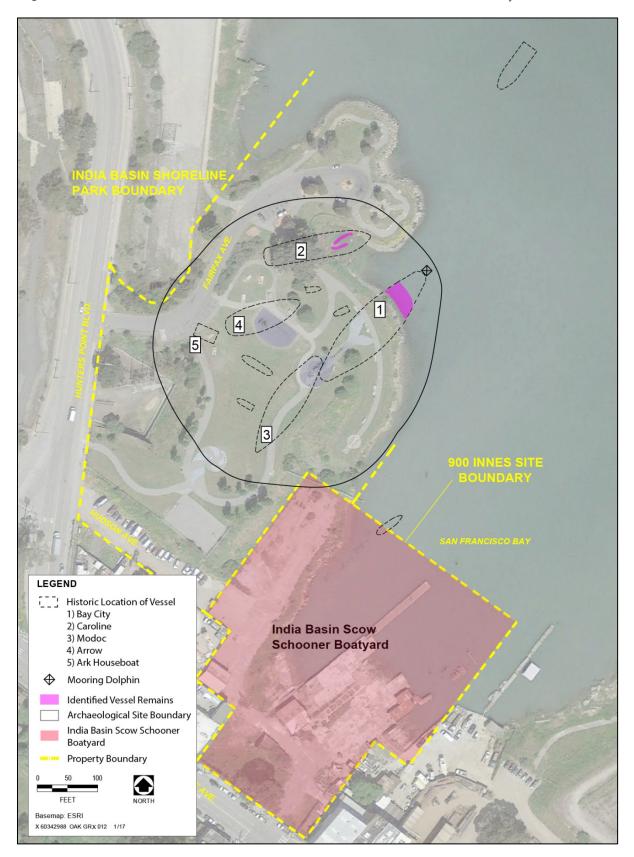
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*Resource Name or #: India Basin Scow Schooner Boatyard: Hunters Point Ship Graveyard



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CONTINUATION SHEET

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Primary # HRI# Trinomial

Page 6 of 13

*Resource Name or #: India Basin Scow Schooner Boatyard: Hunters Point Ship Graveyard

*Recorded by: J. Redmond, J. Taylor, A. Leon Guerrero, C. Atwater *Date: 31 Jan 2017 ☒ Continuation ☐ Update

P3a. Description:

The remains of two ships were identified at India Basin Shoreline Park, outside the currently mapped boundary of the India Basin Scow Schooner Boatyard (Page and Turnbull, 2016). The features were initially identified during a pedestrian survey completed at low tide, and the nature of the features were further examined during subsequent archival research, observation of environmental borings, shallow soil probing, and examination from the water. The remains of the *Bay City* (Feature 1) are located off shore and beneath the fill at India Basin Shoreline Park. The remains of the *Caroline* (Feature 2) are also located beneath the fill, as well as in a shallow tidal inlet at the park. Full descriptions of the features identified, see Section A4. Features, on Continuation Sheet pages 7-12. The Hunters Point Ship Graveyard is presumed to include three additional vessels: the *Arrow*, the *Modoc*, and possibly the *Emma* (see Section A 11. Historical Information on Continuation Sheet page 12).



Plate 1. Shoreline Park submerged ship hulk, view northeast.

A4. Features (continuation): Feature 1—Bay City

The visible remains of the *Bay City* consist of two gunwales (or gunnels), five longitudinal beams (possibly strakes/stringers), and portions of possible decking still intact (see *Bay City* Feature Map on Page 4). The off-shore superstructure appears to be part of the docking apparatus, or mooring dolphin, used to secure the *Bay City* as visible in historical aerial imagery (AECOM, 2017).

The vessel remains measured 38 ft. wide (across the gunwales) at the point where the *Bay City* extended out from beneath the rip rap. Several pieces of metal hardware were identified in the vicinity of the southern gunwale, including two in situ maritime spikes (Plate 2, below). The two square-cut spikes were visibly protruding approximately 4 in. out of the gunwale, into the ship's interior, and would measure at least 6 in. long in their entirety. Three pieces of potentially related but unidentifiable metal hardware were also found in the vicinity, but their association is unknown. Wooden blocks were observed protruding perpendicularly off of the southern gunwale in a ladder-like fashion towards the interior of the hulk, connecting to an interior lateral beam (Beam 5; see Plate 3 for an example of similar wooden blocks protruding from Beam 3). Five wooden stringers running roughly parallel to the gunwales towards the mooring dolphin were identified (see Plate 5 on Page 9, and *Bay City* Feature Map on Page 4). The lateral beams were approximately 6 in. wide. An intact portion of the deck was identified along the shoreline near the center of the Bay City between Beams 2-4 (see Plate 4 on Page 5, and *Bay City* Feature Map on Page 4). The deck consisted of at least four wooden planks, approximately 5 in. wide.

The gunwales, beams, and deck all clearly extend under the rip rap towards Shoreline Park, however it was not possible to determine their full extent due to the thickness of the rip rap and fill. The gunwales and beams were all followed out approximately 12 to 15 ft. into the Bay, towards the mooring dolphin, but based on water levels it could not be determined if they remain intact and/or connect with the mooring dolphin, located approximately 58 ft. east of the shoreline (see Plate 5 on Page 9, and *Bay City* Feature Map on Page 4). The lateral beams were approximately 6 in. wide. An intact portion of the deck was identified along the shoreline near the center of the *Bay City* between Beams 2-4 (see Plate 6 on Page 5, and *Bay City* Feature Map on Page 4). The deck consisted of at least four wooden planks, approximately 5 in. wide.

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

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*Resource Name or #: India Basin Scow Schooner Boatyard: Hunters Point Ship Graveyard

*Date: 31 Jan 2017

*Recorded by: J. Redmond, J. Taylor, A. Leon Guerrero, C. Atwater



☑ Continuation

□ Update

Plate 2. In situ martime spike in southern gunwale.

Plate 3. Longitudinal beams, view northwest.



Plate 4. Longitudinal beams (demarcated with pinflags) and mooring dolphin, view northeast.

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET

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*Resource Name or #: India Basin Scow Schooner Boatyard: Hunters Point Ship Graveyard

*Recorded by: J. Redmond, J. Taylor, A. Leon Guerrero, C. Atwater *Date: 31 Jan 2017 ☒ Continuation ☐ Update

A4. Features (continuation): Feature 1—Bay City (continued)



Plate 5. Potentially in situ Bay City decking.

Based on environmental borings placed within the expected footprint of the *Bay City* based on historical aerials, the feature appears to extend well beneath the fill (see *Bay City* Feature Map on Page 4). The boring located nearest the water contained a 6 in. thick piece of milled wood at 14 ft. bgs (Plate 6). The boring located furthest from the modern shore contained a 1 in. thick piece of wood at 27.5 ft. bgs.



Plate 6. Wooden fragments removed from Boring IBSP-SB-AR-30, in the footprint of the Bay City.

State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION** CONTINUATION SHEET

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*Resource Name or #: India Basin Scow Schooner Boatyard: Hunters Point Ship Graveyard

*Date: 31 Jan 2017 *Recorded by: J. Redmond, J. Taylor, A. Leon Guerrero, C. Atwater □ Update

A4. Features (continuation): Feature 1—Bay City (continued)

The dolphin located offshore was comprised of wood piles, lumber, metal fittings, and rope. The main element appeared to be a length of fractured wood pile approximately 80 in. long (Plates 7 and 8, below). It appears that the piles supporting the dolphin fractured and the dolphin tilted over since its use with the Bay City. A corroding metal rod extended east off of the structure, towards the Bay, for approximately 62 in. Manufactured wire nails and degrading paint were also observed on the dolphin. Probing in the vicinity of the dolphin revealed that portions of the structure continue for at least 4 ft. below the exposed waterline. While the clarity of the water inhibited visual inspection of the dolphin below the waterline, it appeared to extend both vertically and horizontally. The presence of any remnants of the Bay City in close proximity to the dolphin could not be determined due to the depth of the water. There are sections of rope remaining on the feature, however these likely relate to later use of the structure and are not associated with the Bay City.

Several non-diagnostic and likely unrelated artifacts (e.g., milk glass, aqua bottle finish, colorless jar base) were also located at the edge of the Bay shore. These artifacts are likely the result of casual disposal and are reflective of the historic-period-to-modern-era usage of the Bay shore.

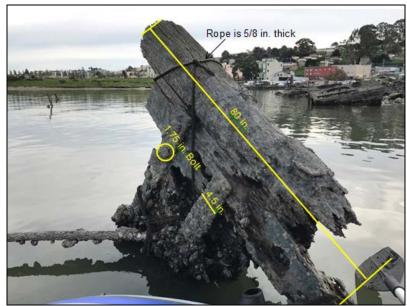


Plate 7. Mooring dolphin measurements—main structure.



Plate 8. Mooring dolphin measurements—metal rod.

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*Resource Name or #: India Basin Scow Schooner Boatyard: Hunters Point Ship Graveyard

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A4. Features (continuation): Feature 2—Caroline

An intact portion of the *Caroline* lies beneath the northwestern side of the tidal inlet pond and potentially beneath the western and eastern shores of the pond (see *Caroline* Feature Map on Page 5). Probing within the tidal inlet revealed the presence of two separate submerged surfaces each approximately 12 in. below the water level (at the time of recordation). The solid and fairly regular surfaces suggest that these may represent two remnant sections of the deck of the *Caroline* (shown on the *Caroline* Feature Map on Page 5). The identified wooden surfaces were largely contiguous, as the team was able to walk along the submerged feature as evidenced in Plate 6. Within the northern region of the tidal inlet, the surface extended for approximately 30 ft. and was generally 2 to 3 ft. wide. Small portions, less than 6 in. in diameter, were missing in the eastern section of this submerged surface. The missing portions detected by AECOM archaeologists walking along the surface may represent the deteriorating areas of the decking visible in the foreground of the historic image presented as Plate 7. Further probing within the eastern side of the inlet was not possible due to high water levels. Within the southern reaches of the inlet, the surface extended for a length of nearly 25 ft. with a width generally around 2 ft. wide.



Plate 9. AECOM archeologist on edge of submerged surface in tidal inlet, view southeast.



Plate 10. Caroline in 1964 (Source: White, 2008)

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*Resource Name or #: India Basin Scow Schooner Boatyard: Hunters Point Ship Graveyard

*Recorded by: J. Redmond, J. Taylor, A. Leon Guerrero, C. Atwater *Date: 31 Jan 2017 ☒ Continuation ☐ Update

A4. Features (continuation): Feature 2—Caroline (continued)

An approximately 6 in. thick layer of wood was identified 20 ft. bgs within the presumed stern area of the *Caroline* (see *Caroline* Feature Map on Page 5), suggesting the intact portion of the feature extends beneath the fill. On the southeastern side of the tidal inlet, outside the expected footprint of the *Caroline*, two connected creosote-soaked poles were observed. It is possible these were part of the pier that historically extended out to starboard flank of the *Caroline* as depicted in historic imagery (AECOM, 2017). A number of pieces of lumber were also found on the eastern side of the pond, nearer to the Bay, but it is unclear whether these are associated with the *Caroline*, a former dock, or if they represent flotsam that washed into the inlet. A large, square piece of 1 ft. by 1 ft. milled lumber, approximately 6 ft. long, with some hardware (iron stakes) remaining in place is located within the western bank of the pond within the *Caroline*'s footprint (Plate 11, below). The lumber could be associated with the Hunters Point Ship Graveyard (see See A11. Historical Information, Page 13), but it is just as likely flotsam. Also identified towards the eastern end of the tidal inlet was an 8 in. diameter ferrous metal cap or fitting of some sort, possibly part of a dock or mooring system (Plate 12, below). The metal piece was anchored solidly in the soil and probing around the specimen suggested that it extends below the surface. This may suggest that this specimen is *in situ*; however, it is also possible the piece was introduced during the reclamation.



Plate 11. Milled lumber, view south.



Plate 12. Metal cap and milled lumber, view south.

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A11. Historical Information

In order to name the vessels identified during the archeological survey in Shoreline Park, additional archival research was required. A "ship graveyard" had been identified by previous researchers at Hunters Point, but they did not place this ship scavenging area in the vicinity of Shoreline Park. These researchers placed its location in the eastern portion of the India Basin/Hunters Point vicinity. According to PAR, who conducted the archeological inventory and assessment of Hunters Point Shipyard, the "Hunters Point Ship Graveyard" was located "in the cove west of the point" (Hamusek-McGann et.al 1998:33). Citing PAR, Archeo-Tec likewise placed the "Hunters Point Ship Graveyard" in an area east of Shoreline Park (Pastron et al., 2009a:106, Figure 18). An in-depth review of historical imagery, maps, and narratives revealed that Hunters Point Ship Graveyard was in fact located in Shoreline Park (for full description of research see AECOM, 2017).

In the 1930s, five vessels lay wasting at the Hunters Point Ship Graveyard, in what was by then a rather infamous public eye-sore (*San Francisco News*, 1938, as cited in Hamusek-McGann et.al 1998:33 and Pastron et al., 2009a). As reported by PAR (Hamusek-McGann et.al 1998:33) the five vessels found in the graveyard included:

- The *Arrow*, a147-foot-Iong ferry that was built in Seattle in 1903. By 1938, nothing remained of her but her bows and two starboard portholes that emerged at low tide.
- The *Bay City*, a ferry built at the Fulton Iron Works in San Francisco's North Beach in 1878. She carried commuters between San Francisco and Alameda and later between Vallejo and South Vallejo. In 1930, J.C. Ogden purchased and beached the Bay City at Hunters Point. By 1938, "her paneless windows and caved-in deck let fog into the once-plush cabins where three-piece orchestras had once played."
- The *Caroline*, a four-masted schooner built in 1902 on Puget Sound. After twenty years hauling lumber and grain, she was stripped of her machinery and anchored off Hunters Point. In 1932, after a storm beached her, an enterprising sailor, Oscar Baver, "rigged the officers' and crews' space as a six-room house with electric lights, telephone, and running water for himself, and his wife and daughter."
- The scow *Emma*, transported hay from Sacramento to San Francisco until ending her days at Hunters Point. Once there, a Mr. A.T. Chick mounted her pilot house on stilts and took up residence there. He and the Baver family were apparently neighbors who enjoyed a private lifestyle among the ship graveyard.
- The *Modoc*, a mail boat built in San Francisco in 1880. In 1917, she was sent to the Southern Pacific Shipyards in the Oakland estuary. In 1928, she was taken to Hunters Point and stripped. By 1938, only the timbers of the hull and lower deck remained.

Four of these vessels – the *Arrow*, the *Bay City*, the *Caroline*, and the *Modoc* – are pictured in the 1938 aerial (Plate 13, below). An overlay of this historical aerial with modern imagery was used to identify the vessel remains observed the pedestrian survey in Shoreline Park (see details in AECOM, 2017). The *Emma* was not identified during completion of this research, but an ark houseboat was instead identified in aerials (see Sketch Map, Page 3). See the Sketch Map on Page 3 for an overlay for the vessel locations.



Plate 13. 1938 Ryker aerial photograph with vessels in various states of repair, in vicinity of today's Shoreline Park (Source: David Rumsey Collection).

DPR 523L (1/95) *Required information

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DEPARTMENT OF PARKS AND RECREATION
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*Resource Name or #: India Basin Scow Schooner Boatyard: Hunters Point Ship Graveyard

*Recorded by: J. Redmond, J. Taylor, A. Leon Guerrero, C. Atwater *Date: 31 Jan 2017 ☒ Continuation ☐ Update

B10. Significance:

The remains of the *Bay City* and *Caroline* and any other vessels buried beneath Shoreline Park are potentially significant and could contribute to the India Basin Scow Schooner Boatyard for their association with boat building, repair, and scrapping in India Basin during the early twentieth century. Although these vessels are not located within the 900 Innes parcel (see Sketch Map, Page 3) they are associated with the maritime history of India Basin and due to their proximity to the Anderson & Cristofani boatyard and their presence during the boatyard's period of significance (1875—1935), the remains of these vessels are contributors to the India Basin Scow Schooner Boatyard cultural landscape (for a full discussion of this cultural landscape, see Page and Turnbull, 2016).

It is apparent that the vessels identified as a result of the current effort were brought into India Basin to be salvaged by the local boat building industry beginning in the 1920s and that the practice continued into the 1930s. These dates place these remains within the period of significance established for the India Basin Scow Schooner Boatyard established by Page & Turnbull (2016). Although the final number of potential vessels entombed in the vicinity is uncertain and the full extent of the remains of the identified vessels is unknown, due to the confirmed presence of the *Bay City* and *Caroline* and their direct ties to the maritime industry of India Basin during the period of significance (i.e., 1875—1935), AECOM proposes that the India Basin Scow Schooner Boatyard be expanded to capture the areal extent of the Hunters Point Ship Graveyard (Sketch Map, Page 3).

A15. References:

- AECOM, 2017. Archeological Survey Report, India Basin Mixed-Use Project (CASE NO. 2014 002541ENV). Prepared for: BUILD and San Francisco Parks and Recreation Department.
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- Ryker, Harrison, 1938. Composite: 1-164 San Francisco Aerial Views. David Rumsey Historical Map Collection, San Francisco, California. Available online at http://www.davidrumsey.com/luna/servlet/s/tcn1zx accessed August 2016.
- U.S. Geological Survey, 1947, San Francisco South, California 7.5-minute Topographic Quadrangle. U.S. Geological Survey, Washington, D.C.
 - 1950, San Francisco South, California 7.5-minute Topographic Quadrangle. U.S. Geological Survey, Washington, D.C.
 - 1956a, Hunters Point, California 7.5-minute Topographic Quadrangle. U.S. Geological Survey, Washington, D.C.
 - 1956b, San Francisco South, California 7.5-minute Topographic Quadrangle. U.S. Geological Survey, Washington, D.C.
 - 1968, San Francisco South, California 7.5-minute Topographic Quadrangle. U.S. Geological Survey, Washington, D.C.
 - 1973, San Francisco South, California 7.5-minute Topographic Quadrangle. U.S. Geological Survey, Washington, D.C.
 - 1980, San Francisco South, California 7.5-minute Topographic Quadrangle. U.S. Geological Survey, Washington, D.C.
 - 1993, San Francisco South, California 7.5-minute Topographic Quadrangle. U.S. Geological Survey, Washington, D.C.
 - 1995, San Francisco South, California 7.5-minute Topographic Quadrangle. U.S. Geological Survey, Washington, D.C.

DPR 523L (1/95) *Required information

About AECOM

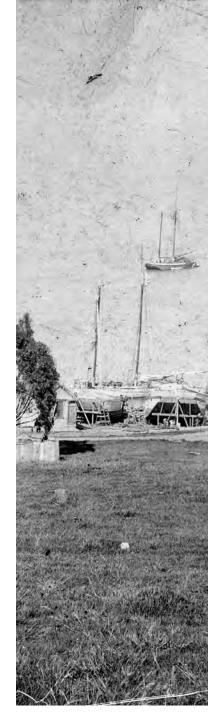
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AECOM 300 California Street, Suite 600 San Francisco, CA 94104



INDIA BASIN PROJECT HISTORIC RESOURCE EVALUATION PARTS I AND 2

SAN FRANCISCO, CA [14290B]

PREPRARED FOR: BUILD, INC.



MARCH 8, 2017



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I. INTRODUCTION

This Historic Resource Evaluation (HRE) has been prepared at the request of Build Inc., on behalf of Build Inc., the San Francisco Department of Recreation and Parks, and the Trust for Public Land, for an approximately 38-acre project area in the Bayview-Hunters Point neighborhood, encompassing the following parcels located northeast of Innes Avenue, between Hawes Street/Hunters Point Boulevard and Earl Street:

Parcel no. (APN)	Zoning district	Parcel no. (APN)	Zoning district
4596/026	P: Public	4629A/010, 012	M-1: Light Industrial
4597/026	P: Public	4629A/003, 004, 005,	P: Public
		006, 009, 011, 013	
4605 (all land lots)	P: Public	4630/002, 006	N/A
4606/026	P: Public	4630/005, 007, 100	M-1: Light Industrial
4606/100	M-1: Light Industrial	4631 (all lots)	M-1: Light Industrial
4607/024	P: Public	4644/001, 010, 010A,	M-1: Light Industrial
		010B, 010C, 011	
4607/025	M-1: Light Industrial	4644/004A, 005, 006,	NC-2: Neighborhood
		006A, 007, 008, 009	Commercial, Small
			Scale
4620 (all lots)	M-1: Light Industrial	4645/001, 010, 010A,	M-1: Light Industrial
		011, 012, 013	
4621/016, 018, 100,	M-1: Light Industrial	4645/003A, 004, 006,	NC-2: Neighborhood
101		007, 007A, 014, 015	Commercial, Small
			Scale
4621/021	P: Public	4646/001	M-1: Light Industrial
4622 (all land lots)	P: Public	4646/002, 003, 003A,	NC-2: Neighborhood
		019, 020	Commercial, Small
			Scale

The project area also includes portions of the Hawes Street, Fairfax Avenue, Galvez Avenue, Griffith Street, Hudson Street, Arelious Walker Avenue, and Earl Street public right of ways.

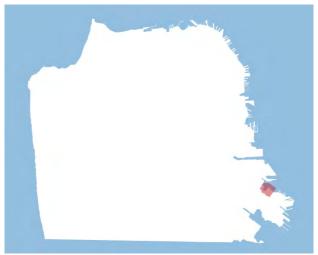


Figure 1. Location of the project area, shaded, within the boundaries of the City of San Francisco Source: Page & Turnbull

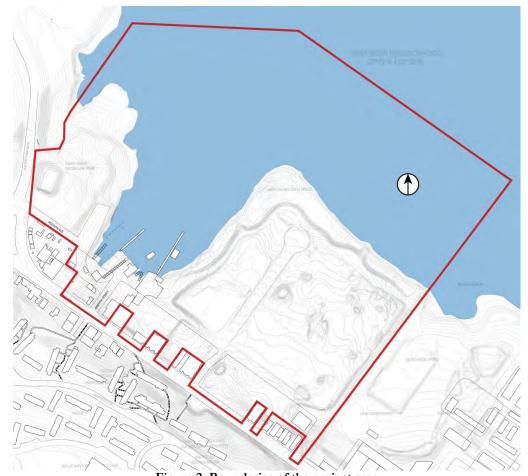


Figure 2. Boundaries of the project area Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

A proposed project plans to redevelop the multiple properties that comprise the project area. A newly designed municipal park would be located at the 900 Innes Avenue property and existing India Basin Shoreline Park, both owned by the San Francisco Department of Recreation and Parks. A mixed-use development would be located at the 700 Innes Avenue property, owned by Build, Inc. In addition, the project includes the enhancement of the existing design of India Basin Open Space, which is also owned by the San Francisco Department of Recreation and Parks.

METHODOLOGY

This report follows the outline provided by the San Francisco Planning Department (Planning Department) for Historic Resource Evaluation Reports, in combination with guidelines for cultural landscape evaluation derived from A Guide to Cultural Landscape Reports: Contents, Process, and Techniques and National Register Bulletin No. 18: How to Evaluate and Nominate Designed Historic Landscapes. For the purposes of the site description, narrative histories, and evaluations, Page & Turnbull has divided the project area into nine sub-areas. The division of sub-areas was based on current and historic ownership and programmatic use, as well as on previous evaluations of potential historic resources within the site. Page & Turnbull surveyed and conducted research on all sub-areas within the project boundary, in order to determine age, historical development, and current conditions. Architectural descriptions and property-specific historical narratives were prepared for all sub-areas, yet only those found to be age eligible (at least 50 years of age) were evaluated for their eligibility to be listed in the California Register of Historical Resources (California Register).



Figure 3. Map of project area, showing the sub-areas that will be described and evaluated in this document

Page & Turnbull staff members conducted site visits in April and May 2015, where they recorded notes about the site's features and took digital photographs. The interior of the Shipwright's Cottage was accessed and photographed, as this was required for a separate feasibility study completed concurrent to this document; the interiors of no other buildings within the project site were inspected or documented. Page & Turnbull then conducted research at various repositories, including the Planning Department, the Maritime Research Center of the San Francisco Maritime National Historical Park, the San Francisco Public Library, and various online repositories.

Unless otherwise noted, all photographs in this report were taken by Page & Turnbull staff in April and May 2015.

SUMMARY OF FINDINGS

This report evaluates five properties, or sub-areas, within the project area determined to be over 50 years in age, therefore considered potentially eligible for listing in the California Register. These sub-areas are: the Shipwright's Cottage at 900 Innes Avenue; the India Basin Scow Schooner Boatyard site at 900 Innes Avenue; the Allemand Brothers Boatyard site; 838-840 Innes Avenue; and 702 Earl Street. No other properties or features within the project area are of an age to qualify for listing in the California Register. Page & Turnbull's findings indicate that three California Register-eligible properties exist: the Shipwright's Cottage (previously designated as San Francisco Landmark #250 under Article 10 of the Planning Code); the India Basin Scow Schooner Boatyard site, including three buildings and several objects and landscape features; and the former boatyard building at 702 Earl Street. These properties would therefore be considered historic resources for the purpose of review under the California Environmental Quality Act (CEQA). See section VI section of this report for more details.

Upon analysis of the proposed project's potential impacts on the three identified historic resources, Page & Turnbull finds that the project would have the potential to affect the eligibility of 702 Earl Street, the India Basin Scow Schooner Boatyard, and the Shipwright's Cottage for listing in the California Register. See section IX of this report for more details. Project improvement measures and mitigation measures are included in section X.

II. CURRENT HISTORIC STATUS

The following section examines the national, state, and local historical ratings currently assigned to properties within the subject property area.

NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places (National Register) is the nation's most comprehensive inventory of historic resources. The National Register is administered by the National Park Service and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archeological, or cultural significance at the national, state, or local level.

In 2005, the India Basin Neighborhood Association completed California Department of Parks and Recreation (DPR) 523A (Primary Record) and 523B (Building, Structure, and Object) forms for the residence at 900 Innes Avenue (known as the Shipwright's Cottage), finding the property to be individually eligible for listing on the National Register under Criteria A and C. The identified period of significance was 1875-1930, recognizing the property's associations with the scow schooner building industry at India Basin; in addition, the evaluation noted further resources that should be preserved as components of the property: the office, water tower/storage shed, paint shop/compressor house, and blacksmith/machine shop.¹

None of the buildings on the site have been formally listed in the National Register.

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register of Historical Resources (California Register) is an inventory of significant architectural, archeological, and historic resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-listed properties are automatically listed in the California Register. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. The evaluative criteria used by the California Register for determining eligibility are closely based on those developed by the National Park Service for the National Register of Historic Places.

The India Basin Survey, completed by Kelley & VerPlanck Historical Resources Consulting (KVP) in 2008, evaluated properties located within a survey area surrounding Innes Avenue for eligibility to the California Register. KVP evaluated potentially eligible properties within the survey area against a maximum period of significance, 1870-1938. This period of significance conveys India Basin's role as the center of independent bay scow building and boat repair in San Francisco prior to World War II. As described in KVP's survey report,

The earlier date [of the identified period of significance] reflects the birth of the bay scow building industry in India Basin. The purchase of the Hunters Point Shipyard by the U.S. Navy in 1939 marks the end of India Basin's existence as a distinct community of independent shipwrights. [...] Formerly bounded by water below and pasture above, India Basin was physically and socially absorbed into the greater Hunters Point community.²

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¹ Erin Farrell, "900 Innes Avenue," State of California Department of Parks and Recreation Primary Record, 2005, 1-9.

² Kelley and VerPlanck Historical Resources Consulting, *India Basin Survey Final Report*, prepared for Bayview Historical Society, May 1, 2008, 2.

DPR 523A forms were completed for all properties evaluated, in order to document their locations and basic appearance; DPR 523B forms were completed only for those properties found eligible for listing in the California Register. The following are summaries of evaluations made in the India Basin Survey pertaining to properties located within the subject project area:

- The Shipwright's Cottage at 900 Innes Avenue was found individually eligible for listing in the California Register under Criteria 1 and 3 "due to its association with resident shipwrights employed in the boat yards of India Basin and as a rare example of a very early Italianate cottage. It is only one of two remaining nineteenth-century dwellings (the other being 911 Innes) in India Basin." The period of significance for the Shipwright's Cottage was identified as 1870-1938, the fullest possible period considered by the survey.
- 702 Earl Street was found individually eligible for listing in the California Register under Criterion 3, as "one of the best examples of a purpose-built structure associated with the important boat building and repair industry of India Basin. Constructed in 1935, 702 Earl [...] embodies distinctive characteristics of a heavy timber construction, platform-frame, purpose-built industrial building." While not specified on the DPR 523B form, the building's period of significance is considered to be 1935-1936, the years of its construction.
- The building at 838-840 Innes Avenue was not found eligible for listing in the California Register within the established parameters of the survey, as the building was constructed following the survey area's potential period of significance and does not have historical associations with San Francisco's scow building industry. The building was not evaluated for its significance under later periods or additional historic contexts.
- The India Basin Survey also identified a potential California Register-eligible historic district, the India Basin Boatyards Historic District, comprising numerous buildings and other landscape features across eight parcels belonging to the Anderson & Cristofani Boatyard and the adjoining Allemand Brothers Boatyard. A DPR 523D (District Record) form was completed for this district, listing the period of significance as 1893 to 1935. This period reflects the district's use as "the last remaining historic boat yard at India Basin, the center of the bay scow building and repairing industry from the early 1870s to the mid-1930s." The DPR 523D form lists numerous resources located within the boundaries of the district but does not specify contributors and non-contributors; several of these listed resources were constructed outside of the identified period of significance.

The Shipwright's Cottage, 702 Earl Street, and the identified India Basin Boatyards Historic District have not been formally listed in the California Register. Furthermore, the India Basin Survey was sponsored by the India Basin Neighborhood Association and the findings have not been officially adopted by the San Francisco Historic Preservation Commission. Thus, the Planning Department recognizes the findings of the survey as informational for the purposes of CEQA review.

SAN FRANCISCO CITY LANDMARKS

San Francisco City Landmarks are buildings, properties, structures, sites, districts and objects of "special character or special historical, architectural or aesthetic interest or value and are an important part of the City's historical and architectural heritage." Adopted in 1967 as Article 10 of the City Planning Code, the San Francisco City Landmark program protects listed buildings from inappropriate alterations and demolitions through review by the San Francisco Historic Preservation Commission. These properties provide significant and unique examples of the past that are irreplaceable, and help protect the surrounding neighborhood from inappropriate development.

³ Ibid., Appendix B.

⁴ Ibid.

⁵ Ibid.

⁶ San Francisco Planning Department, Preservation Bulletin No. 9 – Landmarks, San Francisco, January 2003.

The Shipwright's Cottage at 900 Innes Avenue was designated as San Francisco Article 10 Landmark #250 in 2008. The building's designation nomination, based on the 2005 DPR 523A and 523B forms described above, encompasses only the residence and no surrounding features. The Landmark Designation Report completed for the Shipwright's Cottage found the building to be significant under Criteria A (Events) and C (Architecture), and specified the period of significance as 1870-1930 (which encompasses several years prior to the building's construction around 1875).

No other resources within the project area have been evaluated for their eligibility as San Francisco Article 10 Landmarks.

CALIFORNIA HISTORICAL RESOURCE STATUS CODE

Properties listed in or under review by the State of California Office of Historic Preservation (OHP) are assigned a California Historical Resource Status Code (Status Code) of "1" to "7" to establish their historical significance in relation to the National Register of Historic Places or California Register of Historical Resources. These assigned Status Codes are inventoried in the California Historic Resources Information System (CHRIS) database. Properties with a Status Code of "1" or "2" are either eligible for listing in the California Register or the National Register, or are already listed in one or both of the registers. Properties assigned Status Codes of "3" or "4" appear to be eligible for listing in either register, but normally require more research to support this rating. Properties assigned a Status Code of "5" have typically been determined to be locally significant or to have contextual importance. Properties with a Status Code of "6" are not eligible for listing in either register. Finally, a Status Code of "7" means that the resource has not been evaluated for the National Register or the California Register, or needs reevaluation.

None of the properties encompassed within the project area appear to have been entered into the CHRIS database or have been assigned California Resource Status Codes, reflecting that no prior evaluations of these properties have been submitted to the California OHP for formal review.

1976 DEPARTMENT OF CITY PLANNING ARCHITECTURAL QUALITY SURVEY

The 1976 Department of City Planning Architectural Quality Survey (1976 DCP Survey) is what is referred to in preservation parlance as a "reconnaissance" or "windshield" survey. The survey looked at the entire City and County of San Francisco to identify and rate architecturally significant buildings and structures on a scale of "-2" (detrimental) to "+5" (extraordinary). No research was performed and the potential historical significance of a resource was not considered when a rating was assigned. Buildings rated "3" or higher in the survey represent approximately the top two percent of San Francisco's building stock in terms of architectural significance. However, it should be noted that the 1976 DCP Survey has come under increasing scrutiny over the past decade due to the fact that it has not been updated in over twenty-five years. As a result, the 1976 DCP Survey has not been officially recognized by the Planning Department as a valid local register of historic resources for the purposes of CEQA.

The only property within the project area that appears to have been surveyed as part of the 1976 DCP Survey is the residence at 900 Innes Avenue, the Shipwright's Cottage, which was assigned a rating of "1," indicating that the building was not considered to have noteworthy architectural significance at the time of the survey.

III. SITE DESCRIPTION

OVERVIEW

The project area comprises an approximately 38-acre collection of properties located between Innes Avenue and the shore of India Basin and San Francisco Bay, southeast of Hunters Point Boulevard and northwest of the Earl Street right-of-way. The nine identified sub-areas (**Figure 3**) represent a mixed industrial, commercial, and residential character, encompassing former boatyards, municipal park space, developed parcels facing Innes Avenue, and vacant land. Water lots comprise 0.6 acres of the project area within the extant India Basin inlet, containing several built features related to the historic use of the adjacent shoreline as a boat building and repair yard.

The following descriptions are ordered by individual buildings first, followed by properties characterized as cultural landscapes that include buildings, structures, and landscape features. This description section concludes with properties comprised of parks and open space.

900 INNES AVENUE/SHIPWRIGHT'S COTTAGE

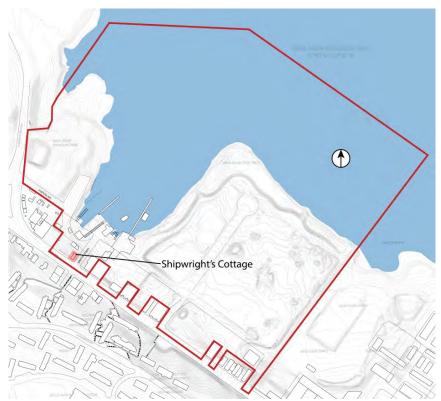


Figure 4. Location of the Shipwright's Cottage in relation to the boundaries of the project area Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

The residence at 900 Innes Avenue (APN 4646/003), known as the Shipwright's Cottage, was constructed around 1875, according to DPR A and B forms completed for the building. It is a one-story-over-basement residence facing southwest towards Innes Avenue. The wood-frame building with concrete foundation occupies a steeply sloped site, so that the basement is exposed at the rear. The building is clad primarily in wood shiplap siding, and its roof is covered in asphalt shingles. The residence has an irregular plan, formed by a front-gabled, rectangular-plan core volume with rear (northeast) shed-roofed wing. The horizontal siding is continuous across the core volume and rear wing, and therefore both of these portions of the residence appear to be original. A shed-roofed addition projects from the northwest side of the rear wing; the basement level of this addition has

shiplap siding, while the first-level portion has wood clapboard siding. A small flat-roofed, non-historic wing raised on wood posts is also located on the house's northwest façade, near the front of the house. While a vernacular worker's cottage, the building has elements of the Italianate style in the ornate brackets of its window and door hoods; a carved bargeboard that was previously found on the front façade provided a Carpenter Gothic element that has since been removed. The building contains approximately 900 square feet of interior space.

The southwest (primary) façade is a gable end with three bay openings (**Figure 5**). The center and west-of-center bays contain tall window openings currently infilled with paneled boards; they are also partially covered by plywood boards nailed to the exterior window casings. The window openings have scrolled sill brackets, transom panels, and bracketed, molded window architraves (**Figure 6**). The bay south of center contains a door opening that has also been covered with plywood boards, with a transom window above. Similar to the window openings, the door opening has a wood transom panel and projecting, molded architrave hood supported by carved brackets, which are larger and more elaborately scrolled than those belonging to the window hoods (**Figure 7**).



Figure 5. Primary (southeast) façade, viewed facing northwest



Figure 6. Window transom panel and architrave detail



Figure 7. Door hood and bracket detail

The southeast façade shows a steep grade sloping downhill from left (front) to right (rear) (**Figure 8**). The façade features three openings that have been covered with plywood boards: a door opening towards the residence's south corner, with simple wood trim; a window opening near the east end of the core volume, with molded architrave trim just under the eave; and a smaller window at the rear wing, with a molded architrave trim and shelving brackets extending from the sill (**Figure 9**). This façade terminates in a wood eave.





Figure 8. Northeast façade, viewed facing south

Figure 9. Historic windows at southeast façade, with molded architraves visible

The basement level is fully exposed at the rear (northeast) façade (**Figure 10**). All openings at this façade have been boarded over with plywood. At the basement level is a central door opening and, to the east, a window opening featuring an iron security grate. The wing to the northwest features a door opening at basement level with an angled architrave trim (**Figure 11**). Beside this opening is an exterior water heater within a small shed-roofed plywood enclosure. At the first story is a central door opening with broad wood trim boards and a simple projecting hood; immediately to the north is one window opening. The first story additionally features one boarded window opening at the northwest shed-roofed addition, which is clad in narrow horizontal wood clapboard siding at the first story. An off-center chimney stack rises from the roof of the rear wing alongside the gable of the core volume.



Figure 10. Northwest façade, viewed facing southeast



Figure 11. Boarded basement door opening at northwest wing

The northwest façade features the rear wing at the north, the projecting northwest wing, and the one-story shed-roof bathroom addition at the west end of the building that is raised on wood posts (**Figure 12**). This projection, clad in vertical-groove composite wood siding, has no exterior openings and terminates in metal coping, exposing tails of its roof rafters (**Figure 13**). Several openings are located at the basement level: a four-panel wood door filling the area between the north corner of the residence and the northwest addition (**Figure 14**); one boarded door opening and one boarded window opening at the rear wing; one boarded door opening directly to the west of the addition, with molded wood architrave trim; and two small boarded openings. There is only one first-story opening at this façade, a boarded window located near the center of the core volume.



Figure 12. Southwest façade, viewed facing northeast



Figure 13. Projecting bathroom addition at northwest façade, viewed facing southeast



Figure 14. Molded panel basement door at north corner of the northwest façade, viewed facing east

The interior of the residence is divided into a series of small rooms at the first floor, and the basement contains one finished room connected to a storage area. The interior finishing materials include gypsum board, faux wood wall paneling, and acoustical tile ceilings that are in poor condition (**Figure 15**).



Figure 15. View of Shipwright's Cottage interior at the first floor, showing typical modern finishes

The neighboring parcel to the west (APN 4646/003A) historically contained another residence and did not belong to the Shipwright's Cottage. This parcel slopes down from Innes Avenue towards India Basin and is covered in low, unmaintained vegetation. The parcel contains a large eucalyptus tree alongside the Innes Avenue sidewalk, approximately ten feet west of the Shipwright's Cottage.

702 EARL STREET



Figure 16. Location of 702 Earl Street in relation to the boundaries of the project area Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

The mixed-use building at 702 Earl Street (APN 4644/001 and 4644/011) was built 1935-1936, according to photographs taken these years that document its construction. It is a three-story

building occupying a sloping site (**Figure 17**). Historically situated alongside the edge of India Basin, the building is currently located approximately 1000' inland from the bay, as substantial land filling campaigns of the 1950s and 1960s dramatically changed the path of the shoreline. The heavy timber-framed building is approximately square in plan, with a gabled roof broken by a broad monitor at center containing the building's third story. The roof is covered in rolled asphalt roofing. The timber-framed building with concrete perimeter foundation is variously clad in horizontal wood shiplap siding and plywood boards. Windows are predominantly wood-frame ribbons that correspond to the first story, second story, and a mezzanine level; additional ribbons are located at the sides of the third-story monitor. Each ribbon contains ten vertically-oriented lites; the outermost lites in each ribbon are typically operable as casement windows, and in some instances contain louvers or metal ventilation hoods. The building contains approximately 12,000 square feet of interior space.



Figure 17. Oblique view of northeast and northwest façades, viewed facing south

The northeast façade is considered the primary façade, as it directly faced the bayshore when the building was constructed—allowing direct water access in support of its original boat repair function. This façade is primarily clad in plywood board and is exposed across the first story (**Figure 18**). The façade contains four evenly-spaced bays containing ten-lite window ribbons at the first, second, and mezzanine stories. At the first story, a large paired door is located within the north-of-center bay (**Figure 19**). Each leaf of this door has ten recessed panels with centered buttons; vertical boat oars have been installed as door handles. A lintel architrave, supported at both ends by acanthus brackets, is mounted to the door frame and features similar buttons within the frieze and a molded cornice. Immediately to the north is a pedestrian door, with simplified architrave resembling that of the adjacent paired door. The third story at this façade, contained within the gabled monitor, is clad in horizontal drop siding and is spanned by a plywood-covered deck that projects approximately two feet past the façade plane. Fenestration at the deck includes single windows and paired sliding doors.





Figure 18. Northeast (primary) façade, viewed facing southwest

Figure 19. First-story doors, viewed facing southwest

The northwest façade is clad in plywood board and has three evenly-spaced bays that contain ten-lite window ribbons at the first, second, mezzanine, and third stories (**Figure 20**). The first story is exposed on this façade but does not have any features apart from exposed pipes. The window ribbons at the third story are located at the side of the central monitor and are therefore recessed from the façade plane and are not visible from ground level.



Figure 20. Northwest façade, viewed facing east

The southwest (rear) façade is clad in wood drop siding and features the gable end (**Figure 21**). Due to the slope of the site, the second story is at ground level and features a non-historic L-plan wood deck that spans the width of the façade, slightly elevated from the ground on wood posts and edged by a metal railing. The second story contains a paired double-height plywood door located south of center, alongside a non-historic wood panel pedestrian door. An additional panel pedestrian door is located west of center. Four ten-lite window ribbons spaced evenly across the façade at the mezzanine level. At the third story, two window ribbons flank a non-historic wood panel door, which opens to a landing and steel staircase that rises alongside the façade from the deck (**Figure 22**).





Figure 21. Southwest façade, viewed facing north

Figure 22. Wood deck, viewed facing northwest

The southeast façade, clad primarily in plywood, has three even spaced bays (**Figure 23**); the sloped site exposes the first story at the east end of the façade. The first story contains a large service entrance opening within the easternmost bay, which appears to have been infilled repeatedly with plywood. A wood pedestrian door is currently located near the center of the opening, surrounded by a wood frame (**Figure 24**). An additional entrance to the first story is located at the center of the façade, featuring a pedestrian door underneath a shallow projecting wood canopy supported at both ends by flared brackets (**Figure 25**). An iron sign mounted over the door reads HEERDT BUILDING. The second story, mezzanine level, and third story contain ten-lite window ribbons. At the third story—the side of the central monitory—the plywood cladding has been removed to reveal wood battens and rolled asphalt.



Figure 23. Southeast façade, viewed facing northwest



Figure 24. First-story entrance located at the east end of the façade



Figure 25. Central first-story door and canopy

The building at 702 Earl Street is accessed by a paved, sloped entrance drive located at the Earl Street right-of-way. The drive terminates in a parking and storage yard that bounds the building at its southeast and northeast façades. The southwest and northwest façades face a fenced lawn containing planting beds, shrubs, and immature trees.

838-840 INNES AVENUE



Figure 26. Location of 838-840 Innes Avenue in relation to the boundaries of the project area Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

The mixed-use building at 838-840 Innes Avenue (APN 4645/006) was constructed in 1938 and 1939, based on the original building permit and job card. The building is a wood frame, one-story building comprised of two attached volumes: the front volume contains a commercial space, and the rear volume contains a residence. The building occupies a steeply sloped site and has a partially-exposed double basement over a concrete perimeter foundation. The front volume faces onto Innes Avenue and formerly contained a restaurant; it is largely rectangular in plan, with a step-back at its south corner containing an entrance. This stucco-clad volume has a flat roof and features restrained Streamline Moderne details. The utilitarian-style rear volume, containing a residence, is end-gabled and clad in wood drop siding. All windows located at the rear residential volume of the building have wood surrounds with angled sills, and rafter tails are exposed within the roof soffits. The building contains approximately 2,600 square feet of interior space.

The primary (southwest) façade contains a restaurant storefront that features three fixed windows and a paired door with two boarded transom windows (**Figure 27**). At the recessed south end of the façade is a rounded-arch opening with sliding-track door that provides access to the building's rear residential unit. A projecting metal belt course spans the width of the façade, dividing it into lower and upper portions. At the center of the upper portion of the façade is a stepped stucco molding with rounded corners. A shaped sheet metal blade sign projects from the center of the molding and

features holes for neon tubing (**Figure 28**). The storefront is flanked by low concrete walls that curve away from the building, each featuring a decorative raked striping.

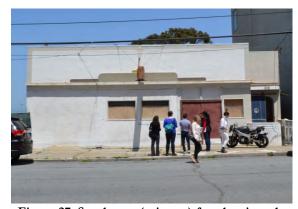




Figure 27. Southwest (primary) façade, viewed facing northeast

Figure 28. Detail of projecting blade sign

The southeast façade features an angled bay underneath a projecting shed roof, which abuts new construction located at the neighboring lot. The rear (northeast) façade (**Figure 29**) has three exposed stories. The first story includes two replaced picture windows and two groupings of three wood-sash windows. The basement includes a band of six one-over-one wood-sash windows. The sub-basement includes two windows with metal grilles. The northwest façade includes a grouping of three windows and a double-hung window at the residential portion of the building, and a paired vinyl-sash window at the restaurant portion of the building (**Figure 30**). Basement windows on this façade are not visible from the public right-of-way. The northwest façade also has a faded painted sign advertising Pepsi-Cola and the name of the Hunter's Point Restaurant.



Figure 29. Northeast (rear) façade, viewed facing southwest



Figure 30. Northwest façade, viewed facing east

INDIA BASIN SCOW SCHOONER BOATYARD

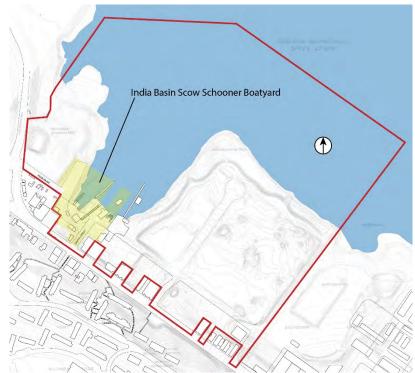


Figure 31. Location of the India Basin Scow Schooner Boatyard in relation to the boundaries of the project area Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

The India Basin Scow Schooner Boatyard, located at 900 Innes Avenue (Figure 31), is sited northeast of Innes Avenue surrounding the Griffith Street right-of-way and fills much of the area between Innes and the remaining shoreline of India Basin. The character of the property is expressed by a range of built and natural features that date to its decades-long use as a boat building and repair yard—including six buildings, four structures, and several small-scale features, in addition to topography, views, and bodies of water (Figure 32). These features continue to convey the spatial and functional relationships that defined the operations of the yard and can be internal to or external to the property boundaries. As a result, Page & Turnbull has determined that the boatyard site is most appropriately defined as a vernacular cultural landscape, a type of property that has "evolved through use by the people whose activities or occupancy shaped that landscape. Through social or cultural attitudes of an individual, family, or a community, the landscape reflects the physical, biological, and cultural character of those everyday lives." Accordingly, the various physical attributes and ecological characteristics of the property have the potential to convey its historic qualities. In order to capture the site's features and spatial relationships, the following description employs categories laid out in the National Park Service publication A Guide to Cultural Landscape Reports: Contents, Process, and Techniques.

March 8, 2017

Page & Turnbull, Inc.

⁷ Charles Birnbaum, Preservation Brief 36: Protecting Cultural Landscapes: Planning, Treatment, and Management of Historic Landscapes, National Park Service, accessed July 30, 2015, http://www.nps.gov/tps/how-to-preserve/briefs/36-cultural-landscapes.htm.

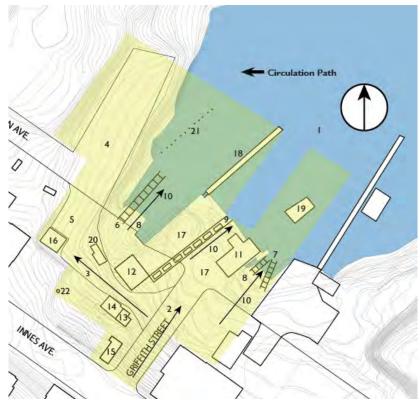


Figure 32. Constituent landscape features of the India Basin Scow Schooner Boatyard site; the numbers used in the map and table below are referenced in the narrative description of landscape features that follows.

Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

1. India Basin/San Francisco Bay
2. Griffith Street right-of-way
3. Path between Griffith Street and west marine way
4. West storage and staging yard
5. Historic storage and staging yard
6. West marine way track
7. East marine way tracks
8. Poured concrete ramp surfaces at east and west marine ways
9. Central construction way ramp and marine way foundation
10. Circulation routes and water access at marine ways
11. Blacksmith and machine shop
12. Paint shop and compressor house
13. Boatyard office building
14. Tool shed and water tank building
15. Shipwright's Cottage
16. Storage building
17. Concrete wharf
18. Modern dock
19. East outfitting dock
20. Steel road undergirding
21. Water fence posts
22. Sewer standpipe

Natural Systems and Features

India Basin/San Francisco Bay (1)

India Basin is a small inlet connected to San Francisco Bay, located alongside the northern shore of the Hunters Point peninsula in San Francisco's southern waterfront. Although the shoreline of India Basin has shifted over time due to infill campaigns, an approximately 500'-wide portion of it remains unobstructed immediately beside the on-land portion of the India Basin Scow Schooner Boatyard, providing continued access to the wider San Francisco Bay beyond (**Figure 33**). What still exists of India Basin here appears to be one of the only areas of San Francisco's entire eastern bayshore that retains a similar shoreline to what existed when the city was settled in the nineteenth century. India Basin maintains a crucial link between the boatyard and the bay, helping the boatyard to convey its long-term historic maritime use.



Figure 33. India Basin inlet, viewed facing southeast

Spatial Organization

The landscape's spatial organization is governed by the site's natural features and its historic program as an active boat building and repair yard. The shore of India Basin within the property has been utilized for the yard's primary commercial activities, as boats were brought ashore on marine ways—inclined wood rail tracks that sloped into the water and were used in boat building and repair. The spatial organization of the yard was historically defined by these marine ways arranged along the length of the property's shoreline, punctuated by the central wharf and the adjoining east outfitting dock. Additional support buildings were clustered slightly inland, on the slope leading to Innes Avenue (**Figure 34**).



Figure 34. Buildings belonging to the India Basin Scow Schooner Boatyard site, viewed facing southwest

Circulation

When it was active, the boatyard was defined by the movement of labor, boats, and equipment through the landscape.

Griffith Street Right-of-Way (2), Path Between Griffith Street and West Marine Way (3), West Storage Yard and Staging Yard (4), and Historic Storage and Staging Yard (5)

The primary circulation path within the yard is a broad, asphalt-paved access road that leads through the property along the Griffith Street right-of-way. The historic entrance to the yard, this road turns in from Innes Avenue just southeast of the Shipwright's Cottage and continues down the slope of the site to the concrete wharfs at the shore. A secondary path branches to the northwest and passes between the boatyard office/tool shed and water tank house and the compressor house (described later), leading to the west marine way. This path currently turns north at the edge of the property and terminates with a large paved storage and staging yard located just south of India Basin Shoreline Park, within a fill area that was created in the 1960s. The southernmost portion of the current storage and staging yard, which surrounds a non-historic metal storage building, is located inboard of the historic shoreline and was a component of the boatyard during the early twentieth century.

West Marine Way Tracks (6), East Marine Way Tracks (7), Poured Concrete Ramp Surfaces at East and West Marine Ways (8), and Circulation Routes and Water Access at Marine Ways (10)

Additional circulation patterns that defined the historic use of the boatyard involved the traffic of boats through India Basin to the shore, for storage or for repair. The marine ways that currently lead into the water convey the historic pattern of continually hauling watercraft onto and off of dry land, via horse team and capstan or winch. The extant marine ways consist of wood rail tracks that historically carried carriages to haul boats; the tracks have been infilled around with concrete ramp surfaces. Steel rails are extant on top of the lower areas of the wood tracks, which are submerged and not visible at high tide. Two pairs of tracks are located at the east marine ways (**Figure 36**, Hudson Avenue right-of-way), immediately east of the boatyard wharf and blacksmith and machine shop; one pair of tracks is located west of the wharf, at the west marine way (**Figure 37**, APN 4646/001). Concrete ramps surrounding the marine ways appear to have been laid during the 1940s. The concrete foundation belonging to the yard's central construction way (**Figure 61**), while constructed in recent decades, is in the historic location of a marine way where boats were moved from the water to land for many years. Therefore, this feature also conveys one of the yard's historic circulation patterns.



Figure 35. Embedded marine way track and concrete ramp of west marine way



Figure 36. Marine ways and concrete ramp of the east marine ways

Topography

The topography of the subject area is defined by the slope of the landscape from the street down towards the shore with India Basin, a difference of around 30' of elevation. While in some areas the slope is rather steep, for instance alongside the west edge of the property where the paved storage yard abuts India Basin Shoreline Park, the change in elevation is generally gradual. The slight grade influences the character of the boatyard's remaining marine way tracks at the shore of the bay, which slope into the water in support of their purpose for hauling boats from the water for repair.

Buildings and Structures

Blacksmith and Machine Shop (11)

The blacksmith and machine shop (APN 4630/002) was constructed between 1938 and 1946, based on available Sanborn Fire Insurance maps and historic aerial photographs. The building is located at the east corner of the boatyard wharf near the east end of the 900 Innes property (**Figure 37**). The wood-frame, utilitarian-style building is elevated over the water on a wood pier foundation, footed on the basin floor. The building has an elongated rectangular plan, containing approximately 1,460

square feet, that extends to the northeast over the east outfitting dock; the rear portion of the building has largely collapsed into the water below. Primarily clad in wood board-and-batten siding, the building has a shed roof covered in corrugated metal panels with simple wood fascia boards; a rectangular addition projects from the center of the northwest façade, with a shed roof continuous with the slope of the roof of the primary volume. No doors or window glazing remain in their original openings. Two wood posts extend approximately five feet above the roof, topped by what appear to be the metal stems of light fixtures that no longer contain shades.



Figure 37. Southwest façade of the blacksmith and machine shop, viewed facing east

The southwest (primary) façade (**Figure 38**) features a central service bay flanked by two wood-framed window openings, both located above horizontal wood battens. The removed door to the service bay appears to be located in the interior of the building but was not inspected closely. At the southwest face of the building's side addition, only a portion of the board-and-batten wall remains near the juncture of the projection with the main volume.



Figure 38. Front (southwest) façade, viewed facing northeast

The northwest façade of the blacksmith and machine shop (**Figure 39**) has board-and-batten siding, with a horizontal batten covering the joint between upper and lower boards. Rafter tails extend slightly past the façade plane at the eaves of the main volume. The projecting addition at the center

of this façade features a broad opening at right and three wood-framed window openings at left. The upper portion of the façade above the window sills is clad in wood shiplap siding; the lower portion of the façade below the sills is covered in vertical-groove corrugated metal panels. The remaining area of the façade has collapsed into the water.



Figure 39. Northwest façade, viewed facing east

The northeast (rear) façade of the building (**Figure 40**) faces India Basin and is elevated above the water on the east outfitting dock. The portion of the main volume at this façade is severely degraded and is partially collapsed; no features can be distinguished. The projecting room, clad in vertical-groove corrugated metal panels, features a grouping of three wood-frame window openings with continuous wood lintel and sill. The openings have been covered from the interior with plywood boards; some wood muntins remain in place, indicating these were six-lite windows. Horizontal wood battens have been nailed across two of the window openings.



Figure 40. Rear (northeastern) façade, much of it collapsed, viewed facing south

The southeast façade of the building (**Figure 41**) is clad in vertical wood board-and-batten siding. The right half of the façade extends over the dock that has collapsed into the water; the features of this portion cannot be discerned. The left half of the building remains raised above the water, containing a rectangular pedestrian door opening and two horizontally-oriented wood-framed

windows that retain their wood muntins. A few plexiglass lites remain in these windows, which are covered with metal grate on the interior.



Figure 41. Southeast façade, viewed facing north

Paint Shop and Compressor House (12)

The paint shop and compressor house (APN 4646/001) was constructed between 1938 and 1946, based on available historic aerial photographs. (It is dated in the India Basin Survey report as having been constructed in 1943.) It is a wood-frame, gable-roofed building with square plan containing approximately 1,700 square feet (**Figure 42**). The utilitarian-style building is clad in wood board-and-batten siding and has a roof covered in corrugated metal panels. The one-and-one-half-story building has a wood joist foundation raised from the ground on wood piers. All openings are framed in wood. The ends of roof purlins are exposed underneath the eaves of the building's gabled façades. Windows typically contain broken plexiglass sheets and are covered by metal grating from the interior. Boxed skylights are installed at the northwest-facing slope of roof.



Figure 42. Front (northeast) façade of the paint shop and compressor house, viewed facing southwest

The northeast (primary) façade (**Figure 43**) faces towards India Basin across the concrete wharf. The right half of the façade features an overhead sliding track with two hanging wood doors, each with an upper window containing metal grating and/or plexiglass. These doors are able to slide into place

over two door openings, which are separated by a section of wall containing three single-pane windows. The left half of the façade features a ribbon of three single-pane windows with continuous lintel and sill, alongside an individual window. A small sign mounted to the wall above the door track at the center of the façade reads STORE ROOM. Within the gable at this façade is a pairing of two windows, one retaining its muntins and four-lite glazing. Mounted to the fascia boards at the peak of the gable is a rectangular sign that has faded so that it is no longer legible.



Figure 43. Primary (northeast) façade, viewed facing west

Fenestration at the southeast façade (**Figure 44**) is arranged according to three bays. The central and left bays each contain pairings of two window openings with shared sills. The bay at right features a similar window pairing, although a door opening has been inserted over one of the windows; the remaining portion of the opening not covered by the door is currently covered in a plastic or canvas sheet. This façade also features a number of unused electrical conduits, metal hooks, and other attachments.



Figure 44. Southeast façade, viewed facing west

The southwest façade (**Figure 45**) features an overhead door track spanning the left half; one of the doors is absent apart from its stiles that still hang from the track. As at the northeast façade, the area of wall that separates two door openings contains three window openings with shared lintel and sill,

one filled by a metal panel. The right half of the façade features a broad service bay and one pedestrian door. Underneath the peak of the gable is a pairing of windows sharing a wood lintel and sill. The façade also features a number of remnant features, including wood trim, attached plywood board, and cylindrical metal ventilator located above the service bay (**Figure 46**).



Figure 45. Southwest façade, viewed facing northeast



Figure 46. Detail of mounted ventilator

The northwest façade of the compressor shop and paint house (**Figure 47**), largely identical to the southeast façade, has pairs of window openings with shared sills arranged as three bays.



Figure 47. Northwest façade, viewed facing southeast

Boatvard Office Building (13)

The boatyard office building (APN 4646/002), located to the rear of the Shipwright's Cottage, was constructed at an unspecified date between 1919 and 1935, based on available Sanborn Fire Insurance maps and historic aerial photographs. (The India Basin Survey report places its construction at c. 1930.) It is heavily overgrown by vegetation. The wood-frame building on wood-pier foundation is clad in horizontal wood clapboard siding. It has an L-plan formed by a step-back at its north corner, accommodating a shallow porch. The roof of the building is flat or very shallowly pitched and is covered by deteriorated asphalt roofing, featuring a central roof hatch. The roof plate extends over the exterior walls of the building, creating wide eaves with broad fascia boards and exposed rafters visible underneath. The building contains approximately 750 square feet of interior space.

The primary façade faces northeast (**Figure 48**). The recessed portion of the façade at its east end contains one small circular porthole window; the remainder of the façade is obscured by vegetation and cannot be inspected for current conditions, although a low shelf projects approximately 3' above the ground. The porch has deteriorated, and the stairs leading to the ground are missing.



Figure 48. Front (northeast) façade of the boatyard office building, viewed facing southwest

The southeast façade (**Figure 49**) contains two small porthole openings, matching the window at the front porch. To the right of the opening is an attached wood panel, possibly a former sign. A decorative carved rafter projects from this corner underneath the overhanging eave. At the right, recessed portion of the façade, a door opening is covered with plywood board leaning against the façade, adjacent to one wood-frame window opening.



Figure 49. Southeast façade, viewed facing west; the front entrance and deck are visible from this vantage point

The southwest façade (**Figure 50**) has three openings; within the left half of the façade are two identically-sized openings, although one is filled with a plywood board with circular cut-out. The right half of the façade has one uncovered opening. This façade features several missing clapboard pieces, and the fascia board is deteriorated or missing across the width of the facade.



Figure 50. Southwest façade, viewed facing northeast

The northwest façade of the building abuts the neighboring tool shed and could not be inspected.

Tool Shed and Water Tank House (14)

The tool shed and water tank house (APN 4646/002) was constructed prior to 1900, based on the Sanborn Fire Insurance Map published that year. The building is formed by two adjoining volumes: the square-plan water tank house (comprising the west portion of the building) and narrow,

rectangular-plan tool shed attached to the east end of the water tank house (**Figure 51**), containing an approximate total of 1,350 square feet. Both volumes are clad in wood board-and-batten siding and have a steeply pitched shed roof covered in wood shingles. The northeast façade of the water tank house projects approximately four feet forward past the front of the tool shed. At the water tank house, the roof features a skylight; the wood-frame armature of a water tank formerly rose from the roof here but has been removed.



Figure 51. Oblique view of the tool shed and water tank house, viewed facing west

The northeast (primary) façade of the building (**Figure 52**) features two openings at the water tank house. The right half of the water tank house contains a broad entrance with one leaf of a double door still present. The door is formed by vertical wood boards covered in metal grating, with a shaped wood sign located across the top of the door. The northern portion of the opening has been infilled with T1-11 vertical-groove composite boards. Within the left half of the water tank house at this façade is a pedestrian door formed by vertical wood boards, featuring an upper window that has been covered in plywood board. At this façade, the tool shed features a boarded window and one door opening, although the heavily overgrown vegetation prevents close inspection of features.



Figure 52. Front (northeast) façade of the tool shed (at left, obscured by vegetation) and water tank house, viewed facing southwest

The southeast façade of the tool shed abuts the office building and cannot be inspected for features.

The southwest (rear) façade (**Figure 53**) is heavily overgrown, but two rectangular openings are visible: one is located near the ground at the center of the façade, while the other is located near the roof ridge toward the left end of the façade.



Figure 53. Rear (southwest) façade, viewed facing northeast

The northwest façade of the building (**Figure 54**) has an exposed concrete foundation and a small rectangular opening to the right of center.



Figure 54. Northwest façade, viewed facing southeast

Shipwright's Cottage (15)

Among the earliest residences constructed in the India Basin area, the Shipwright's Cottage was built by Johnson Dircks, who operated his boatyard immediately to the rear of his cottage. The cottage therefore had a close physical relationship with the operations of the boatyard. A full description and photographs of the Shipwright's Cottage can be referenced in a preceding section.

Storage Building (16)

A storage building (APN 4646/001) belonging to the boatyard was constructed between 1979 and 1989, based on available historic aerial photographs. The storage building is a rectangular-plan, steel-frame building on a concrete perimeter foundation, clad in vertical-groove corrugated metal panels of varying sizes and profiles (**Figure 55**). The double-height single-story building has a gabled roof also covered in corrugated metal panels. It has approximately 1,600 square feet of interior space.



Figure 55. The storage building in its context at the edge of the boatyard property, viewed facing northwest

The southeast (primary) façade (**Figure 56**) contains an area at the center, within an exposed metal frame, that appears to have previously contained a large service door providing access to the building. The area within the frame has been filled with trapezoidal-profile corrugated metal panels. A slab metal pedestrian door located is located near the east end of the façade. The area within the gable is clad in varying types of salvaged corrugated metal panels. The roof projects forward approximately two feet past the plane of the façade, featuring exposed steel purlins. A pulley hangs from the underside of the gable peak.



Figure 56. Front (southeast) façade, viewed facing northwest

The northeast façade (**Figure 57**) is clad in broad trapezoidal-profile corrugated metal panels, with areas near the ground covered by horizontal-groove paneling. This façade has no openings and terminates in a metal gutter and eave.



Figure 57. Northeast façade, viewed facing southwest

The northwest and southwest façades abut concrete retaining walls at the property line and cannot be inspected.

Concrete Wharf (17) and Modern Dock (18)

A prominent feature of the boatyard's shorefront production and repair space is a poured concrete wharf, which was constructed between 1989 and 1997 based on available historic aerial photographs to replace an existing wood wharf structure. The wharf is rectangular in shape, measuring approximately 200' x 150' and extending into India Basin (APN 4629/010 and Hudson Ave. and Griffith Street right-of-ways). The wharf is bisected by the channel containing the sloped ramp of the central construction way. At its east corner, the wharf abuts the east outfitting dock and the blacksmith and machine shop (**Figure 58**). A modern dock (**Figure 59**) projects approximately 120' from the northern corner of the wharf.



Figure 58. Southeastern half of the concrete wharf, raised above the central construction way ramp, viewed facing east



Figure 59. Northwestern half of the concrete wharf, with modern dock, viewed facing northeast

East Outfitting Dock (19)

The east outfitting dock (**Figure 60**; APN 4630/002) is a remnant feature belonging to the boatyard that dates between 1938 and 1946, based on available historic aerial photographs. The dock originally replaced an earlier dock in the same location, and it projected approximately 100' into India Basin from the east corner of the boatyard's wood wharf. The northeast portion of the blacksmith and machine shop historically was constructed over the decking of this dock near its juncture with the concrete wharf. Both dock and building have deteriorated and are partially collapsed; only two sections of the dock remain. Those areas that are extant are supported by wood posts that are footed in the basin floor. The dock platform, where remaining, is made of plywood decking over wood joists.



Figure 60. Extant portion of the east outfitting dock, viewed facing north

Central Construction Way Ramp and Marine Way Foundation (9)

The central construction way consists of a poured concrete ramp and foundation to the boatyard's central marine way (**Figure 61**; APN 4646/001 and Hudson Ave. and Griffith Street right-of-ways). The ramp surface appears to have been poured between 1958 and 1969, and the marine way foundation dates to the period 1997-2005, based on available historic aerial photographs. The foundation runs approximately 175' from the compressor house and paint shop to the edge of the wharf, where it slopes down a ramp into the basin. The foundation is formed by two parallel tracks connected by a series of cross legs, forming a repeated grid pattern. At the end of the foundation

adjacent to the compressor house and paint shop is a raised foundation that appears to have belonged to a winch house that formerly stood on the site.



Figure 61. Central construction way foundation, viewed facing southwest from the boatyard wharf towards the compressor house and paint shop, and the Shipwright's Cottage beyond

Steel Road Undergirding (20)

An embedded steel road undergirding (**Figure 62**; APN 4646/001), dating to the period 1938-1946 based on historic aerial photographs, is located along the path of the access road leading to the northwest area of the boatyard. The exact historic function of this feature is unclear, but it appears to have provided access over the rail track belonging to the west marine way. The area of exposed undergirding has an irregular footprint and measures approximately 15' x 25'.



Figure 62. Exposed steel road undergirding, viewed facing northwest

Archeology

Within any cultural landscape, archeological resources are among the features that have the potential to contribute to historic character and convey significance. An Archeological Survey Report (ASR) is

currently being prepared by AECOM in order to supplement the findings of this HRE. The ASR will investigate the boatyard landscape's archeological record. Identified archeological resources will be evaluated to determine if they contribute to the landscape.

Views and Vistas

Clear views across San Francisco Bay towards Oakland and the hills of the East Bay are available from all points in the boatyard (**Figure 63**).



Figure 63. Views of San Francisco Bay and the East Bay hills, seen facing northeast from behind the Shipwright's Cottage

Small-Scale Features

Water Fence Posts (21)

A series of wood rounded posts (**Figure 64**; APN 4629A/010), put in place prior to 1935 based on available historic photographs, are linearly arranged near the west end of the India Basin inlet, spanning approximately 100' on a parallel axis to the two docks that extend from the boatyard's wharf. These posts are footed in the basin floor and appear to have formed a fence delineating water access to the boatyard.

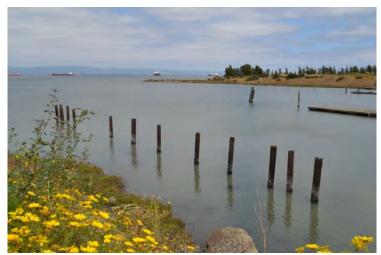


Figure 64. Water fence posts, viewed facing southeast from the storage yard at the northwest end of the boatyard

Sewer Standpipe (22)

A sewer standpipe (**Figure 64**) is located at the northwest edge of the vacant lot neighboring the Shipwright's Cottage (APN 4646/019) and abuts a concrete retaining wall along the property line. The standpipe is a cylindrical feature approximately five feet tall, constructed of brick over a concrete base, with partial concrete facing; it is capped by an iron collar and cover stamped "SF DPW Sewer." This feature is undated but does not appear old enough to be considered for evaluation.



Figure 65. Sewer standpipe, viewed facing northwest

Construction Debris

Other small-scale features in the boatyard include clusters of various construction debris, including cast concrete curbing (**Figure 66**) and broken terra cotta tiles (**Figure 67**). These materials are stacked or scattered in clusters throughout the site. These features date to the 2000, when a former tenant of the property, Granite Construction, salvaged these materials from outside construction projects and brought them to the site for stockpiling and processing.⁸



Figure 66. A stack of concrete curbing piled near the west corner of the Water Tank House



Figure 67. Broken concrete and terra cotta fragments located at the central construction way

⁸ J.J. Wintersteen, telephone communication with Mark Hale, AECOM, July 22, 2016.

ALLEMAND BROTHERS BOATYARD

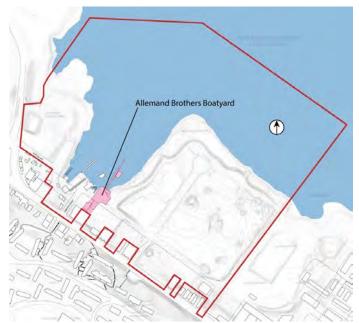


Figure 68. Location of Allemand Brothers Boatyard in relation to the boundaries of the project area Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

Like the India Basin Scow Schooner Boatyard, the Allemand Brothers Boatyard site can be described as a cultural landscape—although it lacks the more fully developed circulation patterns or spatial relationships of the neighboring boatyard. As a result, the site's character is defined primarily by its two buildings, two structures, and one boat; only these features will be described here. The Allemand Brothers Boatyard was established in this location in the early 1960s, employing a newly poured wharf that projected into India Basin. The boatyard therefore primarily occupies land that did not exist during the earlier periods of India Basin's development.

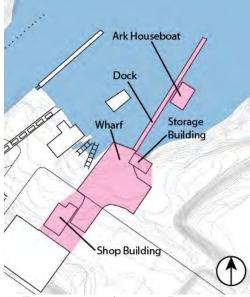


Figure 69. Features of the Allemand Brothers Boatyard site Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

Wharf and Dock

The wharf belonging to the Allemand Brothers Boatyard (APN 4630/006 and 4645/010 and a portion of the Hudson Avenue right-of-way), constructed between 1962 and 1969 based on historic aerial photographs, consists of a level, poured concrete surface (**Figure 70**) at the south edge of the extant India Basin inlet, roughly L-shaped and measuring approximately 250' across from its southwest corner to its northeast corner. The northwest edge of the wharf, lined by a curb of timber ties (**Figure 71**), abuts the east marine ways of the India Basin Scow Schooner Boatyard and is raised approximately three feet above this adjacent feature. The wharf is currently used for automobile parking and dry boat storage. A floating dock with wood platform (**Figure 72**) extends into India Basin from the end of the wharf.



Figure 70. Wharf of the Allemand Brothers Boatyard, viewed facing west towards the neighboring India Basin Scow Schooner Boatyard



Figure 71. Northwest edge of the Allemand Brothers wharf, alongside the east marine ways of the India Basin Scow Schooner Boatyard, viewed facing northeast



Figure 72. Dock extending from the wharf end

Storage Building

A storage building (APN 4630/06), located at the eastern corner of the wharf, is a vernacular onestory wood-frame building formed by two rectangular volumes joined together, containing approximately 400 square feet at the interior (**Figure 73**). Historic aerial photographs indicate that the east volume was constructed by 1969, while the west volume was added at a subsequent date prior to 1979. While similar in general scale and materials, the volumes have separate cladding and fenestration patterns. The north volume, clad primarily in plywood boards, has a shallowly-pitched shed roof of plywood. The roof projects past the façade planes, exposing closely spaced wood rafters. The east volume is clad in plywood boards with wood battens covering the joints; its shed roof is continuous with that of the adjacent volume but has a visibly distinct rafter framing and is covered in rolled asphalt roofing. The building's foundation is wood board placed on the concrete wharf, with an iron post supporting the northeast façade where it projects off the wharf.

The southwest façade faces the center of the wharf and contains no entrances. At the center of the building's east volume are two window openings of identical size, containing metal chicken wire mesh.



Figure 73. Southwest façade of the storage building, viewed facing northeast

The northwest façade contains what appears to be the former main entrance to the building, located at the west end of the façade and currently covered by plywood board (**Figure 74**). Door framing is exposed above the infilled board. No additional features are located at this façade apart from a wood post at the north corner of the building that rises through a slot in the roof eave; a metal conduit is attached to the post along its height and, at the top of the post, curves downward and terminates in a light fixture with enameled metal reflector.



Figure 74. Northwest façade, viewed facing southeast

The northeast façade projects from the wharf and is elevated over the edge of India Basin (**Figure 75**). Three window openings are located within the east volume of the building, including a pairing of square openings covered on the interior by metal screen mesh, beside a square opening cut through a plywood board. An additional opening located at the north volume has been partially infilled by two salvaged wood-frame window sashes with ogee lugs.



Figure 75. Northeast façade, viewed facing southwest

The southeast façade (**Figure 76**) has a wood-frame window opening in the upper portion of the façade that is covered with metal chicken wire. The plywood boards beside the window opening and at the lower area of the façade have warped and are no longer nailed securely to the building's frame.



Figure 76. Southeast façade, viewed facing north

Shop Building

The utilitarian-style shop building (APN 4645/10), constructed between 1969 and 1979 based on historic aerial photographs, is a one-story wood-frame building located at the west end of the boatyard, containing approximately 1,100 square feet. The building is clad in corrugated steel panels with a gabled roof; a shed-roof addition projects from the northeast façade. Wood rafter tails are exposed underneath the eaves of the roof of the main volume and addition.

The northeast (primary) façade (**Figure 77**) features the shed-roofed addition covering its east (left) half. A single-lite, fixed window is located at the center of the projection's northeast face, and a pairing of two small windows, covered by a scrolled wrought-iron security grate, is located at the

northwest face. The north (right) half of the northeast façade (the area not covered by the projection) is nearly filled by a large paired door, appearing to be of plywood, surmounted by a metal gutter. Within the gable of this façade is a louvered wood ventilation opening.

The primary feature on the northwest façade (**Figure 78**) is a centered shed roof, supported on either side by diagonal wood braces, sheltering an exterior storage area. The southeast and southwest façades of the building have no features.



Figure 77. Northeast façade, viewed facing south



Figure 78. Northwest façade, viewed facing southeast

Ark Houseboat

A houseboat is tied to the dock extending from the Allemand Brothers wharf (APN 4630/006); it is undated but is of a type, known as an ark, that proliferated in the Bay Area around the turn of the twentieth century. The houseboat is rectangular in plan, with a cabin that is set back from the base platform and covered by a widely overhanging, slightly barrel-arched roof. The above-water portion of the boat is constructed of wood; the understructure could not be inspected. The platform is covered in plywood board, and the cabin is generally clad in horizontal wood shiplap siding. The ridge board of the roof projects to the edge of the overhanging eave, and rafters and purlins are visible underneath the overhang. The roof appears to be covered in asphalt roll roofing. The cabin provides approximately 300 square feet of interior space.

The primary façade (facing southwest in the boat's current position) features a two-lite fixed woodsash window roughly at center; a glazed eight-lite wood door is located left of center (**Figure 79**). The northwest façade (**Figure 80**) has three wood-sash windows: a one-lite window at left, a six-lite window at center, and a four-lite window at right. The northeast façade (**Figure 81**) is covered in plywood rather than shiplap siding and has a plywood door left of center. The southeast façade (**Figure 82**) features a plywood wood left of center and a single-lite window right of center.



Figure 79. Houseboat tied to Allemand Brothers dock, viewed facing east



Figure 80. Northwest façade of houseboat, viewed facing south



Figure 81. Northeast façade, viewed facing south



Figure 82. Southeast façade, viewed facing northwest from India Basin Open Space

888 INNES AVENUE



Figure 83. Location of 888 Innes Avenue in relation to the boundaries of the project area Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

The building at 888 Innes Avenue (APN 4645/014) was constructed 1986, according to the San Francisco Planning Department Property Information Map. It is a one-story, rectangular-plan, flat-roofed industrial building clad in corrugated metal panels. Containing approximately 3,750 square feet of interior space, the building occupies a sloped site that reveals the basement level at its rear façade. The building has a concrete foundation, and its structural system is unknown. This production facility has a simple and utilitarian architectural style.

The southwest (primary) façade, facing towards Innes Avenue, features two bays containing evenly sized automobile entrances. Within the upper wall, four flagpoles are mounted and contain flags that advertise the building's tenant (**Figure 84**).

The northwest façade has no features at the first story, but a basement entrance is located near its north (left) end (**Figure 85**). This entrance is an automobile service bay that has been infilled, currently containing only one metal slab pedestrian door. A simple awning spans this bay.





Figure 84. Primary façade at Innes Avenue, viewed facing northeast Source: Build Inc.

Figure 85. Northwest façade, viewed facing southeast
Source: Build Inc.

The northeast façade features three metal-sash sliding windows of various sizes; a shed-roofed storage yard spans the basement level at this façade (**Figure 86**). The southeast façade of the building abuts the neighboring building and could not be inspected.



Figure 86. Rear façade, viewed facing south Source: Build Inc.

INDIA BASIN SHORELINE PARK



Figure 87. Location of India Basin Shoreline Park in relation to the boundaries of the project area Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

India Basin Shoreline Park (consisting of lots belonging to APN Blocks 4605, 4622, and 4629) is a 5.6-acre municipally managed recreational landscape that fills the northwestern portion of the project area. The park was developed during the 1990s and 2000s, primarily on filled land projecting into India Basin immediately to the east of Hunters Point Boulevard. The park has a generally flat but slightly rolling topography. It is primarily planted with grass and does not have dense vegetation; occasional bands of trees are located alongside pedestrian paths. A paved automobile access drive turns in from Hunters Point Boulevard, following the Hawes Street right-of-way; this drive is adjoined by two parking areas and terminates in a roundabout. A network of curvilinear, asphalt paved pedestrian paths lead throughout the park, some of which follow the contours of the shoreline. Major programmatic areas include three climbing structures and a picnic area near the center of the park, and a basketball court near the park's southern border. Small-scale features include benches. The southeastern boundary of the park slopes down steeply to reach the western storage and staging yard belonging to the India Basin Scow Schooner Boatyard. The park's southwest boundary line abuts the Hudson Avenue right-of-way, which is roughly paved and currently used as a parking area for nearby businesses.

INDIA BASIN OPEN SPACE



Figure 88. Location of India Basin Open Space in relation to the boundaries of the project area Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

India Basin Open Space (consisting of lots belonging to APN Blocks 4596, 4597, 4606, 4621, and 4630) is a municipally managed conservation and recreational landscape, approximately 6.2 acres in size, located on filled land that follows the current-day shoreline of India Basin east of the India Basin Scow Schooner Boatyard and Allemand Brothers Boatyard. Generally speaking, the low-lying shoreline areas of India Basin Open Space contain wetland vegetation functioning as a wildlife reserve, and as such are fenced to prevent unauthorized access (**Figure 89**). Within the upland area, a paved pedestrian path (**Figure 90** and **Figure 91**), lined with occasional benches, follows the course of the shore and connects to the cul-de-sac that terminates Arelious Walker Drive. The path terminates at the east end of the park property. No built features are located within the boundaries of the park, apart from a concrete foundation located within a fenced yard immediately north of the cul-de-sac (**Figure 92**) that appears to have an infrastructural purpose but could not be inspected closely.



Figure 89. Wildlife conservation area of India Basin Open Space, following the east shore of the India Basin inlet, viewed facing northeast



Figure 90. Pedestrian path within India Basin Open Space, with the park's northern shore, viewed facing east



Figure 91. Vegetation alongside path, viewed facing west



Figure 92. Unidentified concrete foundation within fenced area

UNDEVELOPED 700 INNES AVENUE PROPERTY



Figure 93. Extent of the undeveloped portion of the project area in relation to the boundaries of the project area

Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

The remainder of the project area not described in previous sections comprises a large portion of the east half of the property (consisting of lots belonging to APN Blocks 4606, 4607, 4620, 4621, 4630, 4631, 4644, and 4655), located primarily on land fill that has not been developed for public or discernible private use. The area is bisected near its center by the paved Arelious Walker Drive right-of-way (**Figure 94**), which turns off from Innes Avenue and terminates in a cul-de-sac where it meets India Basin Open Space. This road is lined by streetlights, poured concrete sidewalks, and bands of poplar trees. Northwest of Arelious Walker Drive, Hudson Avenue (**Figure 95**) is paved and provides access to the former Allemand Brothers Boatyard. This circulation route is lined with portable intermodal shipping and storage containers, which appear to be used by neighboring industrial businesses. The remainder of the undeveloped area is largely level and covered by scrub vegetation and some groupings of trees (**Figure 96**). Metal chain-link fencing lines those areas where it is adjacent to Innes Avenue; similar fencing surrounds a gravel-paved yard southeast of Arelious Walker Drive. A gate to this yard features massive steel rounded posts (**Figure 97**).



Figure 94. Arelious Walker Drive, viewed facing southwest from its cul-de-sac end



Figure 95. Hudson Avenue, viewed facing southeast towards Arelious Walker Drive



Figure 96. Level area showing topography and vegetation typical of the undeveloped portion of the project area



Figure 97. Chain-link fencing and steel posts at gate adjacent to Arelious Walker Drive, viewed facing east

SURROUNDING NEIGHBORHOOD

The broader setting of the project area is a mixed-character neighborhood for which Innes Avenue serves as a spine. Single-family residences, small-scale commercial buildings, multi-unit residential buildings, industrial facilities, and vacant lots line Innes Avenue for a length of four blocks between its intersections with Hunters Point Boulevard and Donahue Street. Areas to the southwest of Innes remain vacant due to the steep slope leading up to the Hunters Point ridge; upper areas of the slope contain numerous vacant multi-family public housing buildings (**Figure 98**).



Figure 98. Former public housing buildings at the Hunters Point ridge, viewed from Innes Avenue at its intersection with Arelious Walker Drive

IV. INDIA BASIN NEIGHBORHOOD HISTORY

A comprehensive historical overview of the India Basin neighborhood is included in the final report of the India Basin Survey, completed by KVP in 2008. The following section synthesizes existing sources on the history of India Basin, supplemented with information from additional written and visual resources—including historic newspapers, archival photographs, and Sanborn Fire Insurance Company maps.

HUNTERS POINT PENINSULA IN THE PRE-CONTACT ERA

Kelley & VerPlanck have summarized the geographic details and pre-contact settlement of the Hunters Point peninsula in the *India Basin Survey Final Report*:

India Basin is located on the northern shore of the Hunters Point peninsula. Prior to major landfilling and grading during the 1940s, the peninsula extended nearly six thousand feet into San Francisco Bay. Averaging about two thousand feet wide from north to south, Hunters Point is dominated by a high ridge running the length of the peninsula, rising to a peak 290 feet above sea level. At its eastern end, the peninsula originally terminated at a pair of knolls that were once islands until the channel dividing them from the mainland filled up with sand and mud. Hunters Point is composed primarily of a greenish serpentine rock. Originally cloaked in native grasses and coastal sage scrub, Hunters Point is well-watered, possessing several streams and subterranean springs, several of which are still active. The presence of fresh water, a relatively mild climate, and nearby tidal flats, made Hunters Point a popular residence for indigenous California Indians.

It has been estimated that between 7,000 and 10,000 Native Americans inhabited the Bay Region prior to European contact. When the Spanish arrived during the last quarter of the eighteenth century, they noted the large number of villages dotting the periphery of San Francisco Bay. The Spanish called the people they encountered costeños, or "coastal peoples." Today the term Ohlone is preferred by their descendants. [...] Several middens [food waste deposits] were known to have existed on the shoreline of the peninsula, giving Hunters Point its first European era name, Punta de la Concha, or "Point of the Shells."

As this report focuses on built resources of the post-contact era, a full review of prehistoric archeological investigations undertaken near the project site has not been conducted.

EARLY SAN FRANCISCO HISTORY

European settlement of what is now San Francisco took place in 1776, with the simultaneous establishment of the Presidio of San Francisco by representatives of the Spanish Viceroy and the founding of Mission San Francisco de Asis (Mission Dolores) by Franciscan missionaries. The Spanish colonial era lasted until 1821, when Mexico earned its independence from Spain, taking with it the former Spanish colony of Alta California. During the Mexican period, the region's economy was based primarily on cattle ranching, and a small trading village known as Yerba Buena grew up around a plaza (today known as Portsmouth Square) located above a cove in San Francisco Bay. In 1839, a few streets were laid out around the Plaza, and settlement expanded up the slopes of Nob Hill.

⁹ Kelley & VerPlanck Historical Resources Consulting, *India Basin Survey Final Report*, prepared for Bayview Historical Society, May 1, 2008, 8.

Yet during both the Spanish and Mexican periods, the southeast corner of present-day San Francisco remained a world apart from Yerba Buena, Mission Dolores, and the Presidio. Used as pasture since European settlement, the Hunters Point peninsula was included within the Rancho Rincon de las Salinas y Potrero Viejo, which the Mexican government provided to José Cornelio Bernal—completing the transformation of the area into private property. The peninsula, now part of a large rancho, continued to be used for cattle grazing.¹⁰

During the Mexican-American War in 1846, the village of Yerba Buena was occupied by U.S. military forces and was renamed San Francisco the following year. Around the same time, a surveyor named Jasper O'Farrell extended the original street grid, while also laying out Market Street from what is now the Ferry Building to Twin Peaks. Blocks north of this line were laid out in small 50-*vara* square blocks, whereas blocks south of Market were laid out in larger 100-*vara* blocks.¹¹

The discovery of gold at Sutter's Mill in 1848 brought explosive growth to San Francisco, with thousands of would-be gold-seekers making their way to the isolated outpost on the edge of the North American continent. Between 1846 and 1852, the population of San Francisco mushroomed from less than one thousand people to almost 35,000. The lack of level land for development around Portsmouth Square soon pushed development south to Market Street, eastward onto filled tidal lands, and westward toward Nob Hill. At this time, most buildings in San Francisco were concentrated downtown, and the outlying portions of the peninsula remained unsettled throughout much of the late nineteenth century.

With the decline of gold production in 1855, San Francisco's economy diversified to include agriculture, manufacturing, shipping, construction, and banking. ¹² Prospering from these industries, a new elite class of merchants, bankers, and industrialists arose to shape the development of the city as the foremost financial, industrial and shipping center of the West.

INDIA BASIN PRIOR TO 1906

Even as San Francisco rapidly expanded following the California Gold Rush in the late 1840s, the area surrounding India Basin remained remote and poorly connected to central San Francisco. Mission Bay and Islais Creek formed natural obstacles between the Hunters Point peninsula and more densely populated areas to the north, and as a result it remained sparsely settled. Even so, speculator John Hunter purchased around 160 acres from the *Rancho Rincon de las Salinas y Potrero Viejo*, including the peninsula, and attempted to sell lots and develop the area beginning around 1850. Christened South San Francisco, Hunter's speculative development gathered little momentum, and only a few buildings and structures are believed to have been built on his land at this time. ¹³

Improvements in transportation infrastructure gradually made the Hunters Point peninsula more accessible to central San Francisco. San Bruno Road was completed in 1858, providing the first major land access route to the peninsula. A more significant development was the 1865 completion of a wood causeway, known as Long Bridge, spanning Mission Bay roughly at the same location as present-day Third Street; two years later, it was extended south to reach Hunters Point. The construction of the causeway allowed new railroad and horse car access from downtown San Francisco into formerly inaccessible bayshore areas. 14

¹⁰ Ibid, 9-10.

¹¹ Vara is derived from an antiquated Spanish unit of measurement

¹² Rand Richards, *Historic San Francisco*. A Concise History and Guide (San Francisco: Heritage House Publishers, 2001), 77.

¹³ Kelley & VerPlanck, *India Basin Survey*, 11-12.

¹⁴ Ibid., 13.

With these new transportation developments, real estate speculators once again made plans for the district surrounding Hunters Point. Most significantly, the South San Francisco Homestead and Railroad Association (SSFH&RA)—a group connected to the Potrero & Bay View Railroad Company—subdivided roughly 800 acres on and surrounding the peninsula, marketing the lots for residential development. The blocks within SSFH&RA's holdings measured 200' x 600', each containing sixteen 75' x 100' lots. The streets within the area were oriented following the general angle of the peninsula, so that they were turned approximately 45 degrees from the street grid of areas such as the Mission District to the northwest. The layout of streets and blocks within the surveyed area extended well past the shoreline, with many blocks containing only land submerged in the bay (**Figure 99**). 15 These blocks were intended to be reclaimed with fill and remain in the official plat of the city.



Figure 99. Detail of 1873 San Francisco map, showing the form of the Hunters Point peninsula (defined in blue) surrounded by the surveyed street grid Source: David Rumsey Map Collection, www.davidrumsey.com

In an attempt to spur development near Hunters Point, the SSFH&RA offered land at the tip of the peninsula to engineer A.W. von Schmidt, who constructed the California Dry Dock with the financial assistance of banker William Ralston. When the facility opened in 1867, it was the largest dry dock in the western United States—and over the following century would have a profound economic and social impact on the entire Hunters Point peninsula, including the India Basin area. Despite this milestone, the site's topography and limited transportation options kept residential demand for SSFH&RA's lots at Hunters Point lower than hoped. The association subsequently changed its focus, marketing its submerged lots as industrial and reserved for "piers, slips, basins." ¹⁶

According to the U.S. Coast Survey map produced in 1869 (**Figure 100**), a road was in place by that year at the shore of India Basin along the north edge of the peninsula, following the approximate current-day route of Innes Avenue. In 1870, the Albion Brewery was established on the hillside south of this road, a location chosen to take advantage of natural underground springs.¹⁷

¹⁵ Ibid., 13-15.

¹⁶ Ibid., 16-17.

¹⁷ Ibid., 17-18.

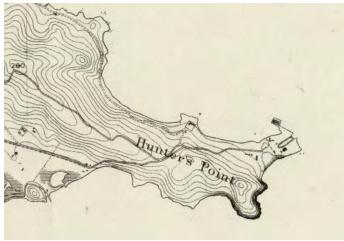


Figure 100. Detail of the 1869 U.S. Coast Survey map, showing existing roads on the Hunters Point peninsula—including one past India Basin along the north shoreline Source: David Rumsey Map Collection

Gradually, groups of residents were drawn to Hunters Point by a number of economic opportunities available there. The 1870s saw Chinese immigrants establish shrimping camps throughout San Francisco Bay, with several located near India Basin. At approximately the same time, India Basin also began to experience an influx of European immigrant shipwrights, who were drawn to the surrounding bay's deep-water access, and for the lack of competitors. (Another compelling factor was that in 1869 the shipwrights' previous toehold to the north, near Islais Creek, became a reservation for butchers, later known as Butchertown.) This small community of shipwrights, while still physically isolated from the core of San Francisco to the north, was essential to some of the most important commercial networks of the Bay Area and its tributaries through their expertise in wood scow schooner construction. Scow schooners (**Figure 101**) were characterized by their shallow drafts, which allowed them to navigate the Bay Area's shipping routes to reach delta and river towns such as Petaluma.



Figure 101. Undated photograph of the scow schooner *Alma*Source: San Francisco Public Library Digital Photograph Collection, AAD-8279

As explained by Kelley & VerPlanck,

[T]he San Francisco bay scow, which was a specialty of the India Basin boatyards, was probably the most important sailing craft of the Bay Area's day-to-day economic life. One of their principal cargoes was hay. The nineteenth century moved on hay, much as the twentieth century moved on gasoline, and the hay trade was vital to the economy of urban areas, including San Francisco. The boatyards of India Basin were crucial participants in this economic web, building and maintaining the majority of scow schooners that plied the shallow waters and estuaries of the Bay from the 1860s through the first two decades of the twentieth century. Due to the shallow waters of the estuaries and sloughs of San Francisco Bay, the Delta, and the Central Valley, ships of greater draft could not reach the isolated farms and workshops of Northern California. Shallow-draft scows could go virtually anywhere and were therefore extremely useful in bringing products of the hinterlands, including wheat, hay, fruits and vegetables to San Francisco. Goods not consumed in San Francisco were then loaded on larger ocean-going vessels that would take the products of the San Francisco Bay Area around the world. ¹⁸

The community of laborers responsible for building the scow schooners, clustered near India Basin, established a number of family shipyards that contained both dwellings and production/repair facilities; expertise for shipbuilding and repair was passed through generations. Prominent names associated with the scow-building industry were Fred Siemer, William Munder, and Henry "Pop" Anderson. Roger R. Olmsted, maritime historian of San Francisco Bay, describes the area as such:

Four blocks southeast of Railroad Avenue [present-day Third Street], Hunters Point Road curved around the southern waterfront where many clusters of marine ways on the shallow shoreline beaches appear on maps from 1882 up through 1929. These boatyards shared the water's edge with even more informal Chinese shrimp fishermen who put up clusters of tiny dwellings, dried their shrimp, mended their nets, and launched their junks alongside the scows.¹⁹

The subsequent shorefront development in India Basin was recorded in a Sanborn Fire Insurance map from 1900, the earliest year such a map covered the area. Innes Avenue, known at that time as 9th Avenue South, formed the spine of a few streets pressed between the shore of the bay and the steep Hunters Point ridge. The map illustrates sporadic development in the area, although most lots located at the north side of 9th Avenue South (facing the bay) contained one-story wood-frame dwellings—along with outbuildings and support structures including windmills and storage sheds. (The south side of the street, at the bottom of the ridge slope, remained mostly empty apart from the Albion Brewery complex.) The area retained a somewhat rural character—evident through sheds and yards for poultry and hogs—that was complemented by the small-scale boatyards that lined the water. Two such boatyards are named on the map: Henry Anderson's, located within the current-day 900 Innes Avenue property north of the Griffith Street right-of-way; and Fred Siemer's, situated immediately to the north of Anderson's. Other unnamed boatyards located along India Basin to the southeast were indicated on the map by areas of wood marine way rails. This scene is illustrated in a turn-of-the-century photograph of India Basin, showing a dense cluster of ships hauled up on the marine ways that were laid directly on the shore (**Figure 102**).

¹⁸ Ibid., 20-21.

¹⁹ Roger R. Olmsted, Scow Schooners of San Francisco Bay (Cupertino: California History Center, 1988), 22.

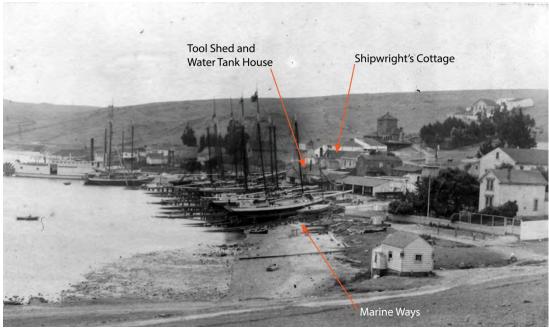


Figure 102. Boatyards at India Basin, c. 1900, viewed facing east; extant features are marked Source: Maritime Research Center, San Francisco Maritime National Historical Park, edited by Page & Turnbull

INDIA BASIN, 1906-1936

The earthquake of 1906 had only minor effects on the Hunters Point district of San Francisco. The bedrock of the peninsula, combined with the low population density of the area, prevented destruction at the scale seen in the central city; the ensuing fire stopped well short of India Basin.²⁰

Within a few years following the earthquake, census records indicate that approximately 150 people resided within the community around India Basin. Some were Chinese-American shrimp fishermen, while many others were of European descent. Those who worked were employed primarily in the brewery or at their own family boatyards. Only a few had jobs with the San Francisco Dry Dock Company, formerly the California Dry Dock Company. The facility had been bought in 1908 by Charles M. Schwab and the Bethlehem Steel Company at a cost of nearly \$2 million; most of the company's employees found lodging to the east of India Basin, nearer to the dry dock at the tip of the peninsula.²¹

In the 1910s and 1920s, new modes of transportation began to threaten the bay scow shipping industry that had provided the livelihood of India Basin's shipwrights for decades. As Kelley & VerPlanck explain,

Prior to 1910, much of the Bay Area's goods were still transported by water. The construction of bridges and highways ended the isolation of many of the region's communities and the adoption of the gasoline-powered truck for hauling bit into the business of the scow men. Initially the response was to convert the scows to gasoline power, which made them faster and less dependent on the wind. The conversion required the labor of a shipwright to mount the engines, cut off the bowsprit and remove the mainmast. In the cases where the schooner was over 65 feet, it was often

March 8, 2017 Page & Turnbull, Inc.

²⁰ Kelley & VerPlanck, India Basin Survey, 25.

²¹ Ibid., 26-27.

reduced in length to adhere to the requirement that a licensed engineer be present in motorized vessels over 65 feet. By 1925, only four sail-powered scow schooners remained in use in the Bay Area. With business drying up, many of the smaller boat yards folded[.]²²

By the time the 1930 Census was conducted, only around 60 residents remained in India Basin; only one boatyard, the Anderson & Cristofani Boatyard, still operated, having consolidated a few of the smaller surrounding yards.²³

At this time, areas of Hunters Point that were not located along the bay remained undeveloped; in keeping with the area's agricultural use since European settlement, the ridge of the peninsula was used to pasture animals that would later be slaughtered in Butchertown. In many respects, India Basin still was a place apart, sparsely settled and dramatically different from most of urban San Francisco (**Figure 103**).



Figure 103. India Basin viewed from the east, photographed 1929 Source: San Francisco Public Library Digital Photograph Collection, AAB-8958

In perhaps a fitting metaphor for the fate of the boatbuilding industry at India Basin at this period, obsolete ships were towed to the west end of the basin, stripped of parts, and left to deteriorate in the mud. These "hulks" were documented in this location by 1928, when the riverboats attributed as *Apache* and *Modoc*²⁴ were photographed alongside an ark houseboat and other down-at-heels ships (**Figure 104**). This practice persisted throughout the 1930s. In 1938, an article in the *San Francisco Chronicle* described former ferries and schooners that were still sitting in India Basin in the Hawes Street right-of-way (area that is now India Basin Shoreline Park); squatters had even appropriated some of the hulks as dwellings.²⁵

²² Ibid., 28.

²³ Ibid., 29.

²⁴ The identification of these riverboats is based on image notations and metadata associated with historic photographs in the San Francisco Public Library's San Francisco Historical Photograph Collection—specifically, images AAB-8954 (included as Figure 104 in this report) and AAI-0158.

²⁵ "Hunters Point Ship's Graveyard," San Francisco Chronicle, May 2, 1938, 6.



Figure 104. Abandoned hulks in India Basin, photographed 1929 Source: San Francisco Public Library Digital Photograph Collection, AAB-8954



Figure 105. Hulks photographed in 1932 Source: San Francisco Public Library Digital Photograph Collection, AAB-8960

The hulks are evident in an aerial photograph of India Basin taken in 1935 (**Figure 106**); the pattern of development in the area appears not to have changed dramatically since the 1914 Sanborn map. Innes Avenue remained the only street in the vicinity of India Basin, not yet paved but able to provide access to boatyards and dwellings clustered near the west end of the inlet. A handful of new dwellings joined the Albion Brewery (then in ruins) on the south side of Innes Avenue. The east half of India Basin remained largely empty, traversed by an informal network of dirt paths and roads.

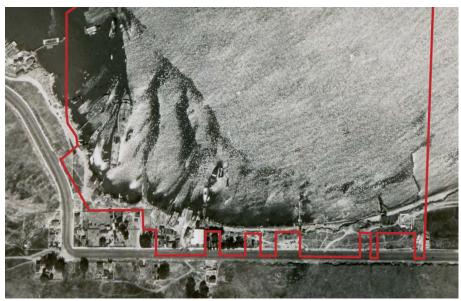


Figure 106. 1935 aerial photograph of the still-isolated neighborhood surrounding India Basin, with the current project boundary marked; upper left is north.

Source: Pacific Aerial Surveys, edited by Page & Turnbull

Although many of the Bay Area's scow schooners had been converted to motor power by 1925, Roger Olmsted has stated that it took another decade for those remaining sailing scows to be converted or retired. ²⁶ The Anderson & Cristofani Boatyard at India Basin remained the major yard in the area that could repair these craft—whether powered by engine or wind. The 1930s saw the final decline of scow shipping in the San Francisco Bay; Olmsted writes, "Cargoes which had formed the backbone of scow operations—brick, lumber, hay, and grain—came to be handled largely by truck; the scows offered something very close to door-to-door transportation, but the trucks furnished the real thing." The opening of the Bay Bridge in 1936, and the Golden Gate Bridge the following year, had a vast impact on shipping trade in the Bay Area. The watercraft that plied the bay and its rivers were quickly made obsolete, as trucks were able to reach San Francisco from the East Bay in a matter of minutes. ²⁸ The era of India Basin's most significant contribution to the region's economy had ended.

INDIA BASIN, 1937-PRESENT

This change in the Bay Area's maritime economy coincided with efforts to modernize the India Basin neighborhood. While the 1935 aerial photograph illustrates that India Basin retained some of its rural character, some members of the community soon organized to enact changes to tie the area more closely into the broader fabric of the city. In 1937, a group of residents and business owners in the wider Hunters Point district founded the Hunters Point Improvement Club (also known as the Hunters Point Improvement Association) in order to advocate for better infrastructure in the relatively remote southeastern part of San Francisco, sometimes referred to in the newspapers as "the forgotten district." The group distributed petitions among residents and lobbied municipal agencies to fund major improvement projects, such as extending sewer lines and a gas main along Innes Avenue. Members of the organization praised these developments as milestones for the future growth of the neighborhood, since public utilities were preconditions for the Federal Housing

²⁶ Olmsted, Scow Schooners of San Francisco Bay, 59.

²⁷ Ibid., 61-62.

²⁸ Mel Scott, San Francisco: A Metropolis in Perspective (Berkeley: University of California Press, 1985), 240.

Administration (FHA) to finance new construction.²⁹ The group advocated for the removal of the abandoned boat hulks from India Basin,³⁰ as well as "the last remaining hog ranch in San Francisco."³¹ Efforts to extend Innes Avenue directly to Third Avenue—intended to create "a more direct, less odorous gateway than the present entrance by way of Evans Avenue and the slaughter quarter"³² [Butchertown]—were ultimately unsuccessful. For its efforts, the Hunters Point Improvement Club was recognized as one of the city's "finest, most aggressive civic clubs."³³

The improvements facilitated by the Hunters Point Improvement Club appear to have had nearly immediate results. Many of the houses and commercial buildings that currently stand alongside Innes Avenue were erected in the few years between 1937 and 1940,³⁴ representing a small construction boom that was likely spurred by the neighborhood's improved amenities. An aerial photograph taken in 1938 reflects this trend, showing a string of new dwellings, outbuildings, and docks that lined the shore of India Basin (**Figure 107**). As before, the steep slope of the Hunters Point ridge south of Innes Avenue limited development there, and it remained largely empty.



Figure 107. 1938 aerial photograph showing new development along Innes Avenue, with the current project boundary marked; up is north.

Source: David Rumsey Map Collection, edited by Page & Turnbull

While the work of the Hunters Point Improvement Association nudged the area surrounding India Basin more closely into San Francisco's urban fabric, the true catalyst for the neighborhood's future development was the U.S. Navy's purchase of the existing dry docks at Hunters Point from Bethlehem Steel in 1939. Since as early as the 1910s, the Navy had considered the advantageous position of the Hunters Point peninsula for its own missions. The Navy paid \$4 million for nearly 50 acres of land at the peninsula, although Bethlehem Steel initially continued to operate the facility through a lease. Following the bombing of Pearl Harbor and the United States' entry into World War II, the Navy quickly expanded the shipyard to meet wartime demand. Surrounding parcels were condemned and incorporated into the Navy's facility, which ultimately consumed the end of the

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²⁹ "Hunters Point District Program 'Successful," San Francisco Chronicle, November 4, 1938, 32.

³⁰ "Southern Civic Clubs' Leader Outlines Program for '38-39," San Francisco Chronicle, May 24, 1938, 28.

³¹ Bill Simons, "Something About Hunters Point, an Up-and-Coming District," San Francisco Chronicle, April 16, 1940, 26.

³² "Hunters Point Loses Fight for Street Improvement," San Francisco Chronicle, June 25, 1938, 24.

³³ Bill Simons, "Bus Extension is Promised," San Francisco Chronicle, May 14, 1939, 76.

³⁴ Kelley & VerPlanck, *India Basin Survey*, Appendix B.

Hunters Point peninsula. "By the end of the War, Hunters Point Naval Shipyard had grown to include 979 acres of filled and unfilled tidal lands, including six dry docks ranging from 420' to 1,092' in length, two hundred buildings, five miles of berthing space, and seventeen miles of railroad tracks." The shipyard, along with others in Richmond and Alameda, became one of the essential pieces of the Bay Area's crown of Home Front production facilities.

The sheer volume of workers employed at the Naval shipyard ensured the transformation of the Hunters Point peninsula. More than 18,000 people ultimately had jobs there, many of them African Americans pushed by the limited economic opportunities and oppressive policies of their home states in the South. This tide of labor far outstripped the supply of available housing units near the shipyard; blacks were additionally disadvantaged in finding housing, as they faced frequent discrimination by landlords. In order to accommodate this intense demand for housing, the FHA constructed buildings with 4,000 family apartments and 7,500 dormitories for single laborers; located on the Hunters Point ridge, the new housing loomed over India Basin and its remaining boatyards.³⁶

In 1940, the Hunters Point Improvement Association had successfully lobbied for a line of the Market Street Railway down Innes Avenue to reach the dry docks, further stitching the India Basin area into the rest of San Francisco.³⁷ Given this new transportation route and the rapid influx of new residents to the surrounding area, Innes became a heavily traveled wartime transportation corridor and the primary access road to the production facilities at Hunters Point.

By the early 1950s, the Hunters Point Naval Shipyard had ramped down its operations, and the facilities' workforce had shrunk substantially. Even so, thousands were still employed there, and city directories indicate that a collection of businesses were located on Innes Avenue between the subject property and the shipyard, including food markets, a liquor store, and restaurants serving seafood and barbecue.³⁸ In comparison, the previously printed reverse directory, from 1940, listed no commercial establishments on Innes at all, reflecting the substantial effect the war had on the previously isolated and residential enclave surrounding India Basin.

This period also saw further shifts in the area's demographic makeup. According to the *India Basin Survey Final Report*,

In 1953, the [San Francisco Housing Authority] acquired ownership of the war workers housing on Hunters Point ridge. Already a decade old, the housing was reportedly overcrowded, deteriorating, and without amenities. Most white residents with better housing options moved out of the Hunters Point "projects." Replacing them generally were relatives of African-American residents fleeing Jim Crow societies in the Old South.³⁹

Innes Avenue at this time retained a number of empty lots but was noticeably more developed than two decades earlier, and it had been absorbed into the larger Hunters Point-Bayview district. The Anderson & Cristofani Boatyard, located at the intersection of Innes Avenue and the Griffith Street right-of-way, remained a major tenant of the India Basin shoreline and a reminder of the area's previous maritime era—although the yard had shifted its operations to boat repair and away from the shipbuilding that had defined India Basin in an earlier era.⁴⁰

³⁵ Ibid., 33.

³⁶ Ibid., 36-37.

³⁷ Ibid., 35.

³⁸ Polk's San Francisco City Directory (San Francisco: R.L. Polk & Co., 1953), 1721.

³⁹ Kelley & VerPlanck, *India Basin Survey*, 38.

⁴⁰ Ibid.

Incrementally, India Basin's tidelands were filled in the decades following World War II. Aerial photographs show the extent of this change: the shore of the basin appears relatively undisturbed in 1946 (**Figure 108**), and by 1958 an area of fill extended behind a string of residential properties on Innes Avenue (**Figure 109**). Just over a decade later, in 1969, nearly the entire basin had been reclaimed, with only a small inlet left open to access the boatyards (**Figure 110**). This entire campaign was primarily undertaken by a couple of individual property owners, ahead of a 1965 change in laws that required the Bay Conservation and Development Commission to review all fill proposals. ⁴¹ Walter Anderson, of the Anderson & Cristofani Boatyard, opposed the filling process, and it appears that had the yards not remained in operation at that time, all of India Basin would have been filled. The materials used to fill the basin are purported to have originated from the construction of Interstate 280. ⁴²

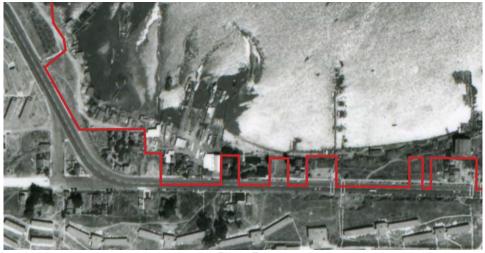


Figure 108. 1946 aerial photograph, indicating India Basin retained much of its earlier shape, with the current project boundary marked; upper left is north.

Source: Pacific Aerial Surveys, edited by Page & Turnbull

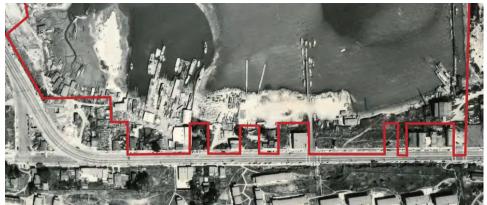


Figure 109. This 1958 aerial photograph shows that infilling had begun at either end of India Basin, with the current project boundary marked; upper left is north.

Source: Pacific Aerial Surveys, edited by Page & Turnbull

⁴¹ "Unavoidable Approval of Bay Fill," San Francisco Chronicle, July 22, 1965, 9.

⁴² Kelley & VerPlanck, India Basin Survey, 38.

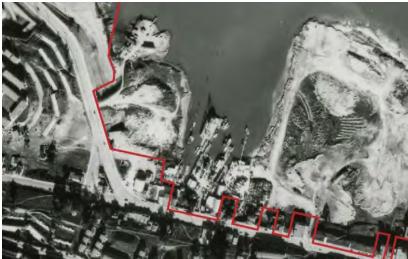


Figure 110. The current shoreline of India Basin appears in this 1969 aerial photograph, with the current project boundary marked; up is north.

Source: Pacific Aerial Surveys, edited by Page & Turnbull

Conflict over filling India Basin was only one part of an ongoing public debate throughout the 1960s and 1970s regarding the future development (or environmental conservation) of what remained of the inlet. A wide range of proposals were introduced by municipal and state agencies, including: two proposed paths of the Hunters Point Freeway (**Figure 111**); a modern container ship pier to help San Francisco compete with the Port of Oakland⁴³; and the Southern Crossing, a transbay bridge that would connect southeastern San Francisco to Alameda.⁴⁴ While some of these plans advanced quite far, opposition from conservationists and voters at large prevented them from ultimate implementation.



Figure 111. Proposed routes of the Hunters Point Freeway, with the B and C lines passing through the India Basin Scow Schooner Boatyard through India Basin; none were constructed. Right is north.

Source: California Division of Highways, *Hunters Point Legislative Route 253: A Digest of Location Studies*, November 1962

⁴³ Maitland Zane, "India Basin—Port of Future," San Francisco Chronicle, September 13, 1968, p. 4.

^{44 &}quot;Conservation Attack on South Span," San Francisco Chronicle, October 17, 1969, p. 6.

The period of growth along Innes Avenue sparked by the Hunters Point Naval Shipyard did not last through the 1960s, as the facilities' production slowed and jobs evaporated. Even so, African Americans displaced from urban renewal projects elsewhere in San Francisco moved in large numbers to available housing in Bayview-Hunters Point—some of it the housing complexes that had been built for wartime workers. The area's black population then rose above 80 percent. ⁴⁵ The former Naval worker residences on the Hunters Point ridge were demolished in the 1970s and were replaced by public housing complexes operated by the San Francisco Housing Authority. The closure of the Naval shipyard at Hunters Point in 1974 eliminated over 5,000 jobs, further depressing the neighborhood's economy. ⁴⁶

The wider Hunters Point-Bayview district has experienced many problems associated with concentrated urban poverty during the last few decades, as well as the environmental consequences of the area's past industrial uses. Some efforts, however, have been undertaken to create green space and improve the natural environment of India Basin. The area along the bayshore immediately to the northwest of the remaining shipyards, previously empty infilled land, became India Basin Shoreline Park in the 1990s, operated by San Francisco Recreation and Parks Department (**Figure 112**). Another municipal green space created out from reclaimed fill, India Basin Open Space, now follows the shoreline along the east edge of the remaining India Basin inlet and then east towards the Hunters Point shipyard site, which is currently undergoing a massive housing redevelopment campaign.



Figure 112. 1997 aerial photograph of India Basin and its remaining boatyards, with the current project boundary marked; India Basin Shoreline Park occupies the bulbous infilled area of India Basin at left, and India Basin Open Space leads along the shoreline east of the inlet. Upper left is north.

Source: Pacific Aerial Surveys, edited by Page & Turnbull

⁴⁵ Kelley & VerPlanck, *India Basin Survey*, 38-39.

⁴⁶ Kelley & VerPlanck, *Bayview-Hunters Point Area B Survey Historic Context Statement*, prepared for the San Francisco Redevelopment Agency, February 11, 2010, 123.

V. PROPERTY-SPECIFIC HISTORIES

The following property-specific histories are ordered to parallel the architectural descriptions in Section III: individual buildings, followed by properties comprised of cultural landscapes, and lastly, parks/open space.

SHIPWRIGHT'S COTTAGE

The Shipwright's Cottage, constructed c. 1875 and currently addressed at 900 Innes Avenue, is one of the oldest known residences remaining within the neighborhood lining India Basin; 911 Innes Avenue, located across the street, also appears to have been constructed during the 1870s. The Shipwright's Cottage was constructed as an early component of the isolated working-class settlement of shipbuilders at India Basin, whose community and string of boatyards along the shore characterized the Hunters Point peninsula during the final decades of the nineteenth century. The first property owner was Johnson Dircks, a shipwright born in the Netherlands who was among the first immigrants to arrive at India Basin. Dircks bought the lot on which the house now stands directly from the SSFH&RA in 1875. The price for the property was \$900. Given his carpentry skills, it seems likely that Dircks constructed the cottage himself, although this has not been confirmed. No original permit or drawings appear to exist for the building, which is not uncommon for vernacular building types. Dircks operated a boatyard on the shore of India Basin immediately behind the house, where he built a number of scow schooners that were used for freight transportation throughout the Bay Area. The location of the cottage therefore allowed Dircks direct access to his boatyard and livelihood.⁴⁷

A California State Department of Parks and Recreation (DPR) survey form completed for the property in 2005 states that Dircks resided in the house until 1893, and that he thereafter deeded it to Carl J. Jorgenson, another ship carpenter, with his wife Ingeborg. Ingeborg's daughter, Inga, was married to Fred Siemer Jr., a German by birth who immigrated to the United States in the 1880s. The Siemers were an important family at India Basin who built the scow schooner *Alma*, which is now one of the vessels owned by the San Francisco Maritime National Historical Park. Members of both the Siemer and Jorgenson families resided in the cottage at various times, although the 1900 U.S. census recorded a Scottish ship carpenter, Robert McKinley, living there with his wife Elisabeth and three children. 49

The physical attributes of the house were not documented until 1900, the earliest year that a Sanborn Fire Insurance map was published covering the surrounding neighborhood (**Figure 113**). This was also approximately the year that the first known photograph of the India Basin settlement was taken (**Figure 114**); the two sources provide similar information about the state of the house. Both rear shed-roofed projections had already been constructed; the northwest wing appears to have been built to accommodate an indoor restroom. Attached to the rear of the house was a wood-frame well structure with battered walls supporting an upper platform, water tank, and wind mill—a feature that many of the surrounding residences had in order to offset the lack of municipal water service (**Figure 128**). The house was located next to another one-story dwelling, addressed 904 Innes, and had a number of outbuildings to the rear. A shipyard belonging to Henry Anderson, located immediately to the northeast between the house and India Basin, had replaced Dircks's earlier yard. ⁵⁰

⁴⁷ Farrell, "900 Innes Avenue," 6.

⁴⁸ Ibid.

⁴⁹ 1900 United States Census, San Francisco, San Francisco County, California; sheet no. 3, family 45, dwelling 45, lines 17-21; June 4, 1900, accessed July 28, 2015, http://www.ancestry.com.

⁵⁰ Farrell, "900 Innes Avenue," 6.

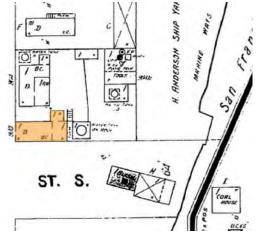


Figure 113. Detail of 1900 Sanborn map; the Shipwright's Cottage is shaded, with windmill and well structure attached to the rear. Northwest is up.

Source: Digital Sanborn Maps, edited by Page & Turnbull



Figure 114. Detail of 1900 photograph of India Basin (Figure 102), viewed facing east, with the Shipwright's Cottage at center (shaded) and windmill and well structure located left of center.

Source: Maritime Research Center, San Francisco Maritime National Historical Park, edited by Page & Turnbull

While a modestly-sized vernacular residence, the cottage had striking decorative treatments on its primary façade—notably scroll-sawn bargeboard and projecting architraves over the front windows and door, showing the respective influence of the Carpenter Gothic and Italianate architectural styles in vogue during the second half of the nineteenth century (**Figure 115**). Other windows that are known to date to this time are two on the southeast façade and the central window on the northwest façade, all of which feature molded architrave trimwork.

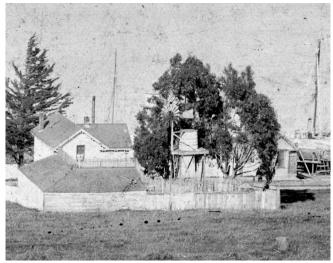


Figure 115. Detail of 1902 photograph of residences lining Innes Avenue, with boatyards along the shore of India Basin visible in the background. The Shipwright's Cottage is at right.

Source: Maritime Research Center, San Francisco Maritime National Historical Park

I. Jorgenson is noted as the owner of the property in the 1907 San Francisco Block Book. Fred and Inga Siemer moved into the residence the following year and stayed until c. 1923. Records of the 1910 and 1920 U.S. censuses indicate that the Siemers and their children—numbering four by

1920—rented the house from its owner, Inga's mother Ingeborg Jorgenson, who lived next door at 904 Innes.⁵¹

In 1923, the Siemers moved into a nearby residence on Innes Avenue. It has been suggested in a prior evaluation that the Shipwright's Cottage was subsequently incorporated into the Anderson & Cristofani Boatyard (described in detail in a following section),⁵² but further sources such as San Francisco City Directories do not support this account. No residents were recorded at 900 Innes Avenue in the 1930 and 1940 U.S. census rolls; the address, however, was listed in San Francisco reverse directories as Carl Jorgenson's residence between the 1930s and c. 1960. Therefore, the Shipwright's Cottage appears to have remained in private residential use during this period, despite sharing close proximity to the bustling boatyard located immediately down the slope. Based on historic aerial photographs, the building's well and windmill structure attached to the rear façade was removed by the mid-1930s. No other major alterations to the building appear to date to the first half of the twentieth century.

The Shipwright's Cottage was deeded a series of times in the 1950s between members of the intermeshed Jorgenson and Siemer families. In 1961, it was sold to Walter and Alice Anderson; Walter was partner in the adjacent Anderson & Cristofani Boatyard. In 1965, the building was deeded to Anderson's son Merrill. It was sold again in 1973 to Ableship Co., a boat storage company. These sales took place during a decades-long period in which the Shipwright's Cottage was listed as vacant in reverse directories—aside from a short period c. 1972-1973, when Robert Middleton was listed as a resident there. The building, however, appears to have served as an office for the boatyard, reflected by the current assortment of modern interior finishes and materials—including acoustical tile ceilings and faux wood wall paneling—from a series of updates in the postwar period. Likewise, the bathroom addition clad in composite wood siding (Figure 13), built after 1976 (Figure 116), appears to have been necessary to meet the requirements of continued use. A broad pass-through with service counter located in the wall between the entrance corridor and the adjacent front room (Figure 15) is also evidence of the administrative use of the building in support of the yard's operations. Several basement door and window openings at the southeast, northeast, and northwest facades remain undated.



Figure 116. Shipwright's cottage, as photographed by the Planning Department in 1976; the bathroom addition near the west corner of the house had not yet been built.

Source: City of San Francisco Planning Department

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⁵¹ 1920 United States Census, San Francisco, San Francisco County, California; sheet no. 14B, family 13, dwelling 13, lines 60-65; January 14, 1920, accessed July 28, 2015, http://www.ancestry.com. ⁵² Farrell, "900 Innes Avenue," 6.

After 1986, the property and the adjacent vacant lot (APN 4646/3A) were sold amongst several owners—during which time the decorative bargeboard was removed from the house—and was ultimately donated to the Tenderloin Housing Clinic in 2007. This agency planned to construct a residential complex on the site until the Article 10 designation of the Shipwright's Cottage was approved in 2008. Following a fire at the cottage in 2010, the housing clinic stabilized the building—ultimately selling it to the City and County of San Francisco in 2014, at which point the building was reroofed, and its windows and doors were boarded to restrict unauthorized access.⁵³

Building Permit/Construction Chronology

Few building permits are available for the Shipwright's Cottage at the San Francisco Department of Building Inspection—perhaps not surprisingly, as the India Basin community was long remote and self-sufficient, and the owners of the residence may not have felt that securing permits was absolutely necessary. The following list includes all known alterations to the building:

Date	Description	Source
c. 1875	Residence constructed	900 Innes Avenue DPR form
Prior to c.	Northwest addition built up to the	Historic photographs and present site
1900	first level	conditions
Prior to 1935	Rear windmill and water tank	Historic photographs
	structure removed	
c. 1961	Interior converted to office: door	900 Innes DPR form and present site
	installed at southeast façade;	conditions
	interior pass-through added	
After 1976	Bathroom addition constructed at	1976 survey photograph and present site
	northwest façade	conditions
2014	Existing roofing replaced with new	Permit no. 1293476
	felt and shingles (\$6,800)	
c. 2014	Window and door openings	Present site conditions
	boarded over	
Unknown	Bargeboard removed; panels	Present site conditions
	inserted within front windows	

Owner History

No deeds have been located to confirm ownership of the residence prior to 1953.

Date	Deeded From	Deeded To
1893	Johnson Dircks	Carl and Ingeborg Jorgenson
11/13/1953		Carl and Virginia Jorgenson
12/7/1953		Carl and Virginia Jorgenson
8/21/1956		Virginia Jorgenson
7/5/1961		Walter and Alice Anderson
10/7/1973	Merrill Anderson	Ableship Co.
7/17/1986		S&P Company
8/31/1990	S&P Company	Donald Manning and Charles James
10/7/1997	Donald Manning and Charles	S&P Company
	James	
3/30/2007	United Holding LLC	Shipyard Holdings

⁵³ Alex Bevk, "Shipwright's Cottage at 900 Innes Hit with Graffiti Abatement," October 19, 2012, http://sf.curbed.com/archives/2012/10/19/shipwrights_cottage_at_900_innes_hit_with_graffiti_abatement.p hp.

Date	Deeded From	Deeded To
12/31/2007	Shipyard Holdings	Tenderloin Housing Clinic Inc.
8/8/2014	Tenderloin Housing Clinic Inc.	City and County of San Francisco

Occupant History

Date	Occupant(s)	Source
1875-1893	Johnson J. Dircks	900 Innes DPR form
1900	Robert and Elisabeth McKinley	U.S. Census
1908-1923	Fred and Inga Siemer	900 Innes DPR form
1936-1953	Carl J. Jorgenson	San Francisco city directories
1958	Virginia Jorgenson	San Francisco city directories
1963-1968	Vacant	San Francisco city directories
1973	Robert Middleton	San Francisco city directories
1978-1982	Vacant	San Francisco city directories

Architect/Builder/Landscape Architect

Existing historical research has concluded that the Shipwright's Cottage was built by its first resident, ship carpenter Johnson J. Dircks in c. 1875.

702 EARL STREET

The parcel that currently contains the building at 702 Earl Street was located alongside the shore of India Basin at the turn of the twentieth century and was immediately accessible to the water; however, it was located one quarter of a mile to the northwest of the core of the small shipwright community along 9th Avenue (Innes Avenue) and appears to have remained empty until the construction of the existing building in 1935. The parcel is noted in the 1907 San Francisco Block Book as belonging to S.W. Levy, although no buildings are known to have stood there at that time; the earliest available deed record dates to 1922, noting the lot's sale from the estate of Emilie Lewis. The property was passed among several owners prior to 1935. In March of that year, Harry and Florence Humes were deeded the parcel—still presumably empty—and sold it the following month to William Heerdt.

William Jennings Heerdt (sometimes recorded as Van Heerdt) is not known to have had a connection to India Basin or to boat building or repair prior to his acquisition of the subject parcel. Born in 1897, Heerdt was divorced by the 1930 census and was living on Bay Street with his mother and siblings. His occupation was recorded by the census as a manufacturer in the iron industry; during the first half of the 1930s, both his residence and workplace (Van Heerdt Studio, an art iron manufacturer) were located at 1222 Mission Street, in the South of Market district.

It remains unclear what led Heerdt to acquire the parcel at India Basin—but once he did, he soon set about constructing a shop building for a boat company with a business partner, Peter Staddcutter. In 1935, a permit for the subject lot was issued to construct a one-story shop building intended to house "light hardware." Due to the low construction cost listed (\$750), it is uncertain if the permit was issued for the existing building or an outbuilding. The 1935 aerial photograph of India Basin shows the current building in the earliest stage of construction, with the ground cleared for the foundation (**Figure 117**). A photograph taken in February 1936, from a vantage point further east on the Hunters Point peninsula looking back towards India Basin, appears to capture the building during construction, the frame possibly surrounded by scaffolding but with its distinctive strip window arrangement, monitor roof, and third-story porch already in place (**Figure 118**). The India Basin Survey report indicates that Heerdt and Staddcutter constructed the timber-framed building of

salvaged wood, although the source of these materials is unknown.⁵⁴ Regardless, the building appears to have been unique in the neighborhood through its large scale and heavy timber construction, which was not otherwise used in the more modest residences and boatyard buildings along the basin shore. Heardt was listed on Earl Street in the 1936 San Francisco, Colma, and Daly City Street Address List.

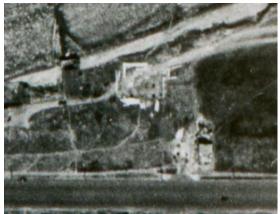


Figure 117. 1935 aerial view of the site of 702 Earl Street, as construction was just underway; the site is cleared. Upper left is north. Source: Pacific Aerial Surveys



Figure 118. Detail of 1936 photograph of India Basin shoreline, viewed from the Hunters Point peninsula facing northwest. William Heerdt's building, appearing to be under construction, is visible at far left.

Source: Maritime Research Center, San Francisco Maritime National Historical Park

By 1938, Heerdt's yard was fully operational. The aerial photograph from this year illustrates that the building was a dominant feature along the India Basin shore (**Figure 119**). The path of the Earl Street right-of-way was discernible only by a narrow dirt path leading into a fenced storage yard east of the building; an automobile drive accessed the yard from the east, near the shoreline. Few other details have been found to explain the operations of the yard, even its official name—although it seems most likely that it focused on boat repairs, as the demand for custom boat building had dropped substantially at India Basin. It appears that boat repairs took place on the narrow strip of shore, with a dock extending northeast into the bay. An undated photograph, likely taken during the 1940s, further illustrates the building's early appearance, indicating that the building had horizontal strip windows at the monitor roof.

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⁵⁴ Kelley & VerPlanck, *India Basin Survey*, 31.



Figure 119. William Heerdt's shop building within the fenced boatyard, photographed 1938; up is north.

Source: David Rumsey Map Collection



Figure 120. Detail of photograph of the India Basin shore, c. 1940s, showing the northwest façade of the building at 702 Earl Street Source: Allemand Family Collection

According to the report of the India Basin Survey,

The boat yard became a hangout for local shipwrights and was soon nicknamed the Westward Ho Yacht Club. The building was located next door to the Bayview Boat Club, a professional association and social club for local boat builders that remained at India Basin until it was landlocked by land fill in the 1960s and subsequently moved to the vicinity of Pier 50.55

On his 1942 draft registration card, Heerdt stated that he was self-employed at the Westward Ho Yacht Club, and that his residence was located in the same building at the corner of Earl Street and Hudson Avenue. Little more has been discovered about this organization; it is not listed in city directories and does not seem to have been covered in the *San Francisco Chronicle*. The building was not documented by the 1950 Sanborn Fire Insurance map.

In the 1953 San Francisco city directory (the earliest that provides a reverse directory), the Allemand Brothers Boatyard—a long-term tenant of the India Basin shoreline in the second half of the twentieth century, detailed more in depth in a subsequent section—was addressed at Earl at Hudson Avenue, near the location of Heerdt's building. While it is unclear if the Allemands occupied the yard surrounding the building, it is likely that William Heerdt had begun to lease the yard, as he had relocated his residence in order to live with his wife Louise in an apartment at 2300 Bay Street.

As documented in a 1958 aerial photograph (**Figure 121**), the boatyard surrounding the building at 702 Earl Street had built up its repair facilities at the shoreline, including two docks with marine/repair ways projecting diagonally from the base of the existing dock. The tenant of the yard is not known, however; after 1953, the Allemand Brothers Boat Repairs was not included in city directories. (The Allemand yard's later location, adjacent to the Anderson & Cristofani Boatyard, was not constructed until the 1960s, so it is possible the Allemands stayed at their Earl Street location until then despite not being listed in city directories.) By 1958, the setting of the building had also begun to change in noticeable ways. Firstly, a string of buildings had been constructed alongside Innes Avenue adjacent to the boatyard, representing the infilling of the neighborhood with more modern residences and commercial buildings. Secondly, the process of filling India Basin had begun, so that reclaimed land had reached the eastern boundary of Heerdt's yard. In subsequent years, the

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⁵⁵ Kelley & VerPlanck, *India Basin Survey*, 31.

fill continued to advance northwest, and by the mid-1960s the building no longer had direct water access. It does not seem likely that the building and its surroundings were used as a boatyard following that point, but its function is not known.

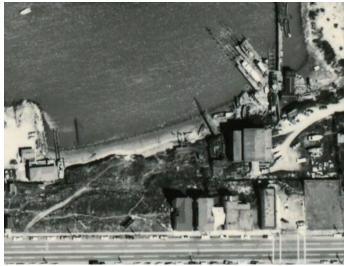


Figure 121. 1958 aerial photograph; note the edge of bay fill in the upper right hand corner of the photograph, as well as new residential development alongside Innes Avenue on adjacent parcels.

Upper left is north.

Source: Pacific Aerial Surveys

William Heerdt died in 1977, and the following year his property at India Basin was transferred to Ethel Heerdt, a later wife. In 1987, it was sold to the Nobis family, who sold it and Lot 11 of the same block to Michael Hamman in 1997. Hamman removed truckloads of debris from the surrounding site. He embarked on rehabilitating the building as a residential and workshop space, which involved the following: constructing seismic shear walls; moving the interior residential unit into the third-story penthouse space; replacing deteriorated shiplap siding with plywood boards milling and installing windows; updating electrical systems; subdividing lower-level spaces into workshops for artists and craftspeople; and constructing the ground-level deck. ⁵⁶ In 2002, soon after Hamman's project was profiled in the Home and Garden section of the *San Francisco Chronicle*, the San Francisco Department of Building Inspection issued him a series of code violations—sparking a well-publicized battle between Hamman and the City. Hamman ultimately won many of his appeals, although he was also required to continue to make upgrades to adhere to code, including constructing the exterior stairway that provides an additional egress route to the third-floor residential unit. ⁵⁷ ⁵⁸

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 ⁵⁶ Charles Smith, "Renewing Bay History," San Francisco Chronicle, May 18, 2002, accessed
 http://www.sfgate.com/homeandgarden/article/Renewing-bay-history-Historic-boathouse-now-2834266.php.
 ⁵⁷ Susan Sward, "Battle Brews Over Code Enforcement," San Francisco Chronicle, September 30, 2002, accessed
 http://www.sfgate.com/politics/article/Battle-brews-over-code-enforcement-S-F-2790930.php.
 ⁵⁸ Patrick Hoge, "Appeals Board Favors a David Over Goliaths," San Francisco Chronicle, January 24, 2003, http://www.sfgate.com/bayarea/article/Appeals-board-favors-a-David-over-Goliaths-2677448.php.

Building Permits/Construction Chronology

Date	Description	Source
7/26/1935	Construct shop for light hardware (\$750); unclear if this applied to the existing building or an outbuilding	Permit no. 15017
7/9/1937	Enclose property with fence (\$250)	Permit no. 28686
Undated pre- 1997	Windows removed from the building	San Francisco Chronicle
7/14/2000	Application to clarify the record to reflect 1 interior residential unit	Permit no. 915877
10/19/2000	Reposition the existing residential use; upgrade residential unit to include both a new code compliant entrance stair and a new code compliant second means of egress; remove existing cooking facilities (\$50,000)	Permit no. 924352
c. 2002	Shiplap siding replaced with plywood on three façades; missing windows replaced	San Francisco Chronicle
7/8/2003	Correction of building code violation (appealed—see below)	Permit no. 1076247
11/29/2004	Structural upgrades in accord with Board of Abatement Appeals decision	Permit no. 20041129-0157
Undated post- 2004	Exterior stairs and third-story door added; new windows inserted where missing	San Francisco Chronicle
12/12/2005	In accordance with Board of Abatement Appeals decision, provide structural upgrade work	Permit no. 1074487
9/23/2009	Repair one flight of stairs at residential unit, and sheet rock stairway	Permit no. 1195134
Undated	Construction of ground-level deck and insertion of ground-level doors	Present site conditions

Owner History

Date	Deeded From	Deeded To
2/28/1922	Estate of Emilie Lewis	Gertrude Corbitt (50%);
		Edna de Glinchamp (50%)
6/21/1922	William Lewis, trust estate of	Gertrude and Henry Corbitt
	Emilie Lewis	
4/21/1931	Clemence Blum and Rebecca	Edna De Glinchamp
	Liebenthal	
4/23/1934	Richard Count de Glimchamp	Charlotte De Glinchamp Viscountess Lionel
		Bouexie De La Driennays
9/11/1934	Estate of Edna De Glinchamp	Charlotte De Glinchamp Viscountess Lionel
		Bouexie De La Driennays
10/6/1934	Charlotte De Glinchamp,	Harry Humes
	Viscountess Lionell Bouexie De	

Date	Deeded From	Deeded To
	La Driennays and Viscount Lionel	
	Bouexie De La Driennays	
3/11/1935	Babette and Louis Lurie;	Harry Humes
	Edith and Herbert Waterman	
3/30/1935	Gertrude and William Corbitt	Harry Humes
4/12/1935	Florence Heerdt and Harry	W.J. Heerdt
	Humes	
10/21/1955		William J. Heerdt (with Lot 11)
9/27/1978	W.J. Heerdt	Ethel Heerdt
6/3/1987		Kyoko Nobis
12/21/1988		Nobis Family Trust
8/1/1997	Paul David Nobis;	Michael Hamman (with Lot 11)
	Nobis Family Trust	

Occupant History

Date	Occupant(s)	Source
1936-1940	W.J. Heerdt/W.J. Van Heerdt	San Francisco city directories
	(listed on Earl Street; no address)	
1953	Allemand Bros. Boat Repair Yard	San Francisco city directories
	(unconfirmed if the Allemands	·
	occupied the building or simply	
	had their boatyard nearby)	
1954-1982	Not listed	San Francisco city directories
1997-present	Michael Hamman	San Francisco Chronicle

Architect/Builder/Landscape Architect

No known architect has been identified for the building; the India Basin Survey report states that William Heerdt and a business partner constructed the building by themselves,⁵⁹ although the source of this conclusion is not specified.

838-840 INNES AVENUE

Property History

838-840 Innes Avenue (**Figure 27**) is located on the northeast side of Innes Avenue between the Griffith Street right-of-way and Arelious Walker Drive. Sanborn Fire Insurance Maps indicate that the parcel contained a one-story dwelling and shed by 1900 (**Figure 122**), part of the sparsely developed India Basin shipwright's community. The earliest known owners of the property are Richard Goble, Thomas Goble, and Mary Hunter, noted in the 1907 San Francisco Block Book; by 1921, it was owned by Henry "Pop" Anderson, the shipwright who operated the prominent boatyard one half block to the northwest. Anderson sold the parcel in 1921, after which time it changed hands multiple times before it was purchased by Thomas J. and Adeline Manning in 1937. An aerial photograph of the site taken the following year illustrates that the subject parcel, then located at the water's edge, was vacant apart from what appears to be a fenced yard and a dirt road leading from a parking area alongside Innes Avenue (**Figure 123**).

⁵⁹ Kelley & VerPlanck, *India Basin Survey*, 31.

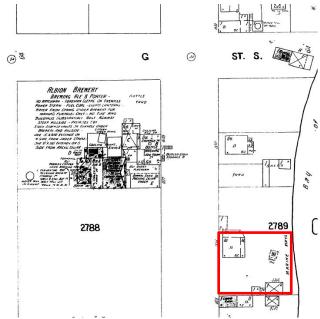


Figure 122. Detail of 1900 Sanborn Fire Insurance Map Source: Digital Sanborn Maps, edited by author



Figure 123. 1938 aerial photograph, with approximate location of subject lot marked in red Source: David Rumsey Map Collection, edited by author

A building permit was issued to Thomas Manning in 1938, corresponding to the period when the Hunters Point Improvement Club helped secure paving on Innes Avenue and improved municipal utilities infrastructure for the surrounding neighborhood. The permit approved a two-story building with basement, for a total cost of \$5,500. A job card completed for the building's construction indicates that it was completed in 1939 as a dwelling and store, suggesting that the building's current form—the Streamline Moderne-style one-story commercial storefront level attached to the rear, gabled residential unit—is original.

The Mannings were first listed as residents of 838 Innes Avenue in the 1940 San Francisco Street and House Directory, while 840 Innes Avenue was not listed at this time. In August 1941, however, a coffee shop at 840 Innes Avenue was listed for sale in the San Francisco Chronicle. The ad stated that the establishment was "nr. shipyard, fully equipt. and stocked. Beer license incl. \$350 equity. 840 Innes. Hunter's Point."⁶⁰ It is not known if the business was sold as a result of this advertisement.

Further information about the Mannings is recorded in the 1940 U. S. Federal Census. At this time, the family resided at 838 Innes Avenue. Thomas Manning was 49 years old and worked as a "special patrol officer," while Adeline—54 years old and born in England—was a restaurant waitress. It is therefore plausible that she worked in the coffee shop and bar located in the front portion of the building. A 23-year-old stepdaughter, Alsace, was also listed at the residence. At this time, the value of the Mannings' home was recorded at \$6,000.61

The bombing of Pearl Harbor and the United States' entrance into World War II rapidly transformed Hunters Point, as the operations of the Hunters Point Naval Shipyard accelerated and thousands of new workers' apartments were constructed on the Hunters Point ridge. Innes Avenue became the primary access road to the Navy's facility, and it is assumed that the restaurant or bar at 840 Innes Avenue contributed to a nascent commercial area along Innes that benefited from the daily wave of commuters transiting to and from the shipyard.

According to a 1944 article printed in the *Chronicle*, San Francisco mayor Roger Lapham spoke at 838 Innes Avenue about his proposal to merge the Market Street Railway and Municipal Railway. The audience was members of the Hunters Point Improvement Association, who had lobbied for a Market Street Railway line on Innes Avenue several years earlier. 62 City directories do not tie the organization with the subject building, so it appears likely that the tenants were members of the group and held Mayor Lapham's talk in their home.

The commercial tenant of 840 Innes during the 1940s is yet unknown. In 1950, the building was sold to two couples, Sydney and Emma Lea and John Joseph and Mary Wintersteen, who shared ownership. (Members of the Wintersteen family have owned a partial or full stake in the property ever since.) John Wintersteen worked in real estate⁶³ and, according to San Francisco deed records, owned several other properties in area. City directories indicate that unlike the Mannings, the new owners resided elsewhere and rented the subject building out to tenants. The building contained a restaurant in 1950; a separate one-story dwelling was also located near the shore of the bay within the same lot (**Figure 124**). The surrounding neighborhood contained a smattering of frame residences and boatyards, while another restaurant was located four parcels to the southeast on Innes Avenue.

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^{60 &}quot;Business Opportunities," San Francisco Chronicle, August 29, 1941, p. 24.

⁶¹ 1940 United States Census, San Francisco City, San Francisco County, California; sheet 11A, lines 33-35; April 10, 1940. Accessed May 7, 2015, www.ancestry.com.

^{62 &}quot;Lapham Tells of Benefits in Rail Purchase," San Francisco Chronicle, April 25, 1944, p. 8.

^{63 &}quot;Merry Christmas from Harry Hoefler," San Francisco Chronicle, December 25, 1948, p. 6.

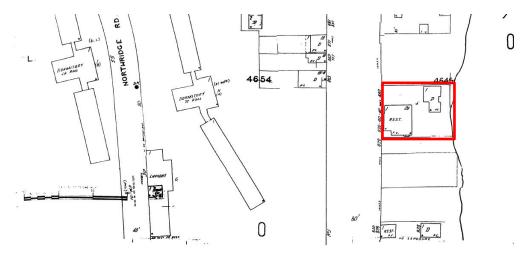


Figure 124. Detail of 1950 Sanborn Fire Insurance Map, showing 838-840 Innes and separate dwelling to the rear Source: Digital Sanborn Maps, edited by author

The next known tenant, from 1953 to 1957, was Eva Burgard, who rented 838 Innes Avenue and operated Eva's Restaurant within the building's commercial space. In 1958, a San Francisco building permit was issued for 840 Innes Avenue for alterations including opening an interior wall to allow the restaurant to expand into the existing residence. An aerial photograph from this year shows that the shore of the bay had been filled to some extent behind the building and was occupied by a boatyard (**Figure 125**). For the next couple of years, the front of the building contained the Tilley Restaurant, although the rear residence was vacant.

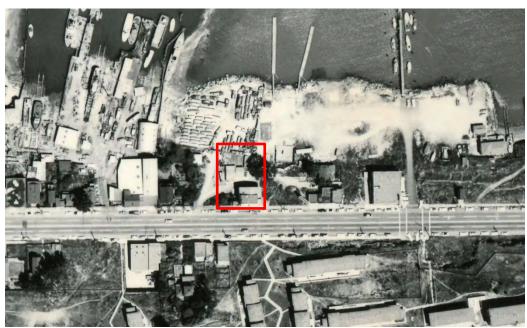


Figure 125. 1958 aerial photograph, showing fill at bayshore Source: Pacific Aerial Surveys, edited by author

A permit issued for the building in 1958 allowed for the rear residential unit to be converted to a café, and subsequent city directories listed the Hunter's Point Restaurant at 840 Innes—838 Innes was associated with the restaurant's dining room or was not listed in directories. While the Hunter's

Point Restaurant remained the name of the business until the restaurant closed, little additional information has been uncovered on this establishment.

The shoreline of India Basin shifted dramatically in the 1960s as owners of water lots in the eastern part of the basin filled in their parcels with debris.⁶⁴ The new eastern shore of India Basin ended to the rear of 838-840 Innes Avenue, so that the subject lot no longer sloped immediately to the bay. The other building on the property was demolished by 1969.

838-840 Innes Avenue, owned by the Wintersteens and Leas during the 1990s and by the Wintersteen family exclusively in the 2000s, operated as the Hunter's Point Restaurant until an undetermined date. The front, rear, and northwest façades of the building were painted with brightly colored wall signs advertising the restaurant. The signs advertise it as a soul food restaurant open 24 hours every day (**Figure 126** and **Figure 127**). While the front commercial space is now vacant, the rear unit currently has residents once again. The date at which this unit became occupied has not been uncovered. The building's owner, John Joseph Wintersteen, applied for a permit in 2010 to replace windows, basement water supply, furnace, and electrical equipment. The building has recently been painted, and the sliding-track door at the front entrance to the residence appears to be a contemporary addition.



Figure 126. Undated photograph of the Hunter's Point Restaurant front façade Source: flickr user Robby Virus



Figure 127. Undated photograph of the building's rear façade
Source: flickr user kristineenea

Building Permits/Construction Chronology

The following provides a permit history for 838-840 Innes Avenue. All historic addresses associated with the subject building were searched.

Date	Description	Source
8/19/1938	Erect 2-story frame store and	Permit no. 37181
	dwelling (\$5,500)	
2/10/1942	Install double-faced horizontal	Permit no. 65060
	neon sign (\$100)	
12/6/1950	Replace existing double-faced	Permit no. 120733
	horizontal neon sign (\$495)	
12/13/1950	Build small shack for garbage	Permit no. 120838
	cans/empty beer cans adjacent to	
	restaurant (\$90)	

⁶⁴ Kelley & VerPlanck, India Basin Survey, 38.

Date	Description	Source
4/21/1958	Convert living area to café;	Permit no. 187352
	opening through wall (\$600)	
3/3/1962	Install Coca-Cola electric sign	Permit no. 234191
5/6/2010	Remove 6'x12' general advertising sign per violation #10582 (\$1,500)	Permit no. 1211173
6/10/2010	Replace 4 windows with double- pane in residential unit. Replace water supply in basement. Replace furnace (N) elec. Sol. Panel and circuits for mech. Improvements in rear unit (\$12,000)	Permit no. 1213883
9/22/2010	Reroofing; replace existing roof; torch on flat roofing product (\$1,000)	Permit no. 1221812
Unknown	First-floor windows replaced at rear façade	Present site conditions

Ownership History

Date	Deeded From	Deeded To
7/6/1921	Henry P. Anderson	H. Crummy Inc.
9/25/1922	H. Crummy Inc.	Henry F. Wrigley
5/17/1935	Clark and Henery Construction	B. Morris
5/17/1935	B. Morris	Frank Daunet
10/14/1936	Frank Daunet	Mary Maloney
7/14/1937	William and Mary Maloney	Thomas J. and Adeline Manning (first owners of the subject building)
5/25/1950		Sydney and Emma Lea (50%); John J. and Mary Wintersteen (50%)
3/30/1984		John J. and Mary Wintersteen (50%); Sydney Lea (25%); Jed Lea (25%)
1/19/1988		John J. and Mary Wintersteen (50%); Wells Fargo Bank (25%); Jed Lea (25%)
9/25/1998		Mary Wintersteen (50%); Wells Fargo Bank (25%); Jed Lea (25%)
2/20/2001	John J. Wintersteen	J.J. Wintersteen and Jane E. Wintersteen, trustees of a revocable trust
2/20/2001	John J. Wintersteen	Elizabeth Ann Wintersteen-Moussier
5/16/2001	Elizabeth Ann Wintersteen- Moussier	Elizabeth Ann Wintersteen-Moussier, trustee of a revocable trust

Beginning in 1963, the commercial space at 840 Innes Avenue housed the Hunter's Point Restaurant, which remained the name of the business until the restaurant closed.

Occupant History

Date	Occupant(s)	Source
1940	Thomas and Adeline Manning	San Francisco city directories
	(838 Innes Avenue)	
	Unlisted (840 Innes Avenue)	
1953-1957	Eva Burgard (383 Innes Avenue)	San Francisco city directories
	Eva's Restaurant (840 Innes	·
	Avenue)	
1958	Vacant (838 Innes Avenue)	San Francisco city directories; building
	Tilley Restaurant (840 Innes	permit no. 187352
	Avenue)	
1963-1982	Hunters Point Restaurant dining	San Francisco city directories
	room (838 Innes Avenue)	
	Hunter's Point Restaurant (840	
	Innes Avenue)	
1968	Hunters Point Restaurant (840	San Francisco city directories
	Innes Avenue)	·
c. 2010-	Residential tenant (838 Innes	Present site conditions
present	Avenue)	

Architect/Builder/Landscape Architect

The original building permit for 838-840 Innes held by the San Francisco Department of Building Inspection indicates that no architect or engineer was involved in the design of the building; the owner, Thomas J. Manning, is listed as contractor.

INDIA BASIN SCOW SCHOONER BOATYARD

As described in section II, the India Basin Scow Schooner Boatyard site was lined by small independently-operated boatyards by the final quarter of the nineteenth century. Johnson Dircks set up his yard immediately behind his residence (the Shipwright's Cottage) beginning in the 1870s, one of the first in the area. Dircks's boatyard took advantage of his property's direct access to India Basin; no additional documentation has been found to describe buildings or additional types of features that existed at Dircks's boatyard apart from the Shipwright's Cottage. In 1893, when Dircks sold the residence to Carl Jorgenson and left the India Basin settlement, he sold his boatyard and marine ways to Henry P. Anderson, known as Harry or "Pop." Born in 1854 in Denmark, Anderson had immigrated to the United States in 1880 and became one of the most important figures in Bay Area boatbuilding by producing watercraft that contributed to the region's cargo economy. Like his neighbor shipwrights in India Basin, Anderson built a number of scow schooners used for hauling hay and other goods among Bay Area settlements. Anderson's yard also constructed deep-hulled sailboats. One of the highest profile commissions Anderson received was for the *Snark*, constructed for author Jack London in 1907 (Figure 128). London and his wife then took the craft on a voyage across the Pacific—becoming the basis of his non-fiction book The Cruise of the Snark. Veteran schooners and other craft frequently returned to the yard for painting and repairs. 65

⁶⁵ Olmsted, Scow Schooners of San Francisco Bay, 22.



Figure 128. Jack London's boat, the *Snark*, under construction at Pop Anderson's yard, 1907. The rear wing of the Shipwright's Cottage and the attached well and windmill structure are visible at left, indicating the shoreline of India Basin lay noticeably closer to the residence than it does currently.

Source: Maritime Research Center, San Francisco Maritime National Historical Park

In 1900, Anderson lived with his wife Annie and three children (Harry W., Alfreda, and Alma) at 850 Innes, in the immediate vicinity of his boatyard. 66 Anderson initially partnered with Daniel Larsen and operated the yard under the name Anderson & Larsen, 67 although the 1900 Sanborn map identifies the yard only as the H. Anderson Ship Yard (**Figure 129**). The major features within its boundaries at the turn of the twentieth century were a storage shed and a series of marine ways lining the shore; the tool shed and water tank house (although then used for another purpose, not legible on the Sanborn map) had already been built on the adjacent parcel and, according to the 1907 San Francisco Block Book, were also owned by Anderson. Fred Siemer's yard filled the adjacent parcel to the northwest, containing a workshop and marine ways. By the time the 1914 Sanborn map was produced (**Figure 130**), Anderson's yard had expanded both to the northwest (subsuming Siemer's) and to the southeast. The earlier facilities were now joined by a band saw building, lumber shed, boat storage buildings, and planing mill. As previously, marine way tracks lined the shore.

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^{66 1900} United States Census, San Francisco, San Francisco County, California; sheet no. 3, family 46, dwelling 46, lines 22-26; June 4, 1900, accessed July 28, 2015, http://www.ancestry.com.

⁶⁷ Farrell, "900 Innes Avenue," 6.

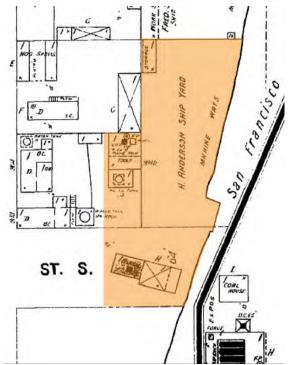


Figure 129. Detail of 1900 Sanborn Fire Insurance Co. map, showing the approximate area extent of the Anderson yard at this time Source: California Digital Sanborns, edited by Page & Turnbull

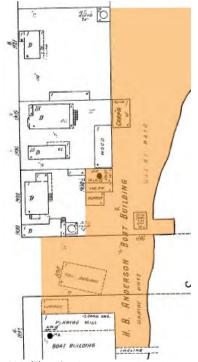


Figure 130. The Anderson yard had expanded to the northwest and southeast by 1914; the approximate area of the yard is shaded Source: California Digital Sanborns; edited by Page & Turnbull

Pop Anderson and August Siemer partnered in the yard during the 1920s;⁶⁸ this was a period in which demand for India Basin's boatyards was flagging somewhat, and several of the smaller facilities were absorbed by the area's larger yards.⁶⁹ In the mid-1920s, Anderson transferred the business to his son, Walter. Walter Anderson and Alfred Cristofani, a yard employee who had started as an apprentice in 1907, took over as partners, providing the name that the business would carry for the next several decades.⁷⁰ Advertisements that ran in the *San Francisco Chronicle* in the late 1920s and 1930s offered Anderson and Cristofani's services in both custom building and boat repair (**Figure 131** and **Figure 132**). The business of ships continued to be newsworthy at this time, and print articles frequently detailed the yard's more significant commissions—including luxury cruisers and police patrol boats, characteristically launched with a bottle of champagne smashed against the hull.

⁶⁸ Ibid.

⁶⁹ Kelley & VerPlanck, India Basin Survey, 28.

⁷⁰ H.W. Kusserow, "50 Years at the Shipyard," San Francisco Examiner, July 29, 1975, 45.

CUSTOM BUILT BOATS

Trim little sailboats that slide along over the water, or rakish cruisers that send the spray a-flying-whatever you want in custom built boats, here is the place to get it.

Anderson & Cristofani INNES AND GRIFFITH STS. SAN FRANCISCO, CALIF.

Figure 131. Advertisement for the Anderson & Cristofani yard, San Francisco Chronicle, April 1, 1928, page 73

Jack London's SNARK

was built by us and she is still in constant use. If you want long-lifed sailboats come to us.

Anderson & Cristofani

Innes and Griffith Sts., S. F.

Figure 132. Advertisement, San Francisco Chronicle, May 13, 1928, page 66

By 1935, the yard had begun to modernize—as did the surrounding neighborhood (Figure 133). A wood wharf had been constructed at the center of the property by this time, extending into India Basin along the Griffith Street right-of-way. An office building for the yard had also been built adjacent to the existing tool shed: according to the India Basin Survey report, the building was converted from a "ship's pilot house with an overhanging flat roof that was removed from a boat c. 1930."⁷¹ To the rear of the office and tool shed, in the current location of the compressor house, was an elongated building of unknown function that extended over the edge of the shore. Marine ways were bundled along the shoreline, which appears to have retained a surface of unpaved dirt.



Figure 133. Detail of 1935 aerial photograph, illustrating the landscape of the India Basin Scow Schooner Boatyard (current area shaded); left is northwest. Source: Pacific Aerial Surveys, edited by Page & Turnbull

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⁷¹ Kelley & VerPlanck, *India Basin Survey*, Appendix B.

Following this point, the use of scow schooners and other transport vessels dwindled rapidly throughout the Bay Area, and the yard's business shifted away from boat building and towards boat repair. Anderson and Cristofani continued to update their facilities, including the construction of the east outfitting dock c. 1938-1946 to replace an earlier dock in the same location. The blacksmith and machine shop was built atop the dock within the next several years. Also during this period, the ramp surface of the east marine ways was raised, so that the ramp and marine ways remained above the water while extending further into the basin. In 1941, the boatyard property was deeded to Pop Anderson's four children: Walter, Harry, Alfrida, and Alma. Harry, Alfrida, and Alma in turn sold their stakes to Walter.

The rapid build-up of the Hunters Point Naval Shipyard around 1940 brought a windfall to the Anderson & Cristofani yard, as the demand for ships outstripped what the Navy's Hunters Point facilities were able to produce at one time. Anderson & Cristofani received a commission, which they accommodated by increasing their roster of employees during the war from around 45 to 250; the yard constructed twelve Naval coastal transport ships and six minesweepers.⁷²

Following the end of the war and the yard's return to normal operations, Anderson & Cristofani was well established among Bay Area boatyards. Repair business remained steady, and photographs of the property during this time show the landscape tightly packed with sheds, ladders, and boats hauled up on shore (**Figure 134**). *Alma*, the bay scow schooner constructed in 1891 by Fred Siemer, was purchased by the State of California and was restored at the Anderson & Cristofani yard in the 1960s (**Figure 135**). The ship subsequently became a centerpiece of the San Francisco Maritime Museum's collection of vessels and was named a National Historic Landmark.



Figure 134. The Anderson & Cristofani
Boatyard, viewed from Innes Avenue through
the main entrance, 1964; the Shipwright's
Cottage is at left
Source: Maritime Research Center, San
Francisco Maritime National Historical Park



Figure 135. Alma being repaired on the yard's central construction way, 1969; Hunters Point housing in the background Source: Maritime Research Center, San Francisco Maritime National Historical Park

Major changes to the yard through the 1940s-1970s included the construction of the current compressor house to replace the larger, elongated building located between the central and west marine ways, and the pouring of concrete ramps surrounding the embedded wood rail tracks of the east and west marine ways. The central concrete wharf appears to have been poured between 1989

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⁷² Kusserow, "50 Years."

and 1997, replacing the earlier wood wharves at the center of the yard. One effect of the large concrete surface was that much of the yard's shoreline shifted to the northeast.

The various parcels comprising the Anderson & Cristofani Boatyard were deeded to Merrill Anderson in 1965, along with the lot containing the Shipwright's Cottage. During the mid-1970s, Anderson sold the parcels to Ableship Co., which continued to operate a boat building and repair yard under the Anderson & Cristofani name. As previously described, the adjacent Shipwright's Cottage was converted from a residence into an office for the boatyard at an unspecified date during this period. Ableship laid a paved staging area and storage yard at the west edge of the property during the 1980s, located on the bay fill in India Basin's west end. In addition, several support buildings located near the yard's entrance were demolished, and the current corrugated metal storage shed was built at the western edge of the property. According to the 1998 Sanborn map, the yard was operated as the Pacific Ship and Boat House Yard & Marine Ways. A subsequent tenant of the property, Granite Construction, used areas of the site to stockpile salvaged construction materials. 73

The parcels comprising the India Basin Scow Schooner Boatyard were among those donated to the Tenderloin Housing Clinic in 2007, and they were sold to the City and County of San Francisco along with the Shipwright's Cottage in 2014.

Building Permits/Construction Chronology

Date	Description	Source
c. 1875	Shipwright's Cottage constructed; Johnson Dircks's boatyard established	900 Innes Avenue DPR form
1893	Boatyard sold by Johnson Dircks to Henry Anderson	India Basin Survey report
Prior to 1900	Tool shed and marine ways constructed	Historic photographs; Sanborn Fire Insurance Company maps
Prior to 1914	Band saw building, lumber shed, boat storage buildings, and planing mill constructed	Sanborn Fire Insurance Company maps
Prior to 1935	Office building, blacksmith and machine shop, wood wharf built	Historic photographs
1938-1946	Paint shop and compressor house built to replace earlier elongated building; east outfitting dock constructed; east marine ways regraded	Historic photographs
1979-1989	Construction of concrete wharf to replace existing wood wharf; placement of storage/staging yard at west end of boatyard	Historic photographs
1980s	Demolition of various support buildings; storage building constructed	Historic photographs
1997-2005	Concrete foundation of central marine way constructed	Historic photographs
2000s	Removal of upper wood armature from water tank building	India Basin Survey report and present site conditions

⁷³ J.J. Wintersteen, telephone communication with Mark Hale, AECOM, July 22, 2016.

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Owner History

Much of the India Basin Scow Schooner Boatyard is located within the Griffith Street and Hudson Avenue public right-of-ways and is therefore not captured in available deed records.

Date	Deeded From	Deeded To	Parcel
1941	Estate of H.P. Anderson	Harry and Walter Anderson,	4646/002
		Frida Austin, and Alma Jones	
6/5/1941	H.W. Anderson, F. Austin, and A.	Walter Anderson	4646/002
	Jones		
3/9/1953		California Pacific Title	4646/001
		Insurance Company	
4/12/1965		Walter Anderson	4629A/10
6/18/1965		Merrill Anderson	4646/001
10/7/1973	Merrill Anderson	Ableship Co.	4646/001
10/7/1975	Merrill Anderson	Ableship Co.	4629A/10
7/17/1986		S&P Company	4646/001
8/31/1990	S&P Company	Donald Manning and Charles	4646/001
		James	
10/7/1997	Donald Manning and Charles	S&P Company	4646/001
	James		
3/30/2007	United Holding LLC	Shipyard Holdings	4646/001
			and 002;
			4629A/010;
			4630/002
12/31/2007	Shipyard Holdings	Tenderloin Housing Clinic Inc.	Same as
			above
8/8/2014	Tenderloin Housing Clinic Inc.	City and County of San	Same as
		Francisco	above

Occupant History

Date	Occupant(s)	Source	
c. 1875-	Johnson Dircks boatyard	900 Innes Avenue DPR form	
1893			
1893-1920s	H. Anderson Ship Yard	Sanborn Fire Insurance Company map; 900	
	Fred Siemer's Ship Yard	Innes Avenue DPR form	
1920s-1980s	Anderson & Cristofani Ship	San Francisco city directories; Sanborn Fire	
	Building & Marine Ways (850	Insurance Company maps; 900 Innes	
	Innes Avenue)	Avenue DPR form	
1998	Pacific Ship & Boat Ho.	Sanborn Fire Insurance Company map	

Architect/Builder/Landscape Architect

Permits have not been located; "designers" of the extant buildings and features are not known but are assumed to be the operators of the boatyard.

ALLEMAND BROTHERS BOATYARD

The site of the Allemand Brothers Boat Repair Yard, neighboring the India Basin Scow Schooner Boatyard to the east, was a vacant stretch of shoreline for the first decades of the twentieth century—in spite of its location next to one of the most active establishments at India Basin. No features appear in this area on the earliest available Sanborn Fire Insurance Company maps; while the 1935 aerial photograph shows a small dock or marine way located here, aerials taken during the subsequent decade indicate that the area was empty. According to the 1950 Sanborn Fire Insurance Company

map, the Anderson & Cristofani Boatyard spread along the Hudson Avenue right-of-way east of its east marine ways; as captured in the 1958 aerial photograph, this area appears to have served as a storage yard—accessed from Innes Avenue by a dirt drive, and separated from Anderson & Cristofani's yard by a fence (**Figure 136**).

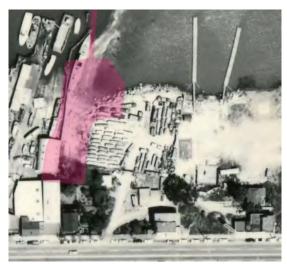


Figure 136. Detail of 1958 aerial photograph, with storage yard in the future location of the Allemand Brothers Boatyard (shaded); upper left is north.

Source: Pacific Aerial Survey, edited by Page & Turnbull

The Allemand Brothers Boat Repair Yard was established in this location in the early 1960s by Rene (known as Flip) and John Allemand—having previously been located near 702 Earl Street. The Allemand brothers were boat builders and repairmen whose colorful personalities earned them renown in San Francisco's boat building community. The completed DPR 523B form for the Shipwright's Cottage states, "According to 'Flip' Allemand, he and his brother began their boat building careers by building their own sailing boat to race. With that success they landed jobs at the Anderson yard until they had gained enough experience to open their own boat yard. Originally located at the end of Earl St. [at 702 Earl Street], Walter Anderson accommodated the Allemand Brothers by leasing them the property at their current location when the bay was filled in in 1962."⁷⁴

The Allemand boatyard appears to have had its general current arrangement of features and spaces from this early point. Nestled beside the Anderson & Cristofani Boatyard in the corner of the narrowed India Basin inlet, it comprised a large concrete wharf that projected somewhat into the water and held a collection of boats that had been removed from the water; an office and small support building stood at the northeast corner of the wharf (**Figure 137**). The Allemands extended a fence around the east marine ways in order to haul craft in and out of the water. Waterborne boats were tethered to the dock that extended into India Basin from the tip of the wharf.

The ark houseboat currently tied to the dock within the boatyard was brought to this location between 1989 and 1997, based on aerial photographs. The current owner of the boat suggests that it is the same vessel that appears in photographs of the hulk dumping ground at the west end of India Basin, taken in the late 1920s and 1930s, although differences in fenestration pattern suggest that it might be a different boat.

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⁷⁴ Erin Farrell, "900 Innes Avenue," 7.

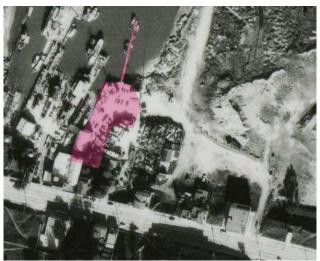


Figure 137. Allemand Brothers Boatyard, 1969 (shaded); upper left is north. Source: Pacific Aerial Surveys, edited by Page & Turnbull

While the Allemands constructed wood boats in the yard, much of their business was in repairs—and had an increasingly small but committed client base as fiberglass boats became *de rigueur*. The brothers are also remembered as central figures within San Francisco's boatbuilding community, known for hosting daily coffee klatches and other social gatherings. The brothers' legend was bolstered because both continued working until they were well into old age, and because their yard remained in business after all others in India Basin folded. According to the Allemands, they were offered to purchase the Anderson & Cristofani Boatyard but declined, preferring to remain a small business. They finally began to wind down operations in 2004, when Flip was 86 and John nearly 90.75 76 John Allemand died at the end of that year, and Flip in 2007. The former Allemand wharf is now used primarily for automobile parking for surrounding tenants, but a few boats are still stored there. The boatyard's office (**Figure 138**) was documented by the 2008 India Basin Survey but was subsequently demolished.



Figure 138. The office of the Allemand Brothers boatyard, photographed 2002, subsequently demolished. The storage building that remains at the site is visible to the rear of the office.

Source: Darryl Bush, San Francisco Chronicle

⁷⁵ Julian Guthrie, "'The Last of the Mohicans," *San Francisco Chronicle*, December 11, 2002, accessed http://www.sfgate.com/bayarea/article/The-last-of-the-Mohicans-2-brothers-both-in-2746866.php#photo-2187470.

⁷⁶ Donna Horowitz, "Boatyards Owners Clearing the Decks," *Los Angeles Times*, January 5, 2004, accessed http://articles.latimes.com/2004/jan/05/local/me-fish5.

Building Permits/Construction Chronology

Date	Description	Source
c. 1962	Wharf poured; storage building	Aerial photograph
	and office constructed?	
c. 1970s	Quonset hut was replaced with	Aerial photograph
	current shop building	
c. 1990s	Ark boat brought to the Allemand	Aerial photograph
	brothers' dock	
After 2008	Office building demolished	India Basin Survey and present site conditions

Owner History

Much of the boatyard is located on the Hudson right of way and is therefore not captured in available deed records.

Date	Deeded From	Deeded To	
3/9/1953		California Pacific Title Insurance Company	
3/10/1964		Sydney and Emma Lea (50%);	
		John J. and Mary Wintersteen (50%)	
3/30/1984		John J. and Mary Wintersteen (50%);	
		Wells Fargo Bank (25%);	
		Jed Lea (25%)	
1/19/1988		John J. and Mary Wintersteen (50%);	
		Wells Fargo Bank (25%);	
		Jed Lea (25%)	
9/25/1998		Mary Wintersteen (50%);	
		Wells Fargo Bank (25%);	
		Jed Lea (25%)	
2/20/2001	John J. Wintersteen	J.J. Wintersteen and Jane E. Wintersteen,	
		trustees of a revocable trust	
2/20/2001	John J. Wintersteen	Elizabeth Ann Wintersteen-Moussier	

Occupant History

Date	Occupant(s)	Source
c. 1962-	Allemand Brothers Boatyard	900 Innes Avenue DPR form
2004	·	
c. 2004-	Vacant	
present		

Architect/Builder/Landscape Architect

No permits have been located at the San Francisco Department of Building Inspection for the buildings constructed at the Allemand brothers' boatyard. As with the offices, storage buildings, and repair spaces located in surrounding boatyards, the Allemands likely constructed these buildings themselves—or in the case of the storage building, reused existing vernacular buildings that had been constructed for an earlier purpose within the boatyards.

The origin of the ark houseboat currently moored at the Allemand Brothers dock is not known; its design is similar to that of many other houseboats constructed around the turn of the twentieth century for use in San Francisco Bay.

888 INNES AVENUE

The industrial building at 888 Innes Avenue was constructed in 1986 on a vacant lot adjacent to the entrance of the India Basin Scow Schooner Boatyard, located at the intersection of Griffith Avenue and Innes Avenue. In previous decades, the lot had been incorporated into the boatyard and, according to the 1950 Sanborn Fire Insurance Company map, it contained an office building, boat storage building, and planing mill at that time. Based on historic aerial photographs, these buildings were demolished in the 1970s and replaced by a dirt-paved surface parking lot that remained until the construction of the building during the mid-1980s.

The initial use of the building once it was constructed is not known; it currently houses the Zebra Awning Company. As this building is not age eligible for the California Register and does not appear to be a potential cultural resource for the purposes of CEQA review, detailed research into the building's past owners, occupants, and alterations was not conducted for this report.

INDIA BASIN SHORELINE PARK

India Basin Shoreline Park was developed by the San Francisco Department of Recreation and Parks during the 1990s and early 2000s covering an area of mostly infilled land east of Hunters Point Boulevard at the southwest shoreline of India Basin. During the early period of the India Basin shipwrights' settlement in the late nineteenth and early twentieth centuries, the area appears to have remained undeveloped. In the 1930s, this area of shoreline was where numerous unused boats were abandoned, becoming the deteriorating "hulks" that caused a hindrance for those residents of the neighborhood who wished to improve India Basin's public image (**Figure 106**). A string of small dwellings or sheds within the Hudson Avenue right-of-way lined the shore in the 1930s and 1940s, and were still in place after the adjacent portion of India Basin was filled during the 1950s. The current bulbous shape of the park is seen in the 1969 aerial photograph (**Figure 110**), after filling activities were restricted, and the only visible features within the space during the 1970s and 1980s were a storage yard and a fenced power substation alongside Hunters Point Boulevard. The northern half of the park was in place by 1997, with the remaining southern portion completed by 2005.⁷⁷ The development of the park involved the creation of wetlands, funded by the San Francisco International Airport to offset the potential environmental impacts of its construction program.⁷⁸

As India Basin Shoreline Park largely exists on reclaimed land and does not contain any built features that appear to be potential cultural resources, detailed research into the area's past owners, occupants, and alterations was not conducted for this report.

INDIA BASIN OPEN SPACE

India Basin Open Space covers the edge of the mass of infilled land that stretches along much of India Basin's central southern shore. Filled during the 1960s, this area did not experience any significant degree of development during subsequent decades. It appears to have been regraded during the 1980s; the current boundaries of the park can be observed in a 1997 aerial photograph, which also shows a broad dock extending into India Basin along the northern shoreline (**Figure 112**). Its current features—namely the pedestrian path that follows the edge of the upland area—were put in place by 2005. Wetlands were also included in the park design as a mitigation measure for construction at SFO.

 ^{77 &}quot;India Basin Shoreline Park," San Francisco Parks Alliance, accessed August 11, 2015, http://www.sfparksalliance.org/our-parks/parks/india-basinshoreline-park.
 78 Gerald D. Adams, "SFO Money to Restore Wetlands," February 13, 1997, http://www.sfgate.com/news/article/SFO-money-to-restore-wetlands-3136464.php.

As India Basin Open Space exists on reclaimed land and does not contain any built features that appear to be potential cultural resources, detailed research into the area's past owners, occupants, and alterations was not conducted for this report.

UNDEVELOPED PROJECT AREA

The remaining portion of the project area primarily covers the area of infilled land bounded at the west and north shorelines by India Basin Open Space. Additional lots face onto Innes Avenue, several of which contained residences, outbuildings, and docks still into the 1930s. All lots belonging to the project area were subsequently cleared. The current path of Arelious Walker Drive, terminating in a cul-de-sac, was graded and is visible in a 1989 aerial photograph. Over the following decade, both this street and a portion of Hudson Street (reaching the Allemand Brothers' boatyard) were paved, and poplars were planted around the edge of Arelious Walker Drive. The additional features found within the site—namely fencing and gates and intermodal shipping containers—are undated.

As this undeveloped portion of the project area does not contain any features that appear to be potential cultural resources, detailed research into the area's past owners, occupants, and alterations was not conducted for this report.

VI. EVALUATION

CALIFORNIA REGISTER EVALUATION CRITERIA

As described in section II of this document, the California Register is an inventory of significant architectural, archaeological, and historic resources in the State of California. The California Register follows nearly identical significance guidelines to those used by the National Register, but identifies the Criteria for Evaluation numerically.⁷⁹

In order for a property to be eligible for listing in the California Register, it must be found significant under one or more of the following criteria.

- Criterion 1 (Events): Resources that are associated with events that have made a significant
 contribution to the broad patterns of local or regional history or the cultural heritage of
 California or the United States.
- *Criterion 2 (Persons)*: Resources that are associated with the lives of persons important to local, California, or national history.
- Criterion 3 (Architecture): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.
- Criterion 4 (Information Potential): Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of the local area, California, or the nation.

Different from the National Register, the California Register does not have a strict 50-year age threshold to qualify for eligibility. Rather, a "resource less than fifty years old may be considered for listing in the California Register if it can be demonstrated that sufficient time has passed to understand its historical importance."⁸⁰

The following section examines the properties within the subject project area for eligibility as cultural resources in the California Register, evaluated according to the sub-areas earlier identified and described in this report. The following analysis will not include discussions of eligibility under Criterion 4 (Information Potential), as this criterion applies to properties that may contain archeological resources and is beyond the scope of this report.

INTEGRITY

In order to qualify for listing in the California Register, a property must possess significance under one of the aforementioned criteria <u>and</u> have historic integrity. Historic integrity measures the property's ability to convey its historic significance. Integrity is not the same as condition. A resource can be in disrepair and still represent its period of significance. Alternatively, a resource can be in very good condition, but have been so heavily altered that it does not read as a historic building or landscape.

⁷⁹ California Office of Historic Preservation, *Technical Assistant Series No. 7, How to Nominate a Resource to the California Register of Historic Resources* (Sacramento, CA: California Office of State Publishing, September 4, 2011)

⁸⁰ California Office of Historic Preservation, Technical Assistant Series No. 6, California Register and National Register: A Comparison (Sacramento, CA: California Office of State Publishing, 2011) 3.

The process of determining integrity is similar for both the National Register and the California Register. The same seven variables or aspects that define integrity—location, design, setting, materials, workmanship, feeling, and association—are used to evaluate a resource's eligibility for listing in the California Register and the National Register. According to the National Register Bulletin: How to Apply the National Register Criteria for Evaluation, these seven characteristics are defined as follows:

<u>Location</u> is the place where the historic property was constructed.

<u>Design</u> is the combination of elements that create the form, plans, space, structure and style of the property.

<u>Setting</u> addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the building/s.

<u>Materials</u> refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history.

<u>Feeling</u> is the property's expression of the aesthetic or historic sense of a particular period of time.

<u>Association</u> is the direct link between an important historic event or person and a historic property.

While both the National Register and California Register employ the same characteristics of integrity, these characteristics can be applied in somewhat different ways for each register. The regulations of the California Register allow a degree of flexibility in situations where the National Register is strict. For instance, compromised integrity may not limit a resource from California Register eligibility if it is found to have "the potential to yield significant scientific or historical information or specific data." 81 Additionally, buildings that have been moved since original construction—a situation that typically destroys a property's integrity for the purposes of the National Register—is not thought to automatically disqualify California Register listing, particularly "if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historical resource." 82

SHIPWRIGHT'S COTTAGE

California Register Eligibility

As described in section II of this document, the Shipwright's Cottage has been evaluated previously for National Register eligibility, California Register eligibility, and San Francisco Article 10 Landmark status. The evaluation of California Register eligibility has not been officially adopted. The previous evaluations have specified that the building is an individually significant historic resource under Criterion A/1 (Events) and Criterion C/3 (Architecture), although each evaluation identifies a slightly different period of significance. The following evaluation provides Page & Turnbull's findings

⁸¹ Ibid.

⁸² Ibid.

regarding the significance of the Shipwright's Cottage as an individual historic resource, for the purposes of California Register evaluation and CEQA review.

Criterion 1

Page & Turnbull finds that the Shipwright's Cottage is significant as an individual resource under Criterion 1, as it conveys the residential development of the remote India Basin neighborhood during the last quarter of the nineteenth century. Constructed c. 1875 by shipwright Johnson Dircks, the residence was among the first buildings constructed in the small residential and working community alongside India Basin. Photographs from the turn of the twentieth century, as well as the 1900 Sanborn Fire Insurance map, indicate that at this time India Basin consisted of a series of relatively modest residences lining Innes Avenue (**Figure 102** and **Figure 115**), adjacent to the small boatyards at the shoreline. The residences contributed to the neighborhood's specific development pattern, rooted in the original shipwrights' self-sufficient building ethic and with a somewhat rural character that was distinct from more densely packed residential neighborhoods near the core of San Francisco. Of these early homes near India Basin, the Shipwright's Cottage is one of only two that remain. (The other is 911 Innes Avenue, constructed c. 1873.) The Shipwright's Cottage therefore is a rare example of a residence conveying the significant development of India Basin prior to the twentieth century; its period of significance under Criterion 1 is 1875, signifying the building's year of construction.

Taken alone as an individual resource, the building does not clearly convey its associations with the wood boat building and repair industry that defined the India Basin neighborhood during the late nineteenth and early twentieth centuries; rather, it best conveys these associations as a contributing property within the entire India Basin Scow Schooner Boatyard site, evaluated in a following section.

Criterion 2

The Shipwright's Cottage was constructed by ship carpenter Johnson Dircks and later occupied by members of the Siemer and Jorgenson families, which included locally important individuals who were heavily involved in the significant wood shipbuilding industry that defined India Basin during the late nineteenth and early twentieth centuries. While these individuals are noteworthy figures within the history of India Basin, Page & Turnbull considers that their contributions to the labor history of the San Francisco Bay region are more appropriately conveyed by the extant India Basin Scow Schooner Boatyard site, evaluated later in this document, rather than by their residence. The Shipwright's Cottage therefore does not appear to be eligible to the California Register under Criterion 2.

Criterion 3

Page & Turnbull finds that the Shipwright's Cottage is individually eligible to the California Register under Criterion 3, as a distinctive example of vernacular architecture in southeastern San Francisco. The residence was constructed c. 1875 as part of the very small and remote community of shipwright's clustered alongside India Basin. No original building permit or plans for the cottage have been located, and it is likely that original owner Johnson Dircks constructed the residence himself. The building's relatively simple massing and wood-frame construction typify vernacular building activity in the India Basin neighborhood during this early period of its development. Yet the residence still conveys an elevated level of design, specifically through its stylized sawn bargeboard and Italianate window and door hoods at the Innes Avenue façade. The Shipwright's Cottage thus interpreted architectural styles (particularly the Italianate) being employed in middle- and upper-class neighborhoods in the core areas of San Francisco, yet at a restrained scale appropriate to a working class residence. Page & Turnbull finds that the Shipwright's Cottage embodies the distinctive characteristics of an Italianate worker's cottage dating from the mid- to late-nineteenth century in San

Francisco, and possesses high artistic values. The period of significance for the Shipwright's Cottage under Criterion 3 is 1875, signifying the building's year of construction.

Integrity

<u>Location</u>: The Shipwright's Cottage has not been moved from its original location at the intersection of Innes Avenue and the Griffith Street public right-of-way; therefore, the Shipwright's Cottage retains integrity of location.

Setting: The surrounding India Basin neighborhood has changed substantially since 1875, most notably through the increased development along Innes Avenue, demolition of early neighboring residences, and the construction of public housing buildings on the Hunters Point ridge. Additionally, the waterfront is no longer lined by modest boatyards, and the original shoreline has been dramatically reconfigured through fill activities. Only two buildings confirmed to have been constructed during the same period as the Shipwright's Cottage—the Albion Brewery and 911 Innes Avenue—are still extant. While the residence retains its original relationship to the remaining portion of India Basin, located immediately to the rear of the building, as well as to Innes Avenue, Griffith Street, and the India Basin Scow Schooner Boatyard site, the overall historic setting of the property is marginal. The Shipwright's Cottage therefore does not retain integrity of setting.

Design: The design of the Shipwright's Cottage is largely intact since its use as a residence between the 1870s and the first half of the twentieth century. It retains its simple massing, gabled roof, and decorative window and door treatments at the front façade. Page & Turnbull finds that the removal of the building's distinguished bargeboard—a crucial design element thought to date to the building's construction—compromises the integrity of design to an extent, yet not so detrimentally that the building cannot convey its overall historic appearance. Other non-historic alterations include the insertion of new window and door openings at the side and rear façades, as well as the construction of a small projection at the northwest façade. In spite of these alterations, the Shipwright's Cottage retains integrity of design.

<u>Materials</u>: As mentioned above, the removal of the wood bargeboard from the front façade is a notable alteration to the Shipwright's Cottage, yet the overall impact of this change (as well as the replacement of original windows with wood boards) does not obscure the building's historic material palette of wood channel siding, decorative window treatments, and brick chimney. The Shipwright's Cottage therefore retains integrity of materials.

Workmanship: Like integrity of materials, workmanship has been affected by the removal of the scroll-sawn bargeboard, which conveyed the value placed on decorative elements in spite of the building's modest size and architectural style. The wood siding and carved window and door treatments, however, still allow the residence to reflect the wider workmanship that defined its character in the decades following its construction. The Shipwright's Cottage therefore retains integrity of workmanship.

<u>Feeling</u>: In spite of development that has occurred along Innes Avenue since the 1930s, the Shipwright's Cottage remains in a somewhat remote area of San Francisco; the adjacent boatyard to the rear continues to convey an industrial milieu that reflects the residence's significant associations with the India Basin shipbuilding community during late 19th and early 20th centuries. The Shipwright's Cottage therefore retains integrity of feeling.

<u>Association</u>: The Shipwright's Cottage appears to retain sufficient integrity of location, design, materials, workmanship, and feeling to forge a direct link to the architectural styles and craftsmanship that defined the early residences of India Basin, as built by the significant community of shipbuilders who settled in the area beginning in the final quarter of the 19th century. Although the building's

integrity of setting is compromised, the current surrounding neighborhood of residential and commercial buildings (primarily dating from the 1930s until the present) yet supports the building's integrity of association: its modest scale and Italianate-style decorative features clearly contrast with surrounding development and identify the building as one of the earliest remaining buildings facing Innes Avenue. The Shipwright's Cottage therefore retains integrity of association.

Overall, Page & Turnbull considers the Shipwright's Cottage to retain sufficient historic integrity to convey its significant historic and architectural contexts

Character-Defining Features

Based on the building's previously defined period of significance, Page & Turnbull identifies the following as character-defining features of the Shipwright's Cottage. Note that the final two listed items, in italics, possibly date to after 1875 but fall within the period of significance for the India Basin Scow Schooner Boatyard site (1875-1936), which is evaluated in a following section and includes the Shipwright's Cottage as a contributing property.

- Rectangular plan of core volume
- Front-gabled roof form
- Horizontal wood shiplap siding
- Decorative features at windows and door on primary façade: architraves with scrolled brackets; bracketed window sills; upper transom panels
- One-over-one wood-sash windows, if extant (closer inspection is required)
- Exposure of basement at building rear
- Masonry chimney stack alongside rear gable
- Wood paneled doors
- Molded window trim at secondary façades: central window at northwest façade; two windows at southeast façade
- Wood corner boards
- Historic arrangement of interior spaces
- Location at intersection of Innes Avenue and Griffith Street right-of-way, with primary façade at Innes Avenue
- Sloping lot
- Shed-roofed rear wing (constructed prior to 1900; possibly original)
- Northwest shed-roofed addition (constructed prior to 1900)

702 EARL STREET

California Register Eligibility

Criterion 1

The building at 702 Earl Street does not appear to be individually eligible for listing under Criterion 1, for its association with any events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. William Heerdt constructed this building in 1935-1936 to support his boatyard. While few details have been uncovered to describe the operations of this boatyard, it was established just as India Basin's significant boat building and repair era was closing. While boat repair remained a viable economic activity at India Basin for the next few decades, Heerdt's boatyard does not appear to have contributed more widely to the significant, broad patterns of local or regional economic or maritime history to the extent necessary to be eligible to the California Register under Criterion 1.

Criterion 2

Historically significant persons do not appear to have figured prominently in the history of the building at 702 Earl Street. Identified owners and residents of the building were locally known but do not appear to have made significant enough contributions to the history of the neighborhood, San Francisco, or California as a whole to qualify for listing in the California Register under this criterion.

Criterion 3

Page & Turnbull finds that the building at 702 Earl Street, constructed c. 1935 to support William Heerdt's boatyard as a combined repair shop and residence, is significant under Criterion 3 (Architecture) as a massive and distinctive timber-framed industrial building, constructed by Heerdt and his business partner, Peter Staddcutter. Historic photographs from the time of the building's construction indicate that it was the largest and most imposing building located in the India Basin area, and distinct from the surrounding residences and boatyard buildings through its scale and its solid, heavy timber framing—a construction method that was typical in the United States during the eighteenth and nineteenth centuries but increasingly rare in later periods (apart from under wartime conditions when steel was at a premium). The scale and technique of the building represents a notable advance in India Basin building that nonetheless is in keeping with the all-wood material palette and do-it-yourself construction ethos that had characterized the neighborhood until just prior to World War II, as the area remained isolated from the modernizing building trends of broader San Francisco. The building at 702 Earl Street is an unusual and impressive industrial building that does not appear to have a match elsewhere in San Francisco. The building's period of significance is its dates of construction, 1935-1936.

Integrity

<u>Location</u>: The building at 702 Earl Street retains integrity of location, as it has not been moved since its initial construction.

Setting: The building's integrity of setting appears to be compromised. The large-scale infilling of India Basin's south end that took place during the 1960s has clearly separated the building from the shoreline, which was an integral and functional component of its setting when it was constructed. Likewise, the fenced boatyard that originally surrounded the building immediately to the east no longer remains. The building at 702 Earl Street therefore does not retain integrity of setting.

Design: The design of the building has been altered over time, as is expected with industrial buildings. Based on historic photographs, however, the building has retained its relatively straightforward but distinguishing massing, gabled roof, third-story porch, and central monitor—all key features that convey the historic character of the building. Documentation of the building's façades from the time of its construction is limited to photographs that lack great detail (**Figure 119** and **Figure 120**), but it appears that a pattern of horizontal windows was original to the building. Michael Hamman inserted ten-lite, wood-sash replacement window ribbons during the 2000s, but these appear to maintain the character of the original horizontal window strips and do not disrupt the overall historic appearance of the building's façade design. Likewise, given the large scale of the building, non-historic doors, exterior stairs, and ground-level deck do not distract substantially from the original design. The building at 702 Earl Street therefore retain integrity of design.

<u>Materials</u>: The historic material palette of the building has not been determined conclusively through research, but historic photographs and the use of wood shiplap siding at other boatyard buildings belonging to nearby properties suggest that this would have been the appropriate original siding. It remains on one façade of the building, while the others are covered in plywood board. The presence of these materials is integral in conveying the building's vernacular industrial style appropriate to a

remote boatyard. Any replacement wood-sash windows do not distract from the material character of the building. The building at 702 Earl Street therefore retain integrity of materials.

Workmanship: Like materials, the building's integrity of workmanship is supported by the distinctive shiplap siding: this feature does not remain in its full or original condition, but is extant to the degree that the original workmanship of the building is apparent. The building's timber framing system is an internal feature but contributes strongly to the building's impressive scale and form; it remains intact. The building at 702 Earl Street therefore retains integrity of workmanship.

Feeling: Although setting has been altered, the building remains in an area in southeastern San Francisco that, in spite of development around Innes Avenue and on the Hunters Point ridge over several decades, still feels like a place separated from the heavily urban character of much of the city. The building is located down the slope from Innes Avenue and contains workshop space, in addition to a residence; it therefore retains an industrial-type use that supports its historic character. 702 Earl Street continues to create the impression of an unexpected and distinctive vernacular building, and its varied materials—while altered over time—convey its past and current use as an industrial/production facility. The building at 702 Earl Street therefore retains integrity of feeling.

<u>Association</u>: Owing to its remaining integrity of location, design, materials, workmanship, and feeling, the building is considered to retain integrity of association and its ability to convey its significant association with vernacular design and building in India Basin. The building at 702 Earl Street therefore retains integrity of association.

Overall, 702 Earl Street retains sufficient integrity to express its significance as a unique industrial building dating to the end of India Basin's boatbuilding era. The setting has been changed substantially, as well as aspects of its historic design and materials. Due to the building's long-term industrial character, however, such changes are not surprising. As the building at 702 Earl Street's architectural significance derives from its character-defining massing, form, and historic materials—all of which remain to an extent—it continues to convey its overall character as a significant vernacular industrial building in the India Basin neighborhood.

Character-Defining Features

- Generally square plan and robust, even massing
- Gabled roof form with central monitor
- Wood shiplap siding
- Timber framing system
- Pattern of horizontally oriented windows
- Third-story porch at primary façade
- Primary façade facing water

838-840 INNES AVENUE

California Register Eligibility

Criterion 1

The 2008 India Basin Survey found that the subject building was not associated with the significant wood scow building activities that defined the isolated community surrounding India Basin into the 1930s. Research conducted for this report provided additional details on the commercial development of Innes Avenue leading up to and during the U.S. Navy's acquisition of the Hunters Point Shipyard (the period during which the subject building was constructed). This development is noteworthy in the history of India Basin: the scattered businesses along Innes Avenue most likely profited from the thousands of laborers employed at the nearby Naval shipyard during World War II. It is possible that the subject building could have contributed to a historic district of related ancillary

businesses supported by the workforce of the Hunters Point Naval Shipyard. While a survey of properties beyond the project area was not conducted for this document, the findings of the 2008 India Basin Survey indicate that most of the commercial establishments that were built on Innes Avenue in the late 1930s and 1940s have been since demolished—hence, it appears that the fabric of such a proposed district no longer exists. The subject building by itself does not convey this significant change in India Basin's development patterns, and research has not uncovered compelling evidence that the building would be eligible to the California Register as an individual resource.

Criterion 2

Historically significant persons do not appear to have figured prominently in the history of the building at 838-840 Innes Avenue. Identified owners and residents of the building were likely locally known but do not appear to have made significant enough contributions to the history of the neighborhood, San Francisco, or California as a whole to qualify for listing in the California Register.

Criterion 3

The building features some modest Streamline Moderne details; the contrast between its front and rear volumes appears to have been an interesting adaptive strategy for its mixed-use program. Even so, the building does not embody the distinctive characteristics of a type, period, or method of construction, nor does it possess high enough artistic value to be eligible to the California Register.

INDIA BASIN SCOW SCHOONER BOATYARD

California Register Eligibility

Criterion 1

Page & Turnbull finds that the India Basin Scow Schooner Boatyard site, a boat building and repair yard in operation beginning in the 1870s, is a historically significant site under Criterion 1, for its associations with San Francisco's wood scow schooner building and repair industry that was centered at India Basin. Scow schooners were integral to the transportation of goods throughout the San Francisco Bay area during the late nineteenth and early twentieth centuries, prior to the era of widespread automobile use and bridge construction. The remote settlement of immigrant shipwrights at India Basin was responsible for building and repairing such vessels and represented an important working community that, while off the beaten path, supported the region's economy through skilled workmanship. Due to gradual development around India Basin and dramatic infilling of the shoreline, much of the landscape conveying the previous era of shipbuilding no longer exists. As the site of the longest consecutively operating boatyards at India Basin, the India Basin Scow Schooner Boatyard is the best remaining physical representation of the area's significant working class community.

This resource aligns in some respects with the India Basin Boatyards Historic District that KVP previously identified, although Page & Turnbull has determined that the property is more appropriately described as a site than as a historic district given its numerous landscape features (natural and manmade) that convey its significance. The beginning of the boatyard's period of significance is 1875, the year that Johnson Dircks established a boatyard at the site, which was later acquired by Henry Anderson and expanded as the Anderson & Cristofani Boatyard. Page & Turnbull finds that 1936 is the most appropriate end date of the period of significance. This year, when the Bay Bridge between San Francisco and Oakland was completed, represents the expansion of automobile transportation and shipping routes throughout the Bay Area and marks the ultimate end of the era in which wood watercraft (the boatyard's specialty) was integral to the Bay Area's transport economy.

A longer period of significance was considered, leading up to 1945 and encompassing the boatyard's shipbuilding commissions in support of the U.S. Navy's war effort. The history of World War II home front production is a significant context throughout the Bay Area that had a considerable effect on the boatyard, which hired many additional laborers to meet the increased workload. However, the boatyard had not been constructed for this purpose, and it built or repaired far fewer Naval ships than the immense shipyards in Richmond, Alameda, and nearby Hunters Point. While World War II was a notable episode in the history of the Anderson & Cristofani Boatyard, this association is not considered significant to the degree necessary to warrant a period of significance extended to 1945.

Criterion 2

The India Basin Scow Schooner Boatyard, initially operated by Henry "Pop" Anderson beginning in the late 19th century, became the highest profile and longest-running boatyard in the India Basin neighborhood. Anderson was one of the central figures within this community, and he partnered with or employed a number of others who belonged to well-established shipwright families residing in the area, such as the Siemers. While Anderson, et al. are noteworthy figures within the history of India Basin, Page & Turnbull considers that their contributions to the history of the San Francisco Bay region are more appropriately addressed under Criterion 1 rather than Criterion 2.

Criterion 3

The India Basin Scow Schooner Boatyard is a vernacular cultural landscape, utilitarian in character, whose spatial arrangement and individual contributing features have developed over time in response to the economic activities that occurred within the site. Changes that have occurred include the removal of numerous buildings and landscape features, such as winch houses, milling and storage buildings, and additional marine ways. Furthermore, the shoreline has experienced substantial change due to the construction of a large concrete wharf that currently fills much of the yard's shoreline, as well as features such as a modern dock and concrete marine way foundation. While it remains identifiable as a boatyard in broad terms, Page & Turnbull does not consider the landscape as a whole to embody the distinctive characteristics of a particular type or period of boatyard such that it would be eligible for the California Register under Criterion 3.

The buildings that contribute to the cultural landscape are vernacular in style, appropriate to an isolated industrial space where support buildings appear to have been constructed or reused according to the production and administrative needs of the boatyard. While the buildings reflect vernacular building traditions exhibited in India Basin during the late nineteenth and early twentieth centuries, they do not appear to embody any significant type, period, region, or method of construction and do not represent the work of a master or possess high artistic values, as required for eligibility under Criterion 3.

Integrity

<u>Location</u>: The India Basin Scow Schooner Boatyard site remains in its location from the period of significance and consequently retains integrity of location.

Setting: The setting of the boatyard plays an integral role in conveying the property's historic character. Although substantial areas of fill were added to the shoreline in neighboring properties, dramatically narrowing the shape of India Basin in the postwar period, the inlet of India Basin that remains open is a contributing feature of the site and immediately relates the property to its significant maritime history. Page & Turnbull considers India Basin and San Francisco Bay to be critical components of the site's setting; the natural features of the basin and the Hunters Point ridge, while having developed over time, still help to convey the area's isolation and its strong connection to the water. Other changes have occurred in the surrounding area—namely, more recent

development along Innes Avenue—but appear to be less important to the boatyard's setting than its relationship to San Francisco Bay. Furthermore, the route of Innes Avenue leading past the southern boundary of the site remains in its original location and supports the historic circulation patterns that allowed access to the boatyard. The India Basin Scow Schooner Boatyard therefore retains integrity of setting.

<u>Design:</u> The spatial arrangement of the historic boatyard site has not changed substantially since the boatyard's period of significance. The positions of contributing circulation routes—the Griffith Street right-of-way, path to the west marine way, and historic storage and staging yard—still convey the movement of people and equipment through the site that occurred historically, despite that nonhistoric features, such as the large concrete wharf, have added additional features to the landscape. In fact, the central construction way at the center of the wharf is in the historic location of a marine way and therefore does not substantially disrupt the boatyard site's historic spatial arrangement or circulation patterns. The spatial relationships among the marine ways and boatyard support buildings relate them to one another functionally. Moreover, the contributing buildings generally retain their historic floor plans, massing, and fenestration patterns to the extent that they can convey their historic designs. The design of the Shipwright's Cottage, as discussed in detail in an earlier section of this report, retains character-defining features such as its original simple massing, clapboard siding, and decorative window and door hoods. The boatyard office building and tool shed and water tank building likewise retain their wood exterior cladding and distinctive roof forms that are appropriate to the buildings' roles within the boatyard. The India Basin Scow Schooner Boatyard therefore retains integrity of design.

Materials: The material integrity of the India Basin Scow Schooner Boatyard site has been degraded over time, with a number of known features—for instance, capstans, winches, rails, and carriages on marine ways—now absent, as the boatyard has been changed and somewhat modernized over time (and ultimately left vacant). The concrete surfaces of the large central wharf and marine way ramps also alter the material palette of the site, which appears to have been defined by dirt surfaces and wood docks through the 1930s; the one historic marine way that remains at the west marine way exists only as a pair of degraded wood tracks above the water line. Likewise, asphalt paving at the Griffith Street right-of-way and other circulation paths alters the primitive character of the boatyard from its period of significance. Contributing buildings have also lost material fabric. At the Shipwright's Cottage, this is most evident in the removal of the original bargeboard ornament at the front façade, as well as the removal or covering of original windows. The boatyard office building and tool shed and water tank house retain their original wood cladding but have had windows and doors removed, as well as the wood armature for a water tank above the roof. While some degree of historic materials remains, the overall integrity of materials for the site appears to have been affected to the extent that the material palette of the site does not directly convey the materials of a small, independently operated boatyard from the late nineteenth and early twentieth centuries. The India Basin Scow Schooner Boatyard therefore does not retain integrity of material.

Workmanship: As described above, the material character of the India Basin Scow Schooner Boatyard site has changed substantially since the period of significance; this development has had an impact on the site's integrity of workmanship. Some construction techniques that produced the boatyard's contributing features are identifiable even though the overall historic material palette has been changed, for instance simple board and batten and shiplap siding that clad turn-of-the-twentieth-century vernacular maritime buildings such as the boatyard office building and tool shed and water tank house. The asphalt and poured concrete surfaces that now cover the Griffith Street right-of-way and surround the east and west marine ways, however, have modernized the appearance of the boatyard and provide a different impression of how features were constructed during the period of significance. The loss of the historic wood dock, early support buildings, and some of the steel rail that once existed on the marine ways also contribute to the compromised sense of

workmanship. The India Basin Scow Schooner Boatyard therefore does not retain integrity of workmanship.

<u>Feeling</u>: In some respects, the feeling of the landscape is very different currently than in the period of significance, when the site bristled with construction activity and boats were hauled ashore on the marine ways for repair. The relationship between the boatyard and India Basin remains intact, however, and the physical features of the site that remain from the period of significance convey the boatyard's original industrial maritime function. In particular, the remaining west marine way, water fence posts, tool shed and water tank house, and boatyard office building retain their historic spatial relationship to one another. The site's continuous use as a boat building and repair yard well into the twentieth century is still clearly discernible and contributes to an intangible sense of its historic feeling and use. While non-historic features have been introduced into the landscape, these features are functionally related to their neighboring historic features and, in some cases, have continued to facilitate similar types of activities in the general locations where they occurred during the site's period of significance. Specifically, the central and east marine ways have been extended into the water through new concrete surfaces but allowed boat repairs to continue in their historic locations. The India Basin Scow Schooner Boatyard therefore retains integrity of feeling.

Association: Enough site features, and a high enough integrity of location, setting, design, and feeling, are in place to allow the India Basin Scow Schooner Boatyard to convey its association to the maritime history of India Basin between 1875 and 1936, particularly the construction of scow schooners and other wood vessels. The site was used for related boat construction and repair purposes for decades, within and after the period of significance, and it still retains a pronounced industrial character; non-historic features—such as the concrete wharf, concrete ramp surfaces at the east and west marine ways, and east outfitting dock—do not prevent the site from conveying its historic functions. Later buildings and features therefore supported the maritime-related uses of the yard and are not considered to detract from its associations. The range of historic buildings and other landscape features that remain include the west marine way track, Griffith Street right-of-way and other circulation routes, boatyard office building, and tool shed and water tank building. These features, in addition to the boatyard's continued direct physical relationship with India Basin, clearly convey the site's past use as a relatively small and remote boatyard in San Francisco dating to the late nineteenth and early twentieth centuries. The India Basin Scow Schooner Boatyard therefore retains integrity of association.

Some aspects of the site's integrity, namely materials and workmanship, are somewhat compromised. Most features within the property have been neglected and are in various states of decay and collapse, or are heavily overgrown to the point that original materials, design features, and workmanship cannot be fully conveyed. In spite of these issues, Page & Turnbull considers that enough features remain at the site to convey the significant overall functional relationships that have characterized the boatyard for many decades. The India Basin Scow Schooner Boatyard is therefore considered to have adequate overall integrity to convey its historical significance.

Contributing Features

The following table lists cultural landscape features observed within the boundaries of the site, identifying their construction dates and specifying if they are considered contributing features to the historic cultural landscape as a whole. The numbers listed in the first column are references to the site diagram included on the following page. The table and diagram also include above-ground archaeological resources that were observed by Page & Turnbull, which will be evaluated in the Archeological Survey Report (ASR).

Name of Feature	Year Constructed	Contributing Status
1. India Basin/San Francisco Bay	N/A	Contributing
2. Griffith Street right-of-way	Pre-1935	Contributing
3. Path between Griffith Street and west marine	Pre-1935	Contributing
ways		
4. West storage and staging yard	1979-1989	Non-contributing
5. Historic storage and staging yard	Pre-1935	Contributing
6. West marine way tracks	Pre-1935	Contributing
7. East marine way tracks	1938-1946	Non-contributing
8. Poured concrete ramp surfaces at east and	c. 1940s	Non-contributing
west marine ways		
9. Central construction way ramp and marine	1959-1969 (ramp);	Non-contributing
way foundation	1997-2005	
	(foundation)	
10. Circulation routes and water access at marine	Pre-1900	Contributing
ways		
11. Blacksmith and machine shop	1938-1946	Non-contributing
12. Paint shop and compressor house	1938-1946	Non-contributing
13. Boatyard office building	1919-1935	Contributing
14. Tool shed and water tank building	Prior to 1900	Contributing
15. Shipwright's Cottage	c. 1875	Contributing
16. Storage building	1979-1989	Non-contributing
17. Concrete wharf	1989-1997	Non-contributing
18. Modern dock	c. 1980s	Non-contributing
19. East outfitting dock	1938-1946	Non-contributing
20. Steel road undergirding	1938-1946	Non-contributing
21. Water fence posts	Pre-1935	Contributing
22. Sewer standpipe	Unknown (does not	Non-contributing
	appear age-eligible)	
Construction debris throughout site	c. 2000s	Non-contributing
Views east towards San Francisco Bay and the East Bay hills	N/A	Contributing
Gradual slope from Innes Avenue to India Basin	N/A	Contributing

Boundary

The boundary of the India Basin Scow Schooner Boatyard site, which Page & Turnbull has found to be a historic resource, is delineated in the following diagram. The boundary of the resource encompasses the areas that were used for the operations of the boatyard, which was established by Johnson Dircks c. 1875 and later expanded as the Anderson & Cristofani Boatyard. The Shipwright's Cottage is also included in the landscape, as Dircks constructed the building as his residence at approximately the same time he established his boatyard immediately to the rear, along the shore of India Basin. The Shipwright's Cottage has therefore had a direct physical relationship to the adjacent boatyard site and, in tandem with the surrounding landscape features, conveys the close connection between Dircks's domestic presence and his work within the boatyard. As the boatyard expanded after the end of the period of significance to include features located on filled land, the historic boundary of the India Basin Scow Schooner Boatyard site is smaller than the overall site considered for evaluation.

The westernmost point of the India Basin Scow Schooner Boatyard is the west corner of parcel 4646/001. The boundary follows the northwest edge of the lot line past the parcel's north corner

into the Hudson Street right-of-way, where it turns and leads approximately 350' to the southeast to reach the historic eastern edge of the Anderson & Cristofani Boatyard, near the south edge of the current-day east marine ways, at the northeast edge of parcel 4645/010. The boundary continues southwest through this parcel to reach the rear (northwest) façade of 888 Innes Avenue, and it follows the building to its north corner. The boundary continues southwest alongside the northwest façade of the building to reach Innes Avenue. The southwest boundary of the site is stepped. It leads northwest past the edge of Innes Avenue across the mouth of the Griffith Street right-of-way and the Shipwright's Cottage. The boundary then leads along the northwest lot line of the Shipwright Cottage's parcel (APN 4646/003) before turning northwest to reach the west corner of parcel 4646/019, near the sewer standpipe. The boundary follows the northwest lot line of this parcel and turns northwest again along the southwest lot line of parcel 4646/001. The India Basin Scow Schooner Boatyard also contains two contributing features located within India Basin and are thus not contained within the boundary just described. These features are the submerged portions of the west marine ways that extend from the shoreline, as well as the water fence posts arranged in a line leading northeast from the west storage and staging yard.

Note that the boundaries of the India Basin Scow Schooner Boatyard may be revised as necessary pending the findings of the Archeological Survey Report

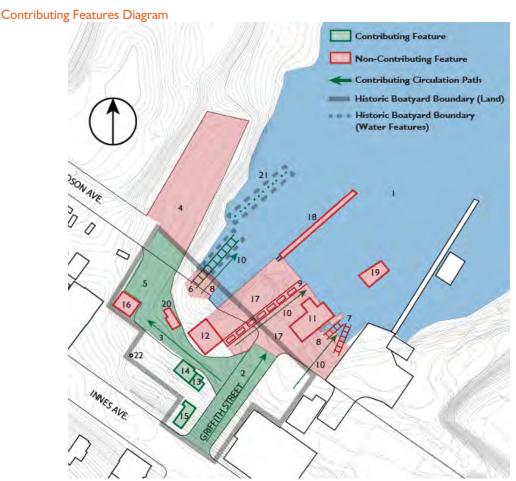


Figure 139. Contributing and non-contributing features within the historically significant India Basin Scow Schooner Boatyard cultural landscape; the historic boundary of the landscape is marked in gray, and contributing features located within India Basin are demarked with dotted lines.

Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

ALLEMAND BROTHERS BOATYARD

California Register Eligibility

Criterion 1

The Allemand Brothers Boatyard site does not appear to be eligible for listing under Criterion 1 for its association with any events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. John and Rene Allemand operated their boatyard in its current location between the 1960s and the early 2000s, and as such it was the final boat repair yard to operate along India Basin. Even so, the significant period of wood boat building and repair in India Basin—as recognized in the preceding evaluation of the India Basin Scow Schooner Boatyard—ended over two decades prior to the establishment of the Allemand boatyard. The Allemands' specialization in wood craft provided a link to the economy and culture of early India Basin—but by the time their boatyard was operating, wood boat repair was more a niche or anachronistic curiosity in San Francisco than a significant pattern or development in local or regional maritime history, as it had been during the heyday of the neighboring Anderson yard. For this reason, the Allemand Brothers Boatyard site does not appear to be eligible to the California Register under Criterion 1, either as its own historic resource or as a site that contributes to the neighboring, historically significant India Basin Scow Schooner Boatyard.

Criterion 2

Historically significant persons do not appear to have figured prominently in the history of the Allemand Brothers Boatyard. John and Rene Allemand were widely known and played an important social role within San Francisco's wood boat community during the second half of the twentieth century. They do not, however, appear to have made significant enough contributes to local or regional history to the extent necessary to qualify for listing in the California Register under Criterion 3.

Criterion 3

The features that remain within the Allemand Brothers Boatyard—namely a poured concrete wharf, modern dock, and vernacular support buildings—are representative of a small boatyard dating to the second half of the twentieth century. These features convey the vernacular character of the boatyard but do not embody the distinctive characteristics of a type, period, region, or method of construction or represent the work of a master, as required for listing in the California Register under Criterion 3.

Ark Houseboat

The houseboat currently moored alongside the Allemand Brothers dock was moved to this location only during the 1990s, based on available aerial photographs; the houseboat's fenestration pattern suggests it is a different boat than the one left nearby in India Basin during the 1920s and 1930s (Figure 140 and Figure 141). The vessel does not appear to be closely associated with the operations of the Allemands' boatyard. Further information on the origins of this vessel has not been found, but it appears to reflect the fairly typical form of houseboats constructed in the Bay Area, particularly Sausalito, around the turn of the twentieth century. Guidelines for evaluating the boat are provided by the National Park Service publication Nominating Historic Vessels, which states that an evaluation of significance should include a "determination that the characteristics of the vessel make her either the best, or, a good representative of her type." The houseboat at the Allemand Brothers Boatyard does not appear to be the best remaining example of this historically prevalent type of boat; the vessel collection of the San Francisco Maritime National Historical Park includes the Lewis Ark Houseboat, a restored ark boat currently listed in the National Register that appears to be a better

⁸³ National Park Service, *Nominating Historic Vessels*, accessed August 14, 2015, http://www.nps.gov/nr/publications/bulletins/nrb20/vs1.HTM.

remaining example of this boat type. Moreover, while the subject houseboat has the general rectangular form and shallowly barrel-arched roof representative of the ark houseboat type, it lacks a railing around the platform or additional features that would elevate the vessel to be considered a good representative of its type. Consequently, this ark houseboat does not appear to be eligible to the California Register for associations with the history or architectural design of this type of boat in San Francisco Bay.



Figure 140. Detail of photograph documenting the abandoned houseboat in India Basin, 1932 Source: San Francisco Public Library Digital Photograph Collection, AAB-8960



Figure 141. Current conditions of the houseboat tied to the Allemand Bros. boatyard dock

888 INNES AVENUE

California Register Eligibility

The building at 888 Innes Avenue was constructed as a vernacular industrial building in c. 1986; it cannot be demonstrated that sufficient time has passed to understand its historical importance, and therefore the building does not qualify for consideration for California Register eligibility.

INDIA BASIN SHORELINE PARK

California Register Eligibility

India Basin Shoreline Park was developed as a municipal park during the 1990s and does not appear to contain any resources that date to earlier periods. No features within the park, nor the park landscape as a whole, appear to be of an age that would qualify them for consideration for California Register eligibility. Moreover, no features within the park appear to have significance based on the park's historic context.

INDIA BASIN OPEN SPACE

California Register Eligibility

India Basin Open Space was initially developed as a municipal park during the 1990s and does not appear to contain any resources that date to earlier periods. No features within the park, nor the park landscape as a whole, appear to be of the age that would qualify them for consideration for California Register eligibility. Moreover, no features within the park appear to have significance.

UNDEVELOPED PROJECT AREA

The undeveloped area that fills much of the eastern portion of the project site is located primarily on reclamation ground dating to the 1960s. Several parcels of this area are located facing Innes Avenue and may have contained buildings or other features in the past, but currently these parcels are empty

with the exception of mobile intermodal shipping containers. Extant features such as fencing and gates are undated but do not appear to be of an age that would qualify them for consideration for California Register eligibility: it cannot be demonstrated that sufficient time has passed to understand their historical importance.

POTENTIAL INDIA BASIN HISTORIC DISTRICT ANALYSIS

The India Basin Scow Schooner Boatyard has been evaluated as a significant site rather than as a collection of significant properties collected within a district. Two other properties evaluated as part of this report—the building at 702 Earl Street and the Allemand Brothers Boatyard—were also used for wood boat building and repair, and therefore have the potential to share the India Basin Scow Schooner Boatyard's associations with the significant maritime historic context of the India Basin neighborhood. As previously described, these two additional properties were constructed at the end of or well after India Basin's era as an epicenter of the significant wood boat building industry in San Francisco. Constructed in 1935-1936, 702 Earl Street was completed at the conclusion of significant boat transport throughout the Bay Area and therefore was found not to have contributed to this context to the extent necessary for eligibility under Criterion 1. The Allemand Brothers Boatyard does not date to the India Basin Scow Schooner Boatyard's period of significance and was not found to be significant under any criteria. Page & Turnbull therefore finds that no California Registereligible historic district is located within the project area related to India Basin's maritime historic context. No other resources considered for California Register eligibility in the preceding analysis appear to constitute a California Register-eligible historic district under other historic contexts.

SUMMARY OF HISTORIC RESOURCE EVALUATION

This Historic Resource Evaluation has considered properties contained within a project area in the India Basin neighborhood of San Francisco. Three of these properties have been found eligible for listing in the California Register for their various associations with the maritime history and architectural practices of the India Basin neighborhood in southeastern San Francisco:

- Shipwright's Cottage, 900 Innes Avenue
 - Individually eligible building under California Register Criterion 1 (Events) and Criterion 3 (Architecture);
 - o Period of significance: 1875;
 - The Shipwright's Cottage has also been identified as a contributing feature within the cultural landscape of the India Basin Scow Schooner Boatyard site.
- India Basin Scow Schooner Boatyard
 - o Individually eligible site under California Register Criterion 1 (Events);
 - o Period of significance: 1875-1936.
- 702 Earl Street
 - o Individually eligible building under California Register Criterion 3 (Architecture);
 - o Period of significance: 1935-1936.

These resources are thus considered historic resources for the purposes of CEQA review.

VII. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The California Environmental Quality Act (CEQA) is state legislation (Pub. Res. Code §21000 et seq.) that provides for the development and maintenance of a high quality environment for the present-day and future through the identification of significant environmental effects. §4 CEQA applies to "projects" proposed to be undertaken or requiring approval from state or local government agencies. "Projects" are defined as "…activities which have the potential to have a physical impact on the environment and may include the enactment of zoning ordinances, the issuance of conditional use permits and the approval of tentative subdivision maps." Historic and cultural resources are considered to be part of the environment. In general, the lead agency must complete the environmental review process as required by CEQA.

A property may qualify as a historic resource if it falls within at least one of four categories listed in CEQA Guidelines Section 15064.5(a), which are defined as:

- 1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.).
- 2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1 (g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- 3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).
- 4. The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Pub. Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Pub. Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Pub. Resources Code sections 5020.1(j) or 5024.1.86

The Shipwright's Cottage, India Basin Scow Schooner Boatyard, and 702 Earl Street have been determined eligible for listing in the California Register and are therefore considered historical resources for CEQA review as defined under Category 3 above.

⁸⁴ State of California, California Environmental Quality Act, accessed August 31, 2007, http://ceres.ca.gov/topic/env_law/ceqa/summary.html.

⁸⁵ Ibid.

⁸⁶ Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.

CITY AND COUNTY OF SAN FRANCISCO PLANNING DEPARTMENT CEOA REVIEW PROCEDURES FOR HISTORIC RESOURCES

As a certified local government and the lead agency in CEQA determinations, the City and County of San Francisco has instituted guidelines for initiating CEQA review of historic resources. The San Francisco Planning Department's "CEQA Review Procedures for Historical Resources" incorporates the State's CEQA Guidelines into the City's existing regulatory framework.⁸⁷ To facilitate the review process, the Planning Department has established the following categories to establish the baseline significance of historic properties based on their inclusion within cultural resource surveys and/or historic districts:

- Category A Historical Resources is divided into two sub-categories:
 - Category A.1 Resources listed on or formally determined to be eligible for the California Register. These properties will be evaluated as historical resources for purposes of CEQA. Only the removal of the property's status as listed in or determined to be eligible for listing in the California Register of Historic Resources by the California Historic Resources Commission will preclude evaluation of the property as an historical resource under CEQA.
 - O Category A.2 Adopted local registers, and properties that have been determined to appear or may become eligible, for the California Register. These properties will be evaluated as historical resources for purposes of CEQA. Only a preponderance of the evidence demonstrating that the resource is not historically or culturally significant will preclude evaluation of the property as an historical resource. In the case of Category A.2 resources included in an adopted survey or local register, generally the "preponderance of the evidence" must consist of evidence that the appropriate decision-maker has determined that the resource should no longer be included in the adopted survey or register. Where there is substantiated and uncontroverted evidence of an error in professional judgment, of a clear mistake or that the property has been destroyed, this may also be considered a "preponderance of the evidence that the property is not an historical resource."
- Category B Properties requiring further consultation and review. Properties that do not meet the criteria for listing in Categories A.1 or A.2, but for which the City has information indicating that further consultation and review will be required for evaluation whether a property is an historical resource for the purposes of CEQA.
- Category C Properties determined not to be historic resources or properties for which the city has no information indicating that the property is a historic resource. Properties that have been affirmatively determined not to be historical resources, properties less than 50 years of age, and properties for which the City has no information.⁸⁸

⁸⁷ San Francisco Planning Department, "San Francisco Preservation Bulletin No. 16: City and County of San Francisco Planning Department CEQA Review Procedures for Historic Resources," (San Francisco: October 2004).

⁸⁸ Ibid.

As previously discussed, the Shipwright's Cottage, India Basin Scow Schooner Boatyard, and 702 Earl Street have been determined to be individual properties eligible for listing in the California Register, and therefore each falls under Category A.2 "adopted local registers" (for Shipwright's Cottage) and "properties that have been determined to appear eligible for the California Register."

THRESHOLD FOR SUBSTANTIAL ADVERSE CHANGE

According to CEQA, a "project with an effect that may cause a substantial adverse change in the significance of an historic resource is a project that may have a significant effect on the environment." Substantial adverse change is defined as: "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historic resource would be materially impaired." The significance of an historical resource is materially impaired when a project "demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance" and that justify or account for its inclusion in, or eligibility for inclusion in, the California Register. Thus, a project may cause a substantial change in a historic resource but still not have a significant adverse effect on the environment as defined by CEQA as long as the impact of the change on the historic resource is determined to be less-than-significant, negligible, neutral or even beneficial.

In other words, a project may have an impact on a historic resource, and that impact may or may *not* impair the resource's eligibility for inclusion in the California Register. If an identified impact would result in a resource that is no longer able to convey its significance and is therefore no longer eligible for listing in the California Register, then it would be considered a significant adverse change.

In addition, according to Section 15126.4(b)(1) of the Public Resources Code (CEQA), if a project adheres to the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (the Standards), the project's impact "will generally be considered mitigated below the level of a significance and thus is not significant."⁹²

SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION

The Standards provide guidance for working with historic properties. The Standards are used by lead agencies to evaluate proposed rehabilitative work on historic properties, with the stated goal of making possible "a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values." The Standards are used by federal agencies in evaluating work on historic properties. The Standards have also been adopted by local government bodies across the country for reviewing proposed rehabilitation work on historic properties under local preservation ordinances. The Standards are a useful analytic tool for understanding and describing the potential impacts of proposed changes to historic resources. Under CEQA, proposed projects that adhere to the Standards benefit from a regulatory presumption that they would not materially impair a historic resource. Projects that *do not* adhere to the Standards may cause either a substantial or less-than-substantial adverse change in the significance of a historic resource.

⁸⁹ CEQA Guidelines subsection 15064.5(b).

⁹⁰ CEQA Guidelines subsection 15064.5(b)(1).

⁹¹ CEQA Guidelines subsection 15064.5(b)(2).

⁹² CEQA Guidelines subsection 15126.4(b)(1).

⁹³ National Park Service, "Rehabilitation as a Treatment," accessed July 6, 2016, https://www.nps.gov/tps/standards/fourtreatments/treatment-rehabilitation.htm.

The Standards offers four sets of standards to guide the treatment of historic properties, including cultural landscapes: Preservation, Rehabilitation, Restoration, and Reconstruction. The four distinct treatments are defined as follows:

Preservation focuses on the maintenance and repair of existing historic materials and retention of a property's form as it has evolved over time.

Rehabilitation acknowledges the need to alter or add to a historic property to meet continuing or changing uses while retaining the property's historic character.

Restoration depicts a property at a particular period of time in its history, while removing evidence of other periods.

Reconstruction re-creates vanished or non-surviving portions of a property for interpretive purposes.94

Typically, one treatment (and the appropriate set of standards) is chosen for the project based on the proposed project. In this case, the proposed project is focused on adapting historic properties to a new use and user group. Therefore, the Standards for Rehabilitation will be applied in the impacts analysis in a following section of this report.

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⁹⁴ National Park Service, "Four Approaches to the Treatment of Historic Properties," accessed September 22, 2016, http://www.nps.gov/tps/standards/four-treatments.htm.

VIII. PROPOSED PROJECT DESCRIPTION

The following description explains the scope of the proposed project as it is currently developed. The description is organized according to the scope proposed on four properties within the project site. Three of the properties are publicly owned by the San Francisco Department of Recreation and Parks: India Basin Shoreline Park, the 900 Innes Avenue property, and India Basin Open Space. The 700 Innes Avenue property is privately owned by Build, Inc.

The following project description is based on several materials provided to Page & Turnbull by the project sponsors: the project description prepared by AECOM, dated November 2, 2016 and revised January 2017; conceptual design technical package for the 900 Innes park completed on July 25, 2016; a project narrative and illustrative package of the 900 Innes Park Planning Project, completed by Gustafson Guthrie Nichol (GGN) and dated August 19, 2016; illustrated planting schemes completed by GGN and dated January 6, 2017; revised illustrative site plans completed by GGN, dated January 10, 2017; concept design drawings prepared by Turnbull Griffin & Haesloop, dated August 18, 2016; narrative building data prepared by Turnbull Griffin & Haesloop Architects, dated August 19, 2016; and renderings for the relocation and rehabilitation of 702 Earl Street, prepared by Macy Architecture and dated December 9, 2016. The project description is also informed by meetings attended by Page & Turnbull staff and members of the project team, held in November and December 2016.

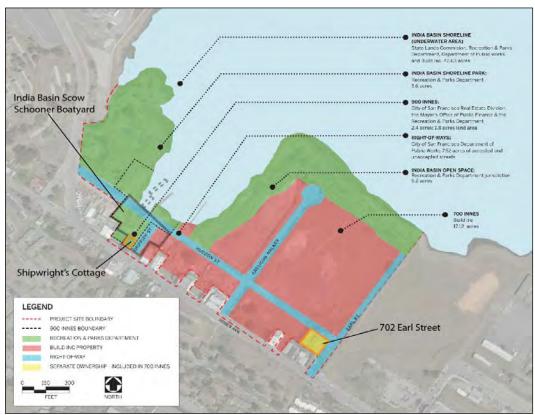


Figure 142. This site map illustrates the location of the three historic resources within the project site: the India Basin Scow Schooner Boatyard, the Shipwright's Cottage, and 702 Earl Street. The individual properties within the project are also identified on this map.

Source: SOM, edited by Page & Turnbull

700 INNES AVENUE PROPERTY

The 700 Innes Avenue property contains 702 Earl Street, which has been determined to be eligible for listing in the California Register and is therefore considered a historic resource for the purposes of CEQA review. The 700 Innes Avenue property also contains a portion of the India Basin Scow Schooner Boatyard site, an additional historic resource, east of the Griffith Street right-of-way (see Figure 142). This small area was included within the boundary of the India Basin Scow Schooner Boatyard because it historically belonged to the boatyard that occupied the site. However, the area east of Griffith Street does not contain any contributing features or spatial relationships within the landscape. For the purposes of the following analysis, the India Basin Scow Schooner Boatyard is considered to be located within the 900 Innes Avenue property.

The proposed project for the 700 Innes Avenue property would involve the redevelopment of a site that currently contains five buildings, a concrete wharf and wood dock belonging to the former Allemand Brothers Boatyard site, and a large area of flat, filled land generally covered by light brush and exposed dirt. The site is generally bounded at its northwest and northeast edges by India Basin Open Space, at its west end by the 900 Innes Avenue property, at its southwest edge by Innes Avenue, and at its southeast edge by Earl Street. The property is bisected by Arelious Walker Drive.

The proposed redevelopment of the property, sponsored by Build, Inc., is currently in the conceptual land use planning stage. The goal of the project is to introduce mixed-use development (residential, retail, and office) throughout the site, and also to provide access to open space for residents and tenants. Redevelopment of the property would involve the demolition of two commercial buildings facing Innes Avenue (888 Innes Avenue and 838-840 Innes Avenue) and the buildings, wharf, and dock belonging to the Allemand Brothers Boatyard site. These properties have been evaluated as ineligible for listing in the California Register.



Figure 143. Proposed site and land use plan for 700 Innes Avenue property Source: Skidmore, Owings & Merrill



Figure 144. Proposed site and land use plan for 700 Innes Avenue property: variant scheme Source: Skidmore, Owings & Merrill

In order to provide vehicular access to the 700 Innes Avenue property at the Earl Street right-of-way, the sloping site adjacent to Innes Avenue would require regrading to meet City standards. As a result of the anticipated regrade, 702 Earl Street, a historic resource currently located near the intersection of Innes Avenue and Earl Street, would be relocated nearer to the shore and rehabilitated. The anticipated scope of work for 702 Earl Street is described in greater detail on the following page.

The existing public right-of-ways would be altered in order to provide a new street configuration allowing vehicular access to the development's new buildings and park spaces. The Hudson Street right-of-way, which currently leads through the property from west to east, would be realigned and renamed New Hudson Street. New Hudson Street would begin by turning from the Griffith Street right-of-way and would terminate at Earl Street. The majority of buildings proposed for the property would be situated alongside New Hudson Street. Arelious Walker Drive would enter the property from Innes Avenue and intersect with New Hudson Street, but would not continue to its current culde-sac termination point near India Basin Open Space. The vacated portion of the Arelious Walker Drive right-of-way would be incorporated into the Big Green open space, as described later. Earl Street would be re-graded. A secondary street loop would be located in the northern portion of the proposed development, formed by Spring Street, Fairfax Street, and Beach Street and would provide access to residential buildings, India Basin Open Space, and 702 Earl Street.

Buildings to be constructed within the 700 Innes Avenue property would be between one and 14 stories in height. The total number of residential units to be included in the 700 Innes Avenue property has not been firmly decided upon, and two schemes regarding the land uses and building heights are being considered. Under the first scheme, Build, Inc. would construct no more than 1,240 residential units of various sizes (ranging from studios to three-bedroom units). The buildings would include up to 275,330 square feet of ground-level commercial and retail space. Residential buildings with ground-level commercial tenants would fill the eastern half of the property, alongside Arelious Walker Drive, New Hudson Street, and the secondary street loop. Buildings in this portion of the

property would generally range between four and eight stories in height, with the lowest (four-story) buildings situated alongside the Big Green and India Basin Open Space. One 13-story building and one 14-story building are proposed at the intersection of Innes Avenue and Arelious Walker Drive. Buildings within the western half of the project, surrounded by New Hudson Street and Arelious Walker Drive, would contain a mixture of residential and commercial uses and would range in height from one story to 14 stories. The westernmost buildings located within the 700 Innes Avenue property—situated along Griffith Street—would be three stories in height. The building located at the corner of Innes Avenue and Griffith Street, across Griffith Street from the Shipwright's Cottage, would have a stepped massing such that its northwestern half would rise two stories, and its southeastern half would rise three stories.

The second scheme under consideration would generally maintain the same layout of buildings as described for the first scheme. This scheme, however, would contain no more than 500 residential units, generally concentrated around the secondary street loop and standing between four and eight stories tall (as in the description above). This scheme would include additional office and commercial uses with ground-level retail, placed in buildings south of New Hudson Street. The office and commercial buildings east of Arelious Walker Drive would be four to five stories in height (generally lower than the buildings in this location proposed by the first scheme). The 13- and 14-story buildings proposed at the corner of Arelious Walker Drive and Innes Avenue would remain in the second scheme. The two- to three-story building proposed at the corner of Innes Avenue and Griffith Street is also included in the second scheme.

In both schemes, a 50,000-square-foot school is proposed within a building at the intersection of New Hudson Street and Earl Street, generally where 702 Earl Street currently is located.

Both schemes also include an approximately 5.63-acre open space known as the Big Green, filling approximately the north quadrant of the 700 Innes Avenue property and bounded by New Hudson Street, the proposed residential development surrounding the secondary street loop, and India Basin Open Space. According to the description completed by AECOM:

The Big Green would retain its natural character and could include grasslands, stormwater wetlands, a wet meadow, and groves of trees. It will also include some children's play areas, a fitness loop, and some small gathering spaces. There will be paved walking paths throughout the big green providing pedestrians access to the shoreline. Throughout the development there will be a number of treatment planters, and permeable surfaces to help manage stormwater. There will also be a number of landscaped patios and terraces in the buildings.⁹⁵

The proposed development at 700 Innes Avenue would include additional open space through its incorporation of pathways, streets, and plazas, as well as courtyards and decks for resident use. Pedestrian and bicycle paths would traverse through the 700 Innes Avenue property and would provide connections with surrounding properties.

702 Earl Street

The redevelopment of the 700 Innes Avenue property would involve alterations to an existing three-story industrial and residential building, 702 Earl Street, currently located north of the intersection of Innes Avenue and the Earl Street right-of-way. 702 Earl Street is considered an individual historic resource for the purposes of CEQA review. A description and photographs of this building can be found beginning on page 12 of this document; the building's character-defining features are listed on page 96.

⁹⁵ AECOM, Administrative Draft Environmental Impact Report, India Basin Mixed-Use Project, July 29, 2016, 2-25.

Regrading adjacent to Innes Avenue and would require the relocation of the building; the proposed new location for the building is a generally level site approximately 700' to the north-northwest of its current location. In its proposed location, the building would retain its original orientation facing north-northwest and would remain immediately adjacent to the Earl Street right-of-way. In the proposed new location, the building would stand approximately 175' from the shoreline of San Francisco Bay and would face the east end of India Basin Open Space. The building would be sited adjacent to new residential buildings belonging to the Build, Inc. development. A yard would be located immediately north of the building, surrounded by a 3'-6" guardrail. The path of travel between the current and proposed locations would be unobstructed.

A full relocation plan for the building has not yet been completed, although the project applicant has conducted preliminary consultation with a historic house moving company. Given that the building would be moved from a sloped site to a largely level site, the project would involve construction of a new concrete foundation and partial ground level in the new building location, in those areas where the building is currently banked into its sloped site. Based on the preliminary relocation consultation, this process would require that most existing portions of the first, second, mezzanine, and third stories to be separated from the current foundation, which can be accomplished without irreparable damage to the building's internal structural system. It is not anticipated that the project would require further disassembly of the building. The building would be moved onto a new foundation and piles at the proposed new location.

The three façades of the building currently clad in plywood (west, north, and east) would be covered in new horizontal wood shiplap siding to match the historic siding that currently exists at the south façade. It is not anticipated that harmful chemical or physical treatments would be used at 702 Earl Street, although the exact treatments required for the project have not been determined. The new ground-level portion of the building constructed in its new location would have a different cladding in order to differentiate the original building mass. With the exception of the replaced siding, the existing features of the primary (northeast) façade would not be altered. The existing two entrances at the first story would be retained, as well as the doors and windows facing onto the deck at the third story.

At the northwest façade, the existing fenestration pattern of ribbon windows would be retained. Four doors would be inserted into new openings at the first story. These would include one pedestrian door of undetermined material, in addition to two broad garage doors allowing automobile access into the building's interior. The garage doors would be aligned within the existing bays established by historic window openings at the upper levels of the façade; the pedestrian door would be centered in between these bays. A paved parking area may potentially be added alongside the first story at this facade.

The three doors opening to the deck, as well as the single third-story door at this façade, would be retained. The existing, non-historic wood deck at the second story would be removed and replaced with a new 1,080' deck at the same level. The deck would cover a first-story loading dock, featuring a parking and loading area accessible from the proposed Fairfax Avenue and Beach Street roadways. The loading dock would contain a concrete platform with one new door to provide entry into the building; a new stair would rise from the platform to the second-story deck. The existing ribbon windows at this façade would remain; an additional ribbon of windows, matching the dimensions of the existing windows, is proposed at the easternmost bay at the second story.

The proposed deck and first-level loading platform would connect the building to a 61.5'-tall, detached elevator tower. The tower would have a rectangular footprint oriented parallel to the primary building. The tower would be clad in board and batten siding and would have a flat roof. It

would feature a first-story door opening to the loading platform, a second-story door opening to the new deck, and a third-story door opening to a new walkway passing above the deck to reach the entry door into the third-story residential unit of the main building.

At the southeast façade, the two existing doors at the first story would be removed, and the openings infilled; a ribbon window matching the dimensions of the other windows on the building would be inserted at each of the three bays of the first story. Due to the level site of the new location, a new first-story pedestrian door would be inserted at the center of the façade, immediately below the location of the existing central door to be infilled.

900 INNES AVENUE PROPERTY

The 900 Innes Avenue property contains the India Basin Scow Schooner Boatyard and the Shipwright's Cottage (Landmark 250), which have been determined to be eligible to the California Register and are therefore considered historic resources for the purposes of CEQA review. The contributing and non-contributing features within the significant cultural landscape of the site are listed on page 101 of this document.

The 900 Innes Avenue property would be developed into the southwestern portion of a municipal waterfront park, which would also occupy the adjacent India Basin Shoreline Park property. The 900 Innes Avenue property would feature the primary Innes Avenue entrance to the park and would connect the current India Basin Shoreline Park property (neighboring to the northwest) to the Build, Inc. property (neighboring to the southeast) via pedestrian and Class I bicycle paths. As designed, the 900 Innes Avenue property would comprise two programmatic areas (**Figure 145**): the Neighborhood Edge, located alongside Innes Avenue and continuing north into the adjoining India Basin Shoreline Park property; and the Scow Schooner Boatyard, comprised of a wharf, docks, and programmatic areas located northeast of the Bay Trail and bikeway. The west end of the 900 Innes Avenue property would also include small areas of the Historic Shorewalk and Sage Scrubs programmatic areas, which are described in detail under the India Basin Shoreline Park project description.



Figure 145. Proposed site plan for the San Francisco Recreation and Parks Department property, showing programmatic areas included within the 900 Innes Avenue portion Source: Gustafson Guthrie Nichol, edited by Page & Turnbull

Neighborhood Edge

Pedestrian access points and two buildings would be located at the southwest edge of the property, along Innes Avenue. The first of these buildings, the existing Shipwright's Cottage, would remain in its current location and would be rehabilitated. (The rehabilitation of the Shipwright's Cottage is subsequently described in greater detail.) The second building, the Overlook Pavilion, is a proposed one-story, gable-roofed building with exposed basement that would be constructed approximately 125' to the northwest of the Shipwright's Cottage. Facing Innes Avenue, the Overlook Pavilion has been designed to match the general form, rectangular plan, and modest scale of the Shipwright's Cottage. The wood-framed Overlook Pavilion would be partially enclosed and would use translucent panels at its roof and walls. The panels would allow entry into the building through broad openings at the southwest (Innes Avenue) and southeast façades. The Innes Avenue level would contain a deck for seating as well as a concession stand. The building would contain restrooms at both the Innes Avenue level and basement level exposed at the rear façade. A steel-frame trellis structure with a series of porch swings is proposed along the Innes Avenue property's street frontage between the Shipwright's Cottage and the Overlook Pavilion. The trellis would be Located on a new deck within the currently vacant parcel immediately northwest of the Shipwright's Cottage. The trellis is anticipated to be separated into three segments, with an overall width of approximately 50'. The trellis would be oriented parallel to the Innes Avenue sidewalk, and each segment would be separated from the sidewalk by a distance between 1' to 6'. The segments of the trellis would rise to a height between 14' and 20'. The proposed material for the trellis is reclaimed steel, although new steel and new or reclaimed wood may also be incorporated into the design.

Occupying the slope between the two buildings, to the northeast of the trellis structure and swings, would be the Garden Path. This paved switchback walkway would provide ADA-compliant pedestrian access from Innes Avenue down to the Bay Trail and adjacent waterfront programmatic areas. The walkway would be set in the midst of drought-tolerant, low-maintenance plantings—including flowering shrubs, grasses, bulbs, and succulents—descending the sloped site from Innes Avenue to the edge of the Bay Trail. The Garden Path would require regrading of the existing slope to meet flush with the existing sidewalk, involving fill and terracing. The new landscaping, grading, and path would involve the demolition of the existing tool shed and water tank building (found to be a contributing feature to the cultural landscape of the India Basin Scow Schooner Boatyard site). All or a portion of the contributing boatyard office building would be retained, although the conditions of its structural system and materials have not yet been investigated to the degree that it is known if the building can be retained as a conditioned space, open frame structure, or foundation footprint.

Additional pedestrian circulation from Innes Avenue to the Bay Trail and Scow Schooner Boatyard would be provided by two sets of timber steps. The first would occupy the portion of the Griffith Street right-of-way immediately southeast of the Shipwright's Cottage, while the second would be located alongside the southeast façade of the Overlook Pavilion. Each set of steps would incorporate landings and seating areas, and would require 3' to 12' of fill and terracing above the existing slope of the site.

The pedestrian paths within the Neighborhood Edge would lead down to the Bay Trail and Class I Bikeway, a level and paved surface passing through the 900 Innes Avenue property to connect India Basin Shoreline Park with the 700 Innes Avenue property. The combined trail through the 900 Innes Avenue property would generally follow the existing dirt path that connects the Griffith Street right-of-way to the west marine ways, and therefore the proposed combined trail would reuse a circulation route that contributes to the cultural landscape of the India Basin Scow Schooner Boatyard site. The new paving proposed for the combined trail appears that it would be contained within the existing area of paving in the site. The non-contributing storage building and steel road undergirding would be demolished as part of the proposed project. The location of the storage building would be filled by plantings and trees that continue from the adjacent Garden Path area.

Additionally, the Neighborhood Edge would feature a paved vehicular drive within the portion of the Griffith Street right-of-way not occupied by the timber steps. The roadway would continue the axis of Griffith Street as it crosses Innes Avenue and would turn to the east in order to connect to the improved roadway along the Hudson Avenue right-of-way that is proposed as part of the adjacent Build, Inc. development at 700 Innes Avenue.

Scow Schooner Boatyard

The area of the India Basin Scow Schooner Boatyard site located northeast of the combined Bay Trail and Class I Bikeway would contain a series of programmatic spaces intended to facilitate patron interaction with the waterfront. This area of the property currently contains the concrete wharf, modern dock, east outfitting dock, blacksmith and machine shop, and paint shop and compressor house. None of these features have been found to contribute to the cultural landscape of the India Basin Scow Schooner Boatyard site. This shoreline area would retain large areas of the existing concrete wharf surface, intermingled with areas of new marsh plantings along the shoreline.

Two wood walkways would cross the path of the Bay Trail from the base of the steps that descend into the park from Innes Avenue. Where the paint shop and compressor house would be demolished, a new unenclosed building, known as "the Shop," would be constructed using the footprint and general massing of the building. As stated in a project narrative provided by Turnbull Griffin & Haesloop:

The Shop will provide partially covered outdoor space for group projects including boat building and bicycle repair, as well as other kinds of group events. Four enclosed and lockable spaces will provide storage for materials and tools, and possibly small concession functions. The exposed wood structure with steel bracing will be sheathed with corrugated metal roofing and wood slat siding. Materials salvaged from the existing structure are to be incorporated into the new building where feasible. ⁹⁶

The retained concrete wharf to the northeast of the Shop would provide seating spaces. Some areas of the concrete surface at the center portion of the wharf would be removed, while the existing central marine way foundation (a non-contributing cultural landscape feature within the India Basin Scow Schooner Boatyard site that conveys a contributing circulation path) would remain. The blacksmith and machine shop that currently stands at the east corner of the wharf would be demolished. The outer edge of the east half of the wharf would be shaped into steps leading to the water level, providing seating for park patrons.

A gravel beach would be located surrounding the west marine ways, requiring the removal of non-historic concrete ramp surfaces. The marine ways, which are contributing landscape features, would remain. The non-historic marine ways would also be retained, and the surrounding concrete ramp surfaces removed and replaced by marsh wetlands. It is not anticipated that harmful chemical or physical treatments would be used on contributing features within the India Basin Scow Schooner Boatyard site.

The existing east outfitting dock and modern dock, which extend from the end of the concrete wharf into India Basin, would be removed and replaced by two new piers constructed on piles. The dimensions of these piers are anticipated to be approximately 15' by 150', and 20' by 100'. The piers are intended for pedestrians only and may include benches or other site features.

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Page & Turnbull, Inc.

⁹⁶ Turnbull Griffin & Haesloop, "India Basin – Building Data," August 19, 2016, 3.

The existing water fence posts, which are considered contributing features to the landscape of the India Basin Scow Schooner Boatyard, would also be removed as part of the project.

The following diagram illustrates the contributing cultural landscape features that are intended to be retained in the new design of the site.

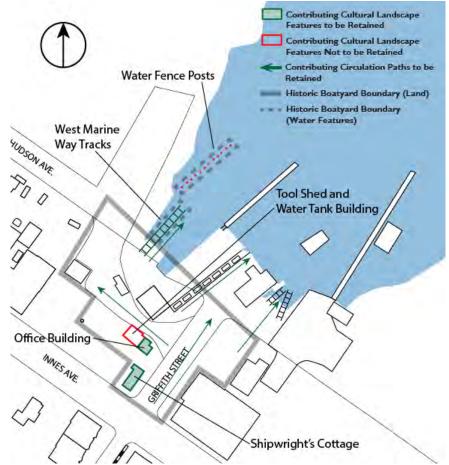


Figure 146. Contributing cultural landscape features within the India Basin Scow Schooner Boatyard site; it is anticipated that those demarcated in green will be retained in the new design of the site, whereas those demarcated in red will be removed.

Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

Hazardous materials and remediation options are currently being studied at the 900 Innes Avenue property. It is possible that remediation will require additional cultural landscape features to be removed from the India Basin Scow Schooner Boatyard site.

Shipwright's Cottage

The Shipwright's Cottage is a contributing building to the cultural landscape of the India Basin Scow Schooner Boatyard site, and is also considered an individual historic resource for the purposes of CEQA review. A description and photographs of this building can be found beginning on page 8 of this document; the building's character-defining features are listed on page 94. As a component of the Department of Recreation and Parks project at the 900 Innes Avenue property, the Shipwright's Cottage would be rehabilitated to serve as a welcome center for the proposed park, and the building would contain a gallery for exhibitions—which is anticipated to include interpretation of the history

of the Shipwright's Cottage and surrounding India Basin Scow Schooner Boatyard—in addition to restrooms. The project sponsor states the building will be rehabilitated according to the Standards.

The building would receive a new foundation, which would be undertaken in a manner that maintains the building's current height in relationship to Innes Avenue and would remove the wood shiplap siding to the ground level. The shiplap siding would be reinstalled, if feasible, or replaced in kind. Deteriorated features—including wood window and door hoods at the primary façade—would be repaired where possible, and if deteriorated beyond repair would be replaced to match the original feature. Most historic window locations would be retained, and new window sashes would match the configuration and materials of the historic windows. The non-original front door of the building has been very damaged and would be replaced to match the design and materials of the historic door. The decorative scroll-sawn bargeboard at the primary façade that has been removed would be recreated using historic documentation and reinstalled in its original location. It is not anticipated that harmful chemical or physical treatments would be used at the Shipwright's Cottage.

The building would require structural strengthening to the walls and roof framing, and the project would retain and structurally strengthen the existing brick chimney. These measures would be undertaken in a manner that does not affect the exterior appearance of the building. The non-historic bathroom addition at the building's northwest façade would be removed. Additionally, a new doorway would be inserted at the existing window opening at the northwest façade, in order to provide an additional means of egress. The proposed design of the door would feature simple glazing and would not replicate the design of doors that existed at the building historically.

At the interior of the building, most existing partition walls would be removed in order to accommodate gallery and program space. These walls appear to remain in locations dating to the building's period of significance and contain historic wood panel doors, although wall finishes are not historic. The wall and chimney separating the rear room from the remainder of the cottage would remain. The existing historic stairwell providing access to the basement, located near the rear of the building, would be removed, and the resulting opening in the floor would be infilled. The northwest wing of the building would be used for restrooms at both the Innes Avenue and basement levels.

INDIA BASIN SHORELINE PARK

India Basin Shoreline Park contains no historic resources, based on the findings of this report.

As a component of the proposed project, the existing India Basin Shoreline Park would be developed with a new landscape design that would be integrated and continuous with the new park proposed at the 900 Innes Avenue property, described earlier. The existing pedestrian paths, vehicular roadways and parking, recreational structures, and programmatic areas would be removed prior to the construction of the new park design. The proposed park would include five programmatic areas, which are described in detail below (**Figure 147**). The proposed design would retain the existing shoreline of the park, except where the new Marineway area would project into San Francisco Bay.



Figure 147. Proposed site plan for the San Francisco Recreation and Parks Department property, showing programmatic areas included within the India Basin Shoreline Park portion Source: Gustafson Guthrie Nichol, edited by Page & Turnbull

Neighborhood Edge and Historic Shorewalk

The Neighborhood Edge area of the India Basin Shoreline Park property would be continuous with the adjacent 900 Innes Avenue property and located between Hunters Point Boulevard and the Historic Shorewalk area. The Neighborhood Edge area would provide pedestrian and vehicular access into the park. An automobile drive and parking area would be located at the north end of the park's boundary along Hunters Point Boulevard, in the location of the existing automobile access drive at Hawes Street. The proposed automobile drive would continue to a turnaround at the interior of the park. The Class I Bikeway would continue from the 900 Innes Avenue property and would connect to pedestrian paths exiting onto Hunters Point Boulevard near the south end of the park's western boundary. These paths would meander through a Heritage Garden featuring dense plantings and trees.

The Historic Shorewalk is a circulation path that would lead northwest through the India Basin Shoreline Park property, following the historic shoreline of India Basin. The Shorewalk would continue from the combined Bay Trail and Class I Bikeway in the 900 Innes Avenue property. As proposed, it would feature a stone or concrete paved pedestrian promenade lined by fixed benches, picnic tables, and movable seating. The Shorewalk would delineate the east edge of the Heritage Garden. The edge of the Shorewalk would be defined by a stone ledge and series of shallow pools of water representing the historic shoreline of the site.

Sage Slopes

The Sage Slopes are recreation areas within India Basin Shoreline Park that would be located on either side of the Marineway Lawn (described in the following paragraph). The Sage Slopes area would feature the Bay Trail, a curving pedestrian path that generally follows the path of the shoreline. The area would also contain meandering pedestrian paths that connect to the Bay Trail and create a quarter-mile loop. The predominant planting in this area is low sage scrub that creates an open

character contrasting with the densely-planted Heritage Garden. The Sage Slopes area contains a terraced and fenced adventure play area; it would be paved in play safety surfacing, and would feature various swings, slides, and climbing structures. Additional features of the Sage Slopes area include adult fitness stations and paved skate paths. A basketball court would also be located at the southeastern corner of the park, adjacent to the 900 Innes Avenue property. The Outfitter Pavilion, a wood-sided storage and office building, would be located near the vehicle parking area at the north end of the park.

The Marineway

The Marineway area is an expansive grass lawn that would extend northeast through India Basin Shoreline Park, bisecting the Sage Slope areas and projecting into San Francisco Bay from the shoreline of the existing park. This area would allow access to a beach and projecting piers. Both edges of the Marineway Lawn would be bounded by a wood walkway. This programmatic area is meant to transition from the Neighborhood Edge area to spaces supporting active recreation in India Basin. Accordingly, the area of the lawn nearest the Shoreline Walk and Neighborhood Edge would serve as a level play lawn, containing several canopy trees and intended for sports and picnicking. Near the end of the Marineway Lawn, northeast of the Bay Trail crossing, the grass surface would be gradually sloped towards a beach and boat launch area at the water's edge.

The wood walkway along the northwestern edge of the Marineway would connect to a 20'-wide pier extending approximately 600' into the bay, beyond the low-tide area into deeper water. This pier, composed of wood or concrete decking on a steel frame over concrete piles, is intended for pedestrian use and boat launching. A floating dock of wood or concrete decking on concrete piles would be connected to the end of the pier. The dock would provide an observation platform with seating areas.

Marsh Edge

The existing shoreline of India Basin Shoreline Park is primarily composed of riprap and vegetated berm. The stone riprap would be removed, and the shoreline would be restored to a tidal marsh along the edge of the property, with the exception of the projecting Marineway Lawn, to create a vegetative buffer zone between the Sage Slopes area and the bay.

INDIA BASIN OPEN SPACE

India Basin Open Space contains no historic resources, based on the findings of this report.

The existing India Basin Open Space, located at the southeast end of the project site, would be maintained as a municipal recreation and conservation area, but the current conditions and amenities will be enhanced in order to support Build, Inc.'s proposed redevelopment project on the 700 Innes Avenue property.

Under both the proposed project and the variant, the 6.2-acre India Basin Open Space property, which currently consists of benches, upland habitat, tidal salt marsh, mudflats, sand dunes, and native vegetation, would remain in a natural state with some enhancements for public access, recreation, and ecological function. Approximately 2.5 acres of this property is currently occupied by tidal wetlands. The proposed enhancements could include sand dunes, bird islands, a recreational beach area, a boat launch (directly from the land), a bioengineered breakwater, brackish lagoons, scrub upland planting, tree stands for wind buffering, and new wetlands and ponds. Proposed improvements would be informed by technical studies, and then finalized by RPD and regulatory agency review and approvals. Pathways in the form of boardwalks, trails, and stairways would connect the India Basin Open Space property with an approximately 5.63-acre, publicly accessible open space area, referred to as the "Big Green."

Under both the proposed project and the variant, a small single-story building with a small café, maintenance facility, rentals, and concessions would be built on the India Basin Open Space property.

On the India Basin Open Space property, existing wetlands and tidal marshes would be enhanced and new tidal marsh would be created in the northwest and northeast sections of the property. This would include grading and earthwork and planting of native and adaptive species. There would also be an elevated pedestrian boardwalk, pier, and beach.

In the northwest corner of the India Basin Open Space property, BUILD would remove an existing pier and associated piles. BUILD may also replace a portion of the riprap edge on the India Basin Open Space property with tidal wetlands along the shoreline. The wetlands would be created on the land side during low tide.

There would be no vehicular access to the India Basin Open Space property. However, access to publicly accessible portions of this property for emergency and maintenance vehicles would be provided through the 700 Innes property.

IX. DISCUSSION OF PROPOSED PROJECT IMPACTS

This section discusses the potential effects of the proposed Build, Inc. and San Francisco Department of Recreation and Parks project, as described in the previous section, on identified historic resources as required by CEQA. The following discussion analyzes potential effects of the project organized by historic resource: 702 Earl Street, the India Basin Scow Schooner Boatyard, and the Shipwright's Cottage.

PROJECT-SPECIFIC IMPACTS TO 702 EARL STREET

The following analysis describes the potential project-specific impacts to 702 Earl Street. The building has been found eligible for listing in the California Register under Criterion 3 as a unique industrial building dating to the end of India Basin's boatbuilding era. The building's character-defining features have been identified as the following:

- Generally square plan and robust, even massing
- Gabled roof form with central monitor
- Wood shiplap siding
- Timber framing system
- Pattern of horizontally oriented windows
- Third-story porch at primary façade
- Primary façade facing water

Additional details on the significance of 702 Earl Street can be found beginning on page 95 of this document. The following analysis first describes the rehabilitation project's adherence to the Standards, and then provides a more detailed discussion of the overall project's potential impact on the eligibility of 702 Earl Street.

Adherence to the Secretary of the Interior's Standards for Rehabilitation

The proposed project involves the relocation and rehabilitation of 702 Earl Street. The following section includes an analysis of the proposed rehabilitation of 702 Earl Street under consideration of the Standards. This analysis does not discuss the effects of adjacent construction that is proposed as part of the project; the potential effects of adjacent construction will be discussed in the subsequent section of full project impacts. This analysis is based upon proposed conceptual designs prepared by Macy Architecture and dated December 9, 2016.

It is understood that the proposed project would retain some historic characteristics of 702 Earl Street and would alter other historic characteristics. Where the project may adhere to a Standard only partially, however, the ultimate finding will be that it does not adhere to that standard.

Rehabilitation Standard 1: A property will be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

Discussion: It is not anticipated that the proposed project would lead to a new use for 702 Earl Street. The building currently serves as a production space and residence, which is compatible with the building's original boat repair function, distinctive form, and character-defining features. However, changes that are proposed to support the building's continued use would have the potential to affect its defining characteristics and environment. These changes will be discussed fully under the other Standards, but would result in the following: a new foundation and walls necessary to accommodate the buildings in its proposed, level new site; construction of an attached elevator tower and deck; insertion of new openings into the building; and construction of new buildings and roadways immediately to the north and west of 702 Earl Street's proposed location. As a result, the

rehabilitation and adjacent new construction would involve greater than minimal change in the building's defining form, massing, and setting.

Therefore, the proposed relocation and rehabilitation of 702 Earl Street would <u>not</u> adhere to Standard 1.

Rehabilitation Standard 2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features and spaces that characterize a property shall be avoided.

Discussion: The proposed project aims to enhance the historic character of the property through the reinstallation of shiplap siding across all façades where it was removed. The new siding would match the historic siding that exists at the southwest façade. New windows proposed in select locations at the southwest and southeast façades would match the dimensions and orientation of the existing ribbon windows and would therefore be compatible with the historic appearance and character of the building. Other features that characterize the property, such as the third-story monitor roof and porch, would remain, as well as the building's distinctive volume.

The project would introduce new windows and doors to the northwest, southwest, and southeast façades. New ribbon windows at the southwest and southeast façades would match the configuration and spacing of windows that currently exist at those façades and would not disrupt the existing fenestration pattern. One new pedestrian door and two new vehicular entrance doors proposed for the northwest façade did not exist historically. The proposed garage doors would be placed such that they are aligned with the existing evenly spaced bays located higher on the façade and monitor roof. While these doors would not be of a type or in a location that existed at the building historically, their location within the existing bays would generally reinforce the historic fenestration pattern of the building and therefore would not detract from the building's historic character.

Although a final relocation plan for the building has not been completed, relocation consultation has indicated that the building can be separated from its existing foundation and moved to its proposed location without additional disassembly or damage to historic features or materials, including the building's timber structural system. Relocation of the building would therefore not involve the removal of distinctive materials or alteration of characteristic features and spaces. The new foundation constructed at the building's new location would reinforce the overall form of the building to an extent; the characteristic, box-like massing would remain even with a full first story and lower foundation level towards the south corner, where the building is currently built into the slope of its site. However, the new foundation and ground level would introduce new portions of the building that—when considered with the new loading dock, deck, walkway, and attached elevator tower at the southwest facade—would have a visual impact on the building that would detract from its historic character. These issues are discussed further under Standard 9. These proposed features would be located at the rear façade, which has already experienced alteration through the building's history; the proposed second-story deck surface and railing would replace a non-historic deck, of similar size and materials to the proposed, which is currently in place. The tower, however, would create a new attached volume that stands taller than the historic building volume and therefore does not complement the historic scale or character of the building. The proposed tower and attached deck, considered together, would have a greater visual impact than the non-historic deck than exists currently.

Therefore, the proposed relocation and rehabilitation of 702 Earl Street would <u>not</u> adhere to Standard 2.

Rehabilitation Standard 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 buildings, shall not be undertaken.

Discussion: No conjectural features or architectural elements from other buildings are proposed as part of the project. The proposed changes to the exterior of 702 Earl Street include recladding walls with wood shiplap siding to match the historic siding that currently exists at its southwest façade, as well as constructing new decks and an attached elevator tower. The decks and elevator tower would be clearly differentiated from the historic fabric of the building. It is also anticipated that all new doors to be inserted at the building would be identifiable as new. (See Standard 9 for more information.) The new bands of windows added at the southeast and southwest façades would follow the pattern of historic, horizontally-oriented window openings.

Therefore, the proposed relocation and rehabilitation of 702 Earl Street would adhere to Standard 3.

Rehabilitation Standard 4: Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

Discussion: The identified period of significance for 702 Earl Street is 1935-1936, the period during which the building was constructed. The identification of significant features and materials that belong to the building has been based on this period of significance, and later changes to the building—including the current deck at the southwest façade that would be removed during the proposed project—are not considered to have acquired historic significance in their own right.

Therefore, the proposed relocation and rehabilitation of 702 Earl Street would adhere to Standard 4.

Rehabilitation Standard 5: Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

Discussion: With regard to distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize 702 Earl Street, the proposed project would retain the shiplap siding that exists at the southwest façade. While the building's massing, plan, and roof form have been identified as character-defining features of the building, additional historic exterior materials have been altered or removed since the building was constructed; the project would replace missing shiplap siding at the southeast, northeast, and northwest façades with new siding that matches the remaining area of siding, thus recreating the distinctive features and finishes that defined the building's historic exterior appearance.

Based on relocation consultation, it is not anticipated that the process of relocating the building to the northeast would involve disassembly or damage to the building's timber framing system, which conveys the building's distinctive construction within the India Basin area during the 1930s. It appears that the building can be moved to its new location without alterations to its exterior features and finishes.

Therefore, the proposed relocation and rehabilitation of 702 Earl Street would adhere to Standard 5.

Rehabilitation Standard 6: Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

Discussion: The project would involve the repair of historic materials where they exist at the exterior of 702 Earl Street—namely wood shiplap siding at the southwest façade—and the replacement of deteriorated or missing siding with materials that match the historic in dimension and profile as closely as possible. New ribbon windows proposed at the façades would replicate the dimensions and divided-lite design of non-historic windows that currently exist at the building but which are located within historic window openings. Other exterior materials do not appear to be historic.

Therefore, the proposed relocation and rehabilitation of 702 Earl Street would adhere to Standard 6.

Rehabilitation Standard 7: Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, will be undertaken using the gentlest means possible.

Discussion: At the current stage of project development, it is not anticipated that harmful chemical or physical treatments would be used at 702 Earl Street, although the exact treatments required for the project have not been determined.

Therefore, the proposed relocation and rehabilitation of 702 Earl Street would adhere to Standard 7.

Rehabilitation Standard 8: Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

Discussion: Archeological resources are outside the scope of this Historic Resource Evaluation, which focuses on aboveground historic resources and cultural landscape features. The ASR completed by AECOM and submitted under separate cover will determine whether the proposed project would affect 702 Earl Street's archeological record and/or would contribute to an adverse change in the significance of the property.

Rehabilitation Standard 9: New additions, exterior alterations, or related new construction will not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale and architectural features to protect the historic integrity of the property and its environment.

Discussion: New additions proposed at 702 Earl Street are the first-story loading dock, second-story deck, third-story walkway, attached elevator tower at the southwest façade of the building, new foundation, potential first-floor framing, and new pedestrian and garage doors. The material palette of these features generally would include wood and metal and would have a contemporary design that is differentiated from the wood shiplap siding of the original building. Furthermore, it is anticipated that new doors that are proposed at the northwest, southwest, and southeast façades would be of modern materials and design and therefore would not be misunderstood as historic elements on the building.

The new foundation and ground level portion of the building that would be constructed at its new site would retain the building's roughly square footprint and would not alter the building's overall boxed massing. Although the building would stand visibly higher at its southwest end in relation to the ground than it does currently at its original sloped site, the proposed new portion of the building would feature a different cladding material than the historic in order to be differentiated from the

old.

New ribbon windows proposed at the southwest and southeast façades would follow the even spacing of bays that currently exists at those façades. These windows would replicate the appearance of the existing windows and would reflect the historic pattern of horizontal openings. The new doors proposed at the northwest façade would involve the removal of exterior plywood, which is not considered a character-defining feature of the building, and would be identifiable as new elements.

In terms of compatibility with historic fabric, the attached deck and elevator tower at the southwest façade would be apparent as new elements. These features are proposed at what was historically the building's rear façade, which already features a non-historic deck and exterior stairway to the third story. The proposed second-story deck would replace the existing second-story deck surface, using similar materials and size to what currently exists. The elevator tower, however, would not be strictly compatible with the historic building's massing and scale. Specifically, the tower would rise taller than the height of the historic volume and would be visible from all areas surrounding the building, including from in front of its primary, northeast façade. The proposed project would therefore lead to changes that are not compatible with the massing, size, scale, and architectural features that characterize the property.

Therefore, the proposed relocation and rehabilitation of 702 Earl Street would <u>not</u> adhere to Standard 9.

Rehabilitation Standard 10: New additions and adjacent or related new construction shall 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.

Discussion: The addition of the proposed first-story loading dock, second-story deck, third-story walkway, and attached elevator tower at the southwest façade of 702 Earl Street would create a discernible change to the exterior appearance of the building, as discussed under Standard 9, but it does not appear that these elements would involve the destruction or irreparable change of existing historic materials or building volumes. The dock, deck, and tower could be removed in the future without impairing the essential form and integrity of the building. It is not currently known how the deck and walkway would attach to the façade and interface with the historic siding of the building, but if these elements were removed in the future the immense form and solid massing of the building would be unchanged.

New doors and windows proposed at the northwest, southwest, and southeast façades would require the perforation of the existing building envelope—but not the substantial removal of historic fabric or the destruction of historic volumes. It appears that if these windows and doors were removed in the future, their openings could be infilled such that the overall form of the building would appear as it did historically.

The work required to move the building and construct a new foundation in its new location would result in changes to the building that would require great effort to reverse. Following the completion of the project, the grade at the building's original location would be altered substantially to accommodate vehicular access to the new development at the 700 Innes Avenue property. Furthermore, surrounding construction that is proposed would significantly alter 702 Earl Street's current setting. The building's relocation, consequently, is not considered reversible.

Therefore, the proposed relocation and rehabilitation of 702 Earl Street would <u>not</u> adhere to Standard 10.

Discussion of Potential Impacts to 702 Earl Street

As this analysis reveals, the proposed project would be in overall adherence to five out of ten of the Standards regarding 702 Earl Street. It would not adhere to four of the Standards. Adherence to Standard 8 is outside the scope of this report. As stated earlier, projects that adhere to the Standards will generally be considered to result in a less-than-substantial adverse change to historic resources. Because the proposed project as described does not adhere to all of the Standards, the following analysis is provided to determine if the proposed project may have an effect on 702 Earl Street's character-defining features and historic integrity.

The building's original architectural character has been affected since its construction due to the removal of its historic cladding from three of its façades and the replacement of windows (although within the historic horizontal window openings). As stated earlier in the evaluation section of this document, the building is currently able to express its significance as a unique industrial building dating to the end of India Basin's boatbuilding era.

The proposed project would retain some of 702 Earl Street's character-defining features and environment that allow the building to convey its historic significance. While moving the building would require changes to the design of the building (as it would have a full first story at its new location), the new construction would generally retain the building's original square plan and massing; the differentiation of cladding materials between the new construction and the existing building volume would furthermore assist in conveying the building's original scale and massing. The proposed second-story deck would replace a non-historic deck of similar size and materials, so that the new second-story deck would not produce a greater effect on the building than has previously occurred.

Additionally, the attached elevator tower would introduce a new element that is taller than the roof of the original building volume, as described in the discussion of Standards compliance above. The building's integrity of design would be affected to an extent, although the new elements would be identifiable as new and would not eliminate the building's character-defining plan and massing. The project would not alter the third-story porch at the primary façade and gabled roof with central monitor, which are both character-defining features. Therefore, the building's distinctive form would generally remain discernible following the relocation of the building and the addition of new decks and elevator tower attached to the building's southwest façade.

Furthermore, the character-defining orientation of the primary (northeast) façade facing San Francisco Bay—directly associated with its original use as a boat repair facility—would be retained in its new location. The wood shiplap siding that remains at its southwest façade would be preserved where feasible, and would be replaced in kind if necessary due to poor condition. Furthermore, horizontally oriented window openings would be retained, and the character-defining timber frame can be preserved without disassembly during relocation of the building. Additionally, the proposed project includes measures that would improve the historic integrity of the building to an extent: it would return wood shiplap cladding to all façades of the building, and would relocate the building to a site near the edge of San Francisco Bay, as it had been when it was constructed prior to the landfilling campaigns in India Basin. Thus, the project would complement the building's existing character-defining features, and would improve its integrity of materials, workmanship, and (to an extent) setting.

In general, the proposed project does not remove any of the identified character-defining features of the building. Additional proposed changes, however, would detract from the building's historic character. The relocation of the building would compromise its integrity of location. Eligibility for listing in the California Register does not necessarily depend on a resource remaining in its original location; according to guidance provided by the California Office of Historic Preservation:

[A] moved building, structure, or object that is otherwise eligible may be listed in the California Register if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historical resource. A historical resource should retain its historic features and compatibility in orientation, setting, and general environment.⁹⁸

It appears that the relocation of 702 Earl Street meets some of these conditions. Regrading and new development surrounding the building's current site would not allow the building to remain in its original location, and therefore relocation can be viewed as preventing the building's demolition. The building would retain its historic orientation facing northeast towards San Francisco Bay. It would retain some elements of its historic setting and general environment following completion of the project. Specifically, the building would be sited near the shoreline in a manner that resembles its original setting, prior to the addition of land fill through much of India Basin in the 1960s. The proposed project seeks to retain the current open character of India Basin Open Space, which would be located immediately northeast of the proposed new location of 702 Earl Street. For this reason, the building's adjacent setting to the northeast, including the bay, would retain the character of an open shoreline. The building's relationship to the shore is closely associated with its original use as a boat repair building.

However, the proposed project involves the construction of four- to six-story residential buildings adjacent to the northwest and southwest of 702 Earl Street in its new location, which would not support the building's integrity of setting. The four-story buildings located to the northwest of 702 Earl Street would be 46'-50' tall; five-story buildings located to the southwest of 702 Early Street would be 51'-55' tall; a six-story building located west of 702 Earl Street would be 66'-70' tall, which is taller than the height of 702 Earl Street. Under both schemes described earlier in this document, the height of buildings within the 700 Innes Avenue property would transition to seven and eight stories near New Hudson Street, and the property would also contain 13- and 14-story buildings near the intersections of Innes Avenue, Arelious Walker Drive, and New Hudson Street. These buildings would be identifiable as new construction. The six- and seven-story buildings in the immediate vicinity of 702 Earl Street would not be strictly compatible with the massing, size, and scale of the building or other elements that existed within the its historic setting. Although areas along the bay shore would remain undeveloped, the project would introduce numerous densely clustered buildings of various heights; new construction would clearly convey the character of a modern mixed-use development rather than an isolated waterfront area, which India Basin was at the time the building was constructed in 1935. Therefore, 702 Earl Street's integrity of setting would be lessened as a result of the adjacent new construction, in spite of the building's restored relationship with the waterfront. The proposed park design at 900 Innes Avenue and India Basin Shoreline Park, including the rehabilitation of the Shipwright's Cottage, would not be visible from the proposed location of 702 Earl Street and would not contribute to its change in setting.

Considered together, changes proposed to the building, its location, and its immediate environment would involve some change to the building's historic character. The building's historic massing would be affected to an extent by new construction, although its character-defining plan, massing, roof form, remaining historic materials, timber frame, and horizontal window openings would generally remain. The relocation of the building and construction of adjacent buildings, however, may have an effect on building's integrity of location, setting, feeling, and association. Changes to the building's integrity may affect its eligibility for listing in the California Register.

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⁹⁸ California Office of Historic Preservation, "Technical Assistance Series #6: California Register and National Register: A Comparison," accessed September 26, 2016, http://ohp.parks.ca.gov/pages/1069/files/technical%20assistance%20bulletin%206%202011%20update.pdf.

PROJECT-SPECIFIC IMPACTS TO THE INDIA BASIN SCOW SCHOONER BOATYARD

The following analysis describes the potential project-specific impacts to the India Basin Scow Schooner Boatyard. The site has been found eligible for listing in the California Register under Criterion 1, as the longest-operating and last remaining boatyard associated with San Francisco's wood scow schooner building and repair industry that was centered at India Basin. The site's contributing cultural landscape features have been identified as the following:

- Natural systems and features
 - o India Basin/San Francisco Bay
- Circulation
 - o Griffith Street right-of-way
 - o Path between Griffith Street and west marine ways
 - o Historic storage and staging yard
 - o West marine way tracks
 - o Circulation routes and water access at marine ways
- Buildings and structures
 - o Boatyard office building
 - o Tool shed and water tank building
 - o Shipwright's Cottage
- Small-scale features
 - o Water fence posts
- Views east towards San Francisco Bay and the East Bay hills
- Gradual slope from Innes Avenue to India Basin

The following analysis first describes the proposed park design's adherence to the Standards, and then provides a more detailed discussion of the overall project's potential impact on the eligibility of the India Basin Scow Schooner Boatyard.

Adherence to the Secretary of the Interior's Standards for Rehabilitation

The following section includes an analysis of the proposed park development project at the India Basin Scow Schooner Boatyard site under consideration of the Standards. This analysis is based upon the project description prepared by AECOM and dated November 2, 2016 and revised January 2017; a conceptual design technical package for the 900 Innes park completed on July 25, 2016; a project narrative and illustrative package of the 900 Innes Park Planning Project, completed by GGN and dated August 19, 2016; illustrated planting schemes completed by GGN and dated January 6, 2017; revised illustrative site plans completed by GGN, dated January 10, 2017; concept design drawings prepared by Turnbull Griffin & Haesloop, dated August 18, 2016; narrative building data prepared by Turnbull Griffin & Haesloop Architects, dated August 19, 2016; and meetings with the project team held in November and December 2016.

It is understood that the proposed project would retain select elements of the current India Basin Scow Schooner Boatyard site and would alter other elements. Where the project may adhere to a Standard only partially, however, the ultimate finding will be that it does not adhere to that Standard.

Rehabilitation Standard 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.

Discussion: The 900 Innes Avenue property, which encompasses the India Basin Scow Schooner Boatyard, would be repurposed as a public waterfront park as a result of the proposed project. The project would incorporate a visitor's center within the existing Shipwright's Cottage, two new programmatic buildings, circulation paths and stairs, areas of plantings, and gathering spaces within

the former boatyard landscape. The property would therefore experience a change in use—from the ship construction and repair function that it held for over a century to a community recreation space. The site has most recently been vacant.

Reuse of the 900 Innes Avenue property as a public park would involve the retention of several contributing features and spatial relationships within the site's significant cultural landscape, where it has been deemed feasible in support of the proposed program. The visitor's center would be placed within the Shipwright's Cottage, and it is not anticipated that this rehabilitation would require substantial change to the building's distinctive materials and features. The contributing circulation paths at the Griffith Avenue right-of-way and path leading to the west marine ways would also be retained as the eastern entrance to the park and the combined Bay Trail and bikeway, respectively. The contributing circulation paths at the east, central, and west marine ways would also be conveyed in the new park through the retention of remnant marine way features in each of these locations. The area surrounding the west marine ways, historically where watercraft were hauled ashore for repair, would be used as a beach that would allow patrons to interact with India Basin. San Francisco Bay was an important characteristic of the site historically as well as today, and the proposed water-related programs of the park take advantage of the site's close relationship to the water as well as its unhindered views towards the East Bay.

While retaining the numerous contributing cultural landscape elements described above, the proposed park use would result in additional changes to the site that would have an effect on its distinctive materials, features, spaces, and spatial relationships. These changes, which will be described in greater detail under the following Standards discussions, include the introduction of a terraced ADA-accessible walkway entry immediately west of the Shipwright's Cottage as well as the demolition of one contributing building, the tool shed and water tank building, which is currently in poor condition. Wood posts located within the water, which are contributing features to the site's cultural landscape, would also be removed. Another contributing building, the boatyard office building, would be retained to an extent but may require removal of materials down to its frame or foundation, depending on its condition. Furthermore, new stepped surfaces at contributing circulation paths (required to meet the programmatic and safety requirements of the park) would change their historic industrial character to an extent. Likewise, new plantings would include new plantings introduced at the slope surrounding the ramp entry, and marsh plantings along the waterfront edge of the 900 Innes Avenue property. These types of plantings did not exist during the India Basin Scow Schooner Boatyard's period of operation.

For these reasons, the reuse of the boatyard site as a public waterfront park would involve changes to its distinctive materials, features, spaces, and spatial relationships that are at a greater than minimal level. The project would <u>not</u> adhere to Standard 1.

Rehabilitation Standard 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 shall be avoided.

Discussion: The historic character of the India Basin Scow Schooner Boatyard is related to its former long-term use as a boat building and repair yard. The site's historic significance and character are conveyed through its spatial organization, circulation paths, topography, relationship to India Basin, and support buildings and other maritime features. The proposed repurposing of the site as a waterfront park would retain its basic configuration; it would also incorporate the existing circulation paths at the Griffith Street right-of-way as an entrance path, and the path leading west from Griffith Street as the combined Bay Trail and bike path. The retention of tracks and remnant foundations that remain at the east, west, and central marine ways would convey circulation paths in and out of the water that existed historically at the site, and would continue the boatyard's direct physical and

functional relationship to the water. The Shipwright's Cottage and west marine ways would be retained to represent the industrial character of the site. Eastward views towards the water and the East Bay, as well as the general topography of the site (despite new steps and terracing in some locations), would be retained by the project. These features would broadly assist the site in conveying its historic boatyard character.

The proposed design retains non-contributing elements such as the concrete wharf, which dates to after the site's period of significance but conveys its continued use for maritime-related activities. Two new one-story buildings, the Overlook Pavilion and the Shop, would be designed with simple massing and materials so as to be compatible with vernacular buildings that have stood on the site. These buildings would also incorporate salvaged wood from the site, as deemed feasible, and therefore would complement the industrial material palette of the India Basin Scow Schooner Boatyard.

Other interventions, however, would result in an obvious change in the historic character of the landscape. While the relationship with and view towards the water would be important components of the new park, the addition of steps and terraces at the slopes into the property would provide the visual impression of topography and materials belonging to a recreational park rather than an industrial site. Moreover, the plantings proposed for the slope between the Shipwright's Cottage and the Overlook Pavilion would reflect varieties that are generally native to the area; however, these plantings are proposed for an area that contained residences and industrial support buildings within the site's period of significance rather than a formal landscaped or planted area.

The removal of the contributing water fence posts and tool shed and water tank building—and potentially portions of the boatyard office building—would further remove historic materials from the landscape that convey its industrial history, character, and significant past use. The proposed project would reference the historic layout and character of the site through its features and programmatic areas, but the remaining historic elements would include only circulation paths, general topography, spatial and visual relationships with India Basin, two buildings, and one pair of marine ways. The removal of distinctive features, spaces, and spatial relationships would alter the historic industrial character of the boatyard site.

Therefore, the proposed project would <u>not</u> adhere to Standard 2.

Rehabilitation Standard 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, shall not be undertaken.

Discussion: Most new elements proposed for the repurposing of the India Basin Scow Schooner Boatyard site as a public park would generally be apparent as modern interventions and would not convey a false sense of historical development. At new buildings, structures, and circulation paths, this would be achieved through the use of modern materials (primarily wood and steel) that are compatible with the historic, industrial material palette of the site, as well as designs that reflect the form and scale of historic buildings but are clearly contemporary and subordinate in character. The designs of the Overlook Pavilion and Shop buildings would likely incorporate wood salvaged from the site but would also use translucent panels for their roofs and/or exterior walls, which would allow the buildings to be identifiable as modern construction.

The plantings proposed for the slope west of the Shipwright's Cottage include drought-resistant plant varieties that did not exist in this location in the past, and may not be compatible with the historic industrial character of the site. However, it is not expected that the plantings would be mistaken as historic landscape features that remain from the boatyard's period of significance, nor are

they conjectural features taken from other historic properties.

Therefore, the proposed project would adhere to Standard 3.

Rehabilitation Standard 4: Changes to a property that have acquired historic significance in their own right shall be retained and preserved.

Discussion: The cultural landscape features within the India Basin Scow Schooner Boatyard site, listed in the table on page 103 of this report, were categorized as "contributing" and "non-contributing" based on whether they were constructed and used during the property's identified period of significance, 1875-1936. Following 1936, the Anderson & Cristofani Boatyard continued to improve the site with new docks and wharfs, construction and repair facilities, and concrete surfaces at the existing marine ways. No features introduced within the site following 1936 appear to have acquired historic significance in their own right.

Therefore, the proposed project would adhere to Standard 4.

Rehabilitation Standard 5: Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

Discussion: The repurposing of the India Basin Scow Schooner Boatyard would involve the retention of the following contributing features within the property's significant cultural landscape: the Shipwright's Cottage, boatyard office building, west marine ways, and historic circulation patterns. These features generally have simple material palettes and construction techniques that convey the site's historic industrial character. It is possible that only the foundation or frame of the boatyard office building would be retained within the park, pending further investigation into the building's structural and material conditions. As discussed in the following section of this report, the proposed rehabilitation of the Shipwright's Cottage aims to preserve distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize the property. The rehabilitation of the Shipwright's Cottage would adhere to Standard 5.

In order to convey the historic use of the site, the proposed project retains the west marine ways. However, the project involves demolition of the tool shed and water tank building, as well as the water fence posts; distinctive exterior features of the boatyard office building may also be removed. These two buildings are vernacular in design and construction, and their relatively simple features and finishes convey the historic appearance, industrial character, and significance of the site. The proposed project would therefore entirely remove one of the three remaining buildings that contribute to the cultural landscape of the India Basin Scow Schooner Boatyard site, and a second would potentially be altered substantially such that it may no longer convey its historic materials or construction techniques. Furthermore, the contributing water fence posts standing within San Francisco Bay would also be removed. While the site's historic circulation paths through the site are reused in the proposed project design, these paths would receive new material finishes (paving and wood steps) that would alter their appearance and material character as related to the character of an industrial boatyard.

Therefore, the proposed project would <u>not</u> adhere to Standard 5.

Rehabilitation Standard 6: Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary and physical evidence.

The proposed rehabilitation of the Shipwright's Cottage, a contributing feature within the property's significant cultural landscape, would involve the repair and selective replacement of historic materials, where deteriorated condition proves it necessary. As the following section describes, the rehabilitation of the Shipwright's Cottage would retain historic wood siding, exterior decorative features, and masonry chimney whenever feasible. Damaged historic features would be reconstructed; missing features such as the bargeboard at the primary façade would be replaced using pictorial evidence that conveys their historic appearance. In addition to the Shipwright's Cottage, the project sponsor intends to retain and rehabilitate the west marine ways to be used as interpretive site features within the new park landscape. The treatment of the boatyard office building is not yet determined, pending further investigation into its condition, but it is anticipated that deteriorated features would be removed from the site—potentially leaving a frame or foundation structure—rather than replaced in kind.

The tool shed and water tank building would be demolished in order to accommodate new circulation paths, rather than repairing or replacing elements of the building. As a result, the proposed project would involve the total demolition of one of the three remaining buildings that contribute to the cultural landscape of the India Basin Scow Schooner Boatyard site, as well as potential removal of much of one additional contributing building.

Therefore, the proposed project would <u>not</u> adhere to Standard 6.

Rehabilitation Standard 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.

Discussion: The current park design does not include a detailed discussion of the chemical or physical treatments proposed for the rehabilitation of the contributing cultural landscape elements that will be retained: the Shipwright's Cottage and the west marine ways. It is not anticipated, however, that harmful chemical or physical treatments would be used. Adherence to Standard 7 would require that historic features and materials be cleaned and repaired using the gentlest means possible.

Therefore, the proposed project would adhere to Standard 7.

Rehabilitation Standard 8: Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures shall be undertaken.

Discussion: Archeological resources are outside the scope of this Historic Resource Evaluation, which focuses on aboveground historic resources and cultural landscape features. The ASR completed by AECOM and submitted under separate cover will determine whether the proposed project would affect the boatyard landscape's archeological record and/or would contribute to an adverse change in the significance of the property.

Rehabilitation Standard 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 historic integrity of the property and its environment.

Discussion: New construction and landscape design proposed for the 900 Innes Avenue property

includes the following: Overlook Pavilion, wood deck, and porch swing trellis constructed along Innes Avenue; wood stair walkways at the Griffith Street right-of-way and adjacent to the Overlook Pavilion; terraced ADA-accessible walkway and plantings over the slope west of the Shipwright's Cottage; paved surface of the combined Bay Trail and bikeway; wood pathways crossing the Bay Trail and bikeway; Shop building constructed using the footprint of the demolished, non-contributing paint shop and compressor house; new wood docks at the non-contributing concrete wharf; beach surrounding the west marine ways; and marsh plantings at the shoreline surrounding the edges of the concrete wharf. The introduction of these elements within the property would generally not lead to the destruction of historic materials or features, with the exception of the switchback walkway within the Neighborhood Edge area—which would require the demolition of the contributing tool shed and water tank building. Other features to be removed for the sake of new construction were constructed outside the resource's period of significance and are non-contributing features within the landscape.

The new elements proposed for the site appear to be adequately differentiated from the historic elements so that they would not be mistaken for historic elements themselves. The material palette relies heavily on wood for new buildings, decks, and docks. Wood was the material used most frequently for the exteriors of boatyard buildings during the site's period of significance, and the prevalent use of wood (some potentially salvaged from the site) to be used in the two proposed buildings, entry steps, and docks would therefore assist the project's compatibility with historic materials. New construction, however, would be simple and clearly contemporary in design, and it is not anticipated it would be understood as historic. The two new buildings proposed for the 900 Innes Avenue property have been designed to be compatible with the scale and form of buildings currently at the site. The one-story, gabled Overlook Pavilion located alongside Innes Avenue would generally match the massing, form, and height of the Shipwright's Cottage, and the Shop building would replicate the size and roof form of the non-historic paint shop and compressor house. Each of these buildings has been designed with simple forms and materials that would allow them to be visually subordinate to the historic buildings.

The modern paving, terraces, steps, and areas of new plantings would likewise be discernible as belonging to a modern recreational park rather than a late nineteenth-century/early twentieth-century industrial site. With regard to compatibility with historic features, however, the entry steps and terraced entry walkway leading into the park from Innes Avenue would not drastically alter the existing topography and would use a wood material palette that is compatible with the materials used throughout the site historically. The segmented trellis structures proposed along Innes Avenue would stand between 14' and 20', which would not rise taller than the height of the Shipwright's Cottage (which stands approximately 19'-6" tall) and would be visually permeable.

New buildings proposed in the 700 Innes Avenue property would be adjacent to the India Basin Scow Schooner Boatyard site; those nearest the site's eastern boundary would stand two- to three-stories and height, and would step up moving eastward. The westernmost two-story volume would allow a height transition down to the one-story Shipwright's Cottage and boatyard site.

Therefore, the proposed project would adhere to Standard 9.

Rehabilitation Standard 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.

Discussion: As stated previously, the proposed project would retain the Shipwright's Cottage, west marine way tracks, and views from the site towards San Francisco Bay, so that these elements would remain if the proposed park were reversed in the future. While it is unlikely that efforts will be

undertaken in the future to remove the proposed park design, elements of the proposed park could be removed in the future. The Overlook Pavilion and Shop building are sited in locations that have already experienced change since the period of significance; they could be removed without affecting the site's integrity. Furthermore, the proposed Bay Trail and bikeway path takes advantage of the existing contributing circulation pattern leading along the waterfront through the site. The front entry steps, trellis structure, terraced walkway, and plantings would largely be placed above the current grade of the site and could technically be removed, allowing the site's gradual slope to be returned to its current level.

However, the integrity of the site could not be fully recovered, as the contributing tool shed and water tank building would be entirely demolished, and the water fence posts would be removed. Exterior materials and structural elements of the boatyard office building may be removed due to its condition. If this occurs, the essential form and integrity of the boatyard office building has the potential to be impaired.

Therefore, the proposed project would <u>not</u> adhere to Standard 10.

Discussion of Potential Impacts to the India Basin Scow Schooner Boatyard

As this analysis reveals, the proposed project would be in overall adherence to four out of ten of the Standards regarding the India Basin Scow Schooner Boatyard. It would not adhere to five of the Standards. Adherence to Standard 8 is outside the scope of this report. Because the proposed project as described does not adhere to all of the Standards, the following analysis is provided to determine if the proposed project may have an effect on the India Basin Scow Schooner Boatyard's character-defining landscape features and historic integrity.

The proposed project would retain some of the India Basin Scow Schooner Boatyard's historic cultural landscape features that assist the site in conveying its historic significance. The project would rehabilitate the Shipwright's Cottage so that its exterior appearance reflects the building's character during its period of significance; the building is the most visible historic component of the boatyard's cultural landscape from Innes Avenue and would greet visitors to the park at its southern entrance. The west marine ways would be retained and would directly convey the function of the boatyard site during its period of significance in the late nineteenth and early twentieth centuries. The movement of boats from San Francisco Bay onto the shore would be conveyed through water access at the park, as well as site features at the central construction way and east marine ways. Incorporation of the Griffith Street right-of-way and the circulation path leading to the west marine ways as bike and pedestrian paths in the proposed park design would also retain the historic character of the boatyard. Furthermore, the park design takes advantage of the general sloped topography of the site and its significant physical relationship with San Francisco Bay, and views towards the East Bay hills beyond.

The site has been altered since its period of significance through the removal of early support buildings and other features such as the original wood wharf, and the introduction of numerous non-historic elements including the concrete wharf, paint shop and compressor house, blacksmith and machine shop, east outfitting dock, storage building, and modern dock. The proposed project would involve the demolition of some of these non-contributing elements: the non-historic paint shop and compressor house, storage building, blacksmith and machine shop, and east outfitting dock.

The proposed project, however, would affect the historic character-defining features of the site through the full removal of one contributing building as well as one additional contributing feature, the water fence posts. Alterations to circulation paths would change the appearance of the site from an industrial boatyard to a contemporary recreational park. The project would lead to the removal of one of the site's three remaining historic buildings that directly convey the shipbuilding activities that occurred here, and would potentially involve removal of the cladding, roof, and structure of an

additional contributing building. Furthermore, original circulation paths and the site topography would be altered with new surface materials, stepped grading, and plantings. As a result of these alterations, the landscape would retain only two buildings (the boatyard office building potentially remaining as a frame or foundation), one small-scale feature, two circulation paths, and orientation to the bay. Efforts would be undertaken to reference the historic function of the site as a boatbuilding and -repair yard through the retention of marine ways as well as non-contributing maritime features. The Shipwright's Cottage in tandem with the remaining portion of the boatyard office building would assist in conveying the historic spatial and functional relationships of the site. The removal and alteration of existing features and materials, however, would modernize the appearance of the site and would have an effect on its ability to convey its industrial character and historic function.

The proposed project also involves the construction of two- to three-story (15'-35') buildings adjacent to Griffith Street, immediately opposite the eastern edge of the India Basin Scow Schooner Boatyard. Under both schemes described earlier in this document, the height of buildings at the west end of the 700 Innes Avenue property would transition to four- to seven-story buildings; near the intersection of New Hudson Street and Arelious Walker Drive, located within one block of the east boundary of the resource, 13- and 14-story buildings are proposed. It is anticipated that these buildings would be identifiable as new construction. The new buildings adjacent to the east boundary of the India Basin Scow Schooner Boatyard, with taller buildings located within a one-block distance to the east, would create a height transition to the Shipwright's Cottage and surrounding boatyard site, but overall would create a contrast to the massing, size, and scale of the historic buildings or other contributing features belonging to the site's cultural landscape. Furthermore, the proposed 14'-20' trellis structures along Innes Avenue may rise as tall as the Shipwright's Cottage and reinforce the site's new character as a recreational park rather than industrial site. During its period of significance, the India Basin Scow Schooner Boatyard existed within a remote district of San Francisco that was characterized by one- and two-story residences and industrial buildings alongside the shore of India Basin. While the area has experienced gradual change since the early twentieth century, much of the development that has occurred there has been generally compatible with the historic construction pattern—that is, one- and two-story residences and commercial buildings facing onto Innes Avenue. As discussed in the evaluation section of this document, the site's integrity of setting depends most heavily on its relationships with India Basin and San Francisco Bay, Innes Avenue, and the Hunters Point ridge. The proposed development on the 700 Innes Avenue property would not alter these relationships, which continue to allow the boatyard to convey its historic function and significance.

The India Basin Scow Schooner Boatyard is located in between the current India Basin Shoreline Park and India Basin Open Space. As a result of the proposed project, each of these two properties would be retained as park space. Those portions of these properties that would be adjacent to and/or visible from the India Basin Scow Schooner Boatyard would not feature new construction that is out of scale with the site's historic environment. Shoreline areas would be open in character and would be planted with marsh vegetation, thus would generally support the historic setting of the site. Therefore, the proposed changes at India Basin Shoreline Park and India Basin Open Space would not would not negatively affect the setting of the India Basin Scow Schooner Boatyard.

Considered together, changes proposed to the India Basin Scow Schooner Boatyard and its immediate environment would remove some cultural landscape features that contribute to its historic boatyard character and may have an effect on the site's integrity of setting, design, materials, workmanship, feeling, and association. Changes to the site's contributing cultural landscape features and integrity may affect its eligibility for listing in the California Register. Due to the ongoing study of remediation options within the 900 Innes Avenue property, additional cultural landscape features may be removed from the India Basin Scow Schooner Boatyard than those specified in the project description included in this report. Further analysis of the proposed remediation is required and will be undertaken by the Planning Department.

PROPOSED PROJECT IMPACTS TO THE SHIPWRIGHT'S COTTAGE

The following analysis describes the potential project-specific impacts to the Shipwright's Cottage as an individual historic resource. Constructed c. 1875, the building has been found eligible for listing in the California Register under Criterion 1, as it conveys the residential development of the remote India Basin neighborhood during the last quarter of the nineteenth century. The building is additionally eligible under Criterion 3, as it possesses high artistic values for embodying the distinctive characteristics of an Italianate worker's cottage dating from the mid- to late-nineteenth century in San Francisco. The building's character-defining features have been identified as the following:

- Rectangular plan of core volume
- Front-gabled roof form
- Horizontal wood shiplap siding
- Decorative features at windows and door on primary façade: architraves with scrolled brackets; bracketed window sills; upper transom panels
- One-over-one wood-sash windows, if extant (closer inspection is required)
- Exposure of basement at building rear
- Masonry chimney stack alongside rear gable
- Wood paneled doors
- Molded window trim at secondary façades: central window at northwest façade; two windows at southeast façade
- Wood corner boards
- Historic arrangement of interior spaces
- Location at intersection of Innes Avenue and Griffith Street right-of-way, with primary façade at Innes Avenue
- Sloping lot
- Shed-roofed rear wing (constructed prior to 1900; possibly original)
- Northwest shed-roofed addition (constructed prior to 1900)

Additional details on the significance of the Shipwright's Cottage can be found beginning on page 92 of this document. The following analysis first describes the rehabilitation project's adherence to the Standards, and then provides a more detailed discussion of the overall project's potential impact on the eligibility of the Shipwright's Cottage. As the Shipwright's Cottage is an Article 10 Landmark, the Certificate of Appropriateness process is required for proposed rehabilitation work. This process may require additional Conditions of Approval.

Adherence to the Secretary of the Interior's Standards for Rehabilitation

The proposed project involves the rehabilitation of the Shipwright's Cottage, found eligible for listing in the California Register. This analysis is based upon a project narrative and illustrative package of the 900 Innes Park Planning Project, completed by GGN and dated August 19, 2016; concept design drawings prepared by Turnbull Griffin & Haesloop, dated August 18, 2016; narrative building data prepared by Turnbull Griffin & Haesloop Architects, dated August 19, 2016; and meetings with the project team held in November and December 2016.

Rehabilitation Standard 1: A property will be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

Discussion: The Shipwright's Cottage was constructed c. 1875 as a residence for the first shipwright who owned the property, Johnson Dircks; the building appears to have served this function for approximately one century before being converted to an office for the Anderson & Cristofani Boatyard. The proposed program for the building—a gallery space and welcome center—would take

advantage of its existing scale and form and would not require substantial alterations or additions to the exterior, which is most important in conveying the building's historic and architectural significance. As the proposed interpretive use of the Shipwright's Cottage would be strengthened by the building's rehabilitation according to the Standards, the San Francisco Department of Recreation and Parks aims to retain historic exterior materials and features where they currently exist. In order to support the proposed reuse, one additional means of egress would be provided by introducing a new door at the current location of a historic window at the northwest façade.

The proposed reuse of the building would involve the demolition of most interior partition walls and the stairwell. The interior spatial arrangement and features of the building include some historic wall locations, panel doors, and the existing historic stairwell, although historic wall locations have non-historic finishes. The interior of the building is not considered to be of primary significance in conveying the building's historic character. Furthermore, the rehabilitation of the building as a public visitor's center would involve excavation to provide greater height within the basement, but this measure would not change any defining characteristics of the building.

The goal of the proposed reuse of the Shipwright's Cottage is to adhere to Standard 1 by requiring minimal change to the defining characteristics of the building. The proposed use is not intended to change character-defining historic features and materials. The broader project would lead to changes in the use of surrounding properties; the effect of these changes on the setting of the Shipwright's Cottage are addressed in the discussion that follows this Standards analysis.

Therefore, the proposed project would adhere to Standard 1.

Rehabilitation Standard 2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features and spaces that characterize a property shall be avoided.

Discussion: The proposed rehabilitation of the Shipwright's Cottage aims to preserve the historic character of the building through careful treatment of historic features and volumes. It is anticipated that alterations to the exterior of the building would largely retain and repair the historic features that convey the building's historic materials, design, and workmanship. One of the project goals is to restore the exterior of the building to its appearance during the period of significance. This would involve demolishing the non-historic addition located near the front of the northwest façade and repairing existing features, such as window hoods and trim. The project would also involve the replication and reinstallation of the historic bargeboard, which has been removed, based on pictorial evidence of its historic appearance, as well as the replacement of missing or deteriorated windows and doors where necessary with new windows and doors that match the design of the original. The new door proposed for the current location of a historic window at the northwest façade would involve the removal of historic window trim and an area of historic cladding. However, it is not anticipated that this alteration would have a substantial effect on the overall character of the building, as its exterior cladding materials and the majority of its historic windows would remain in place in order to convey the building's historic appearance. Furthermore, the new door would be of wood and simple in design, such that it would be compatible with although not identical to the building's historic exterior doors.

The historic brick masonry chimney would be retained and seismically strengthened; the project sponsor has agreed that this measure would be undertaken in a manner that does not have a substantial visual impact on the exterior of the building. Furthermore, the foundation would be replaced as a component of the project. The new foundation will retain the existing historic height of the Shipwright's Cottage and the replacement of wood shiplap siding to the ground level, as currently exists. As a result, the exterior of the building would overwhelmingly retain its appearance from its period of significance.

The interior of the building would experience a greater degree of alteration than the exterior. The locations of interior partition walls appear to be historic and convey the character-defining arrangement of spaces appropriate to a small residence, although these walls are covered in non-historic finishes and do not convey the historic material character of the building. Thus, interior partition walls to be removed have been identified as less important in conveying the building's historic character than the exterior. The rear interior wall would be retained, which would assist in conveying the interior residential character of the building while allowing the building's new use as a gallery. Although historic wood panel doors and the building's original stairwell would also be removed, it appears that the exterior materials and features that would remain would preserve the predominant historic character of the building as a vernacular nineteenth-century residence.

Therefore, the proposed project would adhere to Standard 2.

Rehabilitation Standard 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 buildings, shall not be undertaken.

Discussion: The proposed project intends to replace historic features in-kind where they cannot be repaired and to design new features that are clearly differentiated from the historic features. (See Standard 9 for more information.) No conjectural features or architectural elements from other buildings are proposed, and no changes will be made that create a false sense of historical development.

Therefore, the proposed project would adhere to Standard 3.

Rehabilitation Standard 4: Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

Discussion: The period of significance for the Shipwright's Cottage as an individual resource has been identified as 1875, the approximate year in which it was constructed; as a contributing feature within the cultural landscape of the India Basin Scow Schooner Boatyard site, the building's period of significance is 1875-1936. Materials and features belonging to the Shipwright's Cottage have therefore been determined as having significance if they were constructed following 1875 but before 1936. No features belonging to the building that date to after the period of significance—including the bathroom wing at the northwest façade, as well as various window and door openings at the southeast, northeast, and northwest façades—have been determined to have acquired significance in their own right.

Therefore, the proposed project would adhere to Standard 4.

Rehabilitation Standard 5: Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

Discussion: The overall cladding of the building, masonry chimney, and historic decorative features—specifically the window and door hoods—would be preserved during the rehabilitation, in order to allow the building to convey its historic appearance, features, finishes, construction, and craftsmanship. Windows and doors would be rehabilitated where they exist and are in salvageable condition. The only historic exterior feature that is anticipated to be removed during the rehabilitation is the wood trim surrounding the window opening at the northwest façade, which would be undertaken to accommodate an additional code-compliant means of egress. As stated for the project analysis under Standard 2, however, the vast majority of the historic cladding and

decorative elements would remain and would allow the building to convey its historic appearance. The foundation that would be replaced during the project is largely not visible at the exterior of the building and is not considered to be a distinctive feature that characterizes the Shipwright's Cottage.

The interior partition walls, panel doors, and stairwell that are planned to be removed date to the period of significance, 1875-1936. The finish materials of the interior partition walls have been highly modified and do not exemplify distinctive features, finishes, and construction techniques that characterize the property. The historic panel doors and stairwell proposed to be removed, however, do convey the historic interior character of a modest, working-class residence dating to the nineteenth century.

Therefore, the proposed project would <u>not</u> adhere to Standard 5.

Rehabilitation Standard 6: Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

Discussion: The rehabilitation project aims to restore the exterior of the Shipwright's Cottage to its appearance during the period of significance. Where historic materials exist at the Shipwright's Cottage and are deteriorated, the preferred strategy would be to repair them where possible. These materials would include wood shiplap siding, window hoods at the front façade, front door (which is highly damaged), historic window trim, the masonry chimney, and historic panel doors. If repair in place is not possible, the project sponsors would replace these features using materials that match the historic as closely as possible.

The rehabilitation would involve the replacement of missing historic features that contributed to the building's historic design, namely the bargeboard at the primary façade, as well as historic windows and doors. Available historic photographs convey the appearance of these features as they existed during the period of significance; these photographs can be used as guides so that the replacement features accurately replicate the original.

Therefore, the proposed project would adhere to Standard 6.

Rehabilitation Standard 7: Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, will be undertaken using the gentlest means possible.

Discussion: At the current stage of project development, it is not anticipated that harmful chemical or physical treatments would be used in the rehabilitation of the Shipwright's Cottage, although the exact treatments required for the rehabilitation have not been determined.

Therefore, the proposed project would adhere to Standard 7.

Rehabilitation Standard 8: Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

Discussion: The proposed rehabilitation of the Shipwright's Cottage would involve excavation required by the construction of a new foundation and the lowering of the floor level within the basement by 18". Archeological resources are outside the scope of this Historic Resource Evaluation, which focuses on aboveground historic resources and cultural landscape features. The ASR completed by AECOM and submitted under separate cover will determine whether the proposed project would

affect the boatyard landscape's archeological record and/or would contribute to an adverse change in the significance of the property.

Rehabilitation Standard 9: New additions, exterior alterations, or related new construction will not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale and architectural features to protect the historic integrity of the property and its environment.

Discussion: No new additions are proposed to the Shipwright's Cottage as part of the current project. Exterior alterations include measures to restore the exterior of the building to its appearance during its period of significance, and the intention of the project is to treat historic materials and features sensitively. Proposed exterior alterations to the building include careful repair and, where necessary, replacement of historic features using in-kind materials. The impact of this rehabilitation methodology is described under the other Standards.

The proposed rehabilitation involves the replacement of the current foundation but would not affect the height of the building in relationship to its surroundings, and would retain shiplap siding to the ground level as currently exists. Seismic strengthening proposed for the building would occur at the interior and would not have an effect on the building's massing, size, scale, and architectural features.

The insertion of a door at a historic window opening at the northwest façade, proposed to provide another means of egress out of the building, would introduce a new element that did not exist within the building's period of significance; its dimensions would be larger than the existing historic opening and would require the removal of the existing window, window trim, and historic cladding below the current opening. The proposed door would have a simple design incorporating glazing and would be manufactured of wood, such that it is compatible with the size and materials of historic doors at the building without replicating those doors' design.

Therefore, the proposed project would adhere to Standard 9.

Rehabilitation Standard 10: New additions and adjacent or related new construction shall 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.

Discussion: In the current rehabilitation scope, no new additions are proposed to the Shipwright's Cottage. The seismic strengthening of the exterior walls and chimney of the Shipwright's Cottage would be interior treatments that supplement the existing structural system of the building, and therefore could be removed without affecting the exterior appearance of the building.

The proposed door at the location of an existing, historic window at the northwest façade could be removed in the future and infilled without impairing the essential form and integrity of the building. Furthermore, the window could be documented prior to removal so that accurate reconstruction in the future would be possible.

It may technically be feasible for the plantings and walkway within the Garden Path, as well as the trellis structure at Innes Avenue, to be removed in the future to return the slope to its current condition. Though it is highly doubtful that the new development at 700 Innes Avenue would be removed in the future, theoretically the current low-density character of the Shipwright's Cottage's setting could be returned.

Therefore, the proposed project would adhere to Standard 10.

Discussion of Potential Impacts to the Shipwright's Cottage

As the earlier analysis reveals, the proposed project would be in overall adherence with eight out of ten of the Standards regarding the Shipwright's Cottage. It would not adhere to one of the Standards. Adherence to Standard 8 is outside the scope of this report. Because the proposed project as described does not adhere to all of the Standards, the following analysis is provided to determine if the proposed project may have an effect on the Shipwright's Cottage's character-defining features and historic integrity.

The project proposes minimal changes to character-defining features and materials at the exterior of the Shipwright's Cottage. The project retains the building's historic rectangular plan, front-gabled roof, historic wings and additions, and simple massing that convey its historic architectural character as a vernacular cottage residence. The building will remain in its current location within a sloping lot at the intersection of Innes Avenue and the Griffith Street right-of-way. The project design also involves the repair (and, if found to be necessary, in-kind replacement) of nearly all exterior character-defining features—including wood siding, scrolled window and door hoods, bracketed windows sills, transom panels, masonry chimney, molded window trim, and wood paneled doors. The missing scroll-sawn bargeboard would be replaced at the front façade based on historic photographic documentation. The addition of a new doorway at the current location of a historic window at the northwest façade is required for code-compliant egress but would require the removal of historic window trim. As a result, the project would involve the repair and restoration of most character-defining exterior features associated with the building's original architectural style and period of construction.

Interior alterations to the building would be undertaken in order to convert the former living and administrative areas into a gallery space; all but one partition wall would be removed, as well as the existing staircase and wood panel doors. As a result of these changes, historic materials and spatial arrangements within the interior of the building would be altered, and the building's original use may not be conveyed at the interior. However, interior wall finishes have been repeatedly changed since the building's original construction and period of significance. While the existing arrangement of interior spaces conveys the building's historic character as a modest residence and has been identified as a character-defining feature, the majority of character-defining features located at the exterior of the building will be retained. The exterior character-defining features express the cottage's design, workmanship, and materials, and are crucial to conveying the building's overall historic character as a nineteenth-century vernacular residence in the India Basin neighborhood.

The new park proposed for the 900 Innes Avenue property would involve changes to the setting of the Shipwright's Cottage as an individual resource, such as the demolition of the tool shed and water tank building and the removal of materials from the boatyard office building. Non-historic features such as the east outfitting dock and paint shop and compressor house would also be removed, and the new Overlook Pavilion and steel trellis structure would be constructed west of the Shipwright's Cottage along Innes Avenue. New entrance routes into the park would be located east and west of the Shipwright's Cottage. The new design of the 900 Innes Avenue park would introduce new areas of plantings and pathways that would contribute to its appearance as a contemporary recreational park rather than a historic industrial site. Furthermore, the introduction of new buildings in the immediately vicinity of the Shipwright's Cottage, with taller buildings located within a one-block distance to the east, would affect its integrity of setting to an extent. The proposed project involves the construction of two- to three-story (15'-35') buildings adjacent to Griffith Street, immediately opposite the southeast façade of the Shipwright's Cottage (Figure 148 and Figure 149). The proposed building opposite the Shipwright's Cottage across Griffith Street would step from two to three stories, thus creating a height transition within the adjacent development site. Under both schemes described earlier in this document, the height of buildings within the 700 Innes Avenue property would transition to four- to seven-story buildings; near the intersection of New Hudson

Street and Arelious Walker Drive, located within one block of the east boundary of the resource, 13-and 14-story buildings are proposed. It is anticipated that these buildings would be identifiable as new construction. The new buildings near the Shipwright's Cottage would not be compatible with the massing, size, and scale of the building or other features belonging to its historic environment.



Figure 148. Elevation view of Shipwright's
Cottage in relation to new construction proposed
across Griffith Street, within the 700 Innes
Avenue property
Source: Skidmore, Owings & Merrill, 2016; edited
by Page & Turnbull



Figure 149. Plan view of Shipwright's Cottage in relation to new construction proposed across Griffith Street, within the 700 Innes Avenue property

Source: Skidmore, Owings & Merrill, 2016; edited by Page & Turnbull

As discussed in the significance evaluation section of this document, the Shipwright's Cottage's integrity of setting has already been compromised by the changes that have occurred in its surrounding district since its period of significance—yet it is still able to convey its historic design, construction techniques, function, and scale of development appropriate to the character of India Basin during the building's period of significance. Furthermore, the Shipwright's Cottage retains some elements of its historic setting—namely, its close visual and physical relationship to India Basin, as well as its visual relationship with the Albion Brewery and 911 Innes Avenue across the street. These remaining elements of the building's setting would not be changed directly or obstructed by development on the 900 Innes Avenue or 700 Innes Avenue properties. However, the setting of the Shipwright's Cottage would be further altered through the introduction of new elements within the 900 Innes Avenue property (including the trellis structure and Garden Path), the demolition of the tool shed and water tank building, and the construction of the development within the 700 Innes Avenue property.

Portions of India Basin Shoreline Park and India Basin Open Space are visible from the Shipwright's Cottage. As a result of the proposed project, each of these two properties would be retained as park space. Those portions of these properties that would be most visible from Shipwright's Cottage would not feature new construction that is out of scale with the site's historic environment. Shoreline areas would be open in character and would be planted with marsh vegetation, thus would generally support the historic setting of the site. Therefore, the proposed changes at India Basin Shoreline Park and India Basin Open Space would not negatively affect the setting of the Shipwright's Cottage.

Considered together, the proposed project would affect select character-defining features and has the potential to lessen the Shipwright's Cottage's integrity of setting, materials, and feeling. These changes, however, may not be substantial enough to affect the building's eligibility for listing in the California Register.

POTENTIAL PROJECT IMPACTS TO SURROUNDING HISTORIC RESOURCES

Two buildings located within a one-block radius surrounding the proposed project area at India Basin have been determined to be eligible for listing in the California Register, and are therefore considered historic resources for the purposes of CEQA review. The following section reviews those historic resources from which the proposed project would be visible, and discusses if the proposed project may have the potential to affect their historic integrity or ability to remain eligible for listing in the California Register.

- 881 Innes Avenue (Hunters Point Springs and Albion Brewery): Constructed c. 1870 as a component of a complex serving the Albion Ale and Porter Brewery, this production facility (subsequently converted to residential) is constructed in the Norman style and features stone cladding and a distinctive tower. The building was designated as Article 10 Landmark 60 in 1973; although the initial documentation of the building did not specify its reasons for significance, DPR 523A and 523B forms completed by KVP as part of the India Basin Survey state that the building "appears to be eligible for listing in the National Register under Criterion A (Events) and C (Design/Construction). It is the oldest building in India Basin and probably the oldest brewery in San Francisco and as such it is a unique example of preearthquake brewery design."
- 911 Innes Avenue: Constructed c. 1873, the two-story residence at 911 Innes Avenue contributed to the early collection of houses constructed and occupied by shipwrights at India Basin during the final quarter of the nineteenth century. The building, which has elements of the Italianate style, is identified as a historic resource on the San Francisco Property Information Map. DRP 523A and 523B forms completed by KVP during the India Basin survey stated that building appears eligible for listing in the California Register under Criterion 1 (Events) and Criterion 3 (Architecture).

The proposed project would introduce three- to four-story buildings across Innes Avenue from 881 Innes Avenue, which would also be visible from 911 Innes Avenue; the new development would also include 13- and 14-story buildings near the intersection of Arelious Walker Drive with New Hudson Street that would be visible to both buildings. The development would alter the setting of the two historic resources to an extent, and would not be compatible with the scale of the resources or that of their historic environment. The significance of these buildings under Criterion 1 is related to their physical features but also to their setting that conveys the development of the India Basin area during the late nineteenth and early twentieth centuries. The most important remaining elements of these resources' historic setting—their close visual and physical relationship to India Basin, as well as its visual relationship between the Shipwright's Cottage, the Albion Brewery, and 911 Innes Avenue—would not be changed by the proposed project. Furthermore, each of these two resources conveys its architectural significance under Criterion 3 principally through its historic design, materials, and workmanship, which would not be directly affected by the project.

DISCUSSION OF CUMULATIVE IMPACTS

CEQA defines cumulative impacts as follows:

"Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable

⁹⁹ Kelley & VerPlanck, India Basin Survey, Appendix B.

probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.²⁵

The analysis of project-specific impacts found that the project may affect the historic character and integrity of 702 Earl Street, the India Basin Scow Schooner Boatyard, and the Shipwright's Cottage. There is also the potential that the project could contribute to a cumulative impact to historic resources in combination with other projects in the immediate environment.

The information in the following table has been provided by AECOM for currently proposed projects, for the purposes of determining cumulative impacts under CEQA:

Name	Location	Description
Candlestick Point—Hunters Point Shipyard (Phases 1 and 2) Blue Greenway Bay Trail	702 acres along the southeastern waterfront of San Francisco (281 acres at Candlestick Point and 421 acres at Hunters Point Shipyard) Along 13-miles of San	6,225 dwelling units, 125,000 sf of neighborhood retail, 50,000 sf of community facilities, 150,000 sf of office, 10,000-seat performance venue, and 220 hotel rooms Series of connected parks,
, ,	Francisco's southeastern waterfront	trails, and green open space
Hunters View	227-229 West Point Road in San Francisco	Demolition of all of the existing public housing units and other community facilities on the site and development of 800 new residential units, including 350 affordable rental units (267 of which will be the replacement public housing units) and up to 450 home ownership units
Executive Park	71-acre subarea of the Bayview Hunters Point Area Plan located in the southeastern part of San Francisco, just east of U.S. Highway 101 and along the San Francisco/San Mateo County boundary	Two new residential development projects (totaling 964 residential units) north of Executive Park Boulevard North and north of Crescent Way. Demolition of the existing office park development within a 14.5-acre southern portion of the Subarea Plan Area to a new, primarily residential area (with 1,600 residential units and about 73,000 gsf retail).
Brisbane Baylands	684 acres along US-101 in Brisbane immediately south of the border with San Francisco	Four schemes under consideration
Visitacion Valley/Schlage Lock (Redevelopment Zones 1 and 2)	46 acres in San Francisco's Visitacion Valley neighborhood extending on both sides of	2,014 dwelling units, 72,700 sf of neighborhood-serving commercial, and 25,000 sf of cultural/

Name	Location	Description
	Bayshore Boulevard roughly between Sunnydale Avenue and Blanken Avenue	institutional/education development
Eastern Neighborhoods Plan	Approximately 2,200-acre area on the eastern side of the City	Changes in zoning controls and General Plan amendments intended to encourage new housing while maintaining or creating cohesive neighborhoods
India Basin Transportation Action Plan	Project vicinity	Changes to Right-of-Ways along nearby streets
MUNI Forward	City-wide, including in project vicinity	Changes to bus routes, lanes, and bulb-outs along nearby streets
San Francisco Bicycle Plan	City-wide, including in project vicinity	Changes to bike lanes along nearby streets

These currently proposed projects may represent a cumulative impact on known historic resources within the project area. Several of these proposed projects are located greater than one mile away from any historic resources within the project area. These include Executive Park, Brisbane Baylands, Visitacion Valley/Schlage Lock, Eastern Neighborhoods Plan, and Candlestick Park component of the Candlestick Point—Hunters Point Shipyard project.

Four of the proposed projects are related to transportation improvements throughout the India Basin area. The Blue Greenway Bay Trail is already considered in the project-specific impacts analyses in this report, as this trail would lead through the 900 Innes Avenue property (referred to as the Bay Trail in the project description and impacts discussion for the India Basin Scow Schooner Boatyard). This trail already exists at India Basin Shoreline Park and India Basin Open Space and contributes to the current setting of historic resources. Outside of the project area, the Blue Greenway Bay Trail would be a surface trail that would not be visible from any of the historic resources discussed in this report. Similarly, the changes to right-of-ways proposed by the India Basin Transportation Action Plan largely conform to the right-of-way alignments described for the 700 Innes Avenue project in this report, and therefore have already been considered for their potential to cause project-specific impacts to historic resources. The San Francisco Bicycle Plan and MUNI Forward plan propose changes to municipal bus routes and streetscape infrastructure, such as bulbouts and bicycle lanes at Innes Avenue, that are not considered to detract noticeably from the setting of historic resources. Therefore, none of these proposed projects appears to affect the California Register eligibility of identified historic resources when combined with the proposed project.

The remaining two currently proposed projects involve the construction of new housing in the general vicinity of the project area. The Hunters Point Shipyard project is a multi-use development under construction; it is located east of Earl Street, the eastern boundary of the project area, and continues east and south to cover the former Hunters Point Naval Shipyard and surrounding land. Buildings that have been completed as part of this project include four-story, multi-unit residential buildings along the eastern edge of Donahue Street. The area north of Innes Avenue between Earl Street and Donahue Street would be redeveloped as Northside Park, which would provide a buffer of open space between the proposed project and the Hunters Point Shipyard project. Buildings belonging to the Hunters Point Shipyard project may be visible from 702 Earl Street but are located over two blocks east of additional historic resources, outside of their immediate settings; therefore, the Hunters Point Shipyard project is considered to have the potential to contribute to a cumulative

impact only to 702 Earl Street.

The Hunters Point Shipyard project would be located across Earl Street from the new location of 702 Earl Street, although the adjacent portion of the Hunters Point Shipyard site would comprise Northside Park—which would retain the current undeveloped character of the area between Earl Street and Donahue Street. Generally, the park would support 702 Earl Street's historic setting within the sparely developed India Basin area. Therefore, the immediate setting of 702 Earl Street would not be substantially altered by the Hunters Point Shipyard. However, the construction of new multi-unit residential units southeast of Donahue Street would contribute to the broader mixed-use redevelopment of the Hunters Point neighborhood adjacent to Innes Avenue, of which the current project is part. Although Northside Park would provide a large area of open space, it would ultimately be edged along Early Street and Donahue Street by dense new development that contrasts clearly with the low-scale, industrial development pattern that has characterized India Basin since the late nineteenth century. As a result, the Hunters Point Shipyard and the current project at the 700 Innes Avenue property would have an effect 702 Earl Street's integrity of setting. However, the building's integrity of setting is less important to conveying its historic significance under Criterion 3 (Architecture) than its integrity of design, materials, and workmanship, which the Hunters Point Shipyard project would not alter.

The Hunters View project is a multi-use development proposed to be located on the hill northwest of Hunters Point Boulevard and opposite the western edge of the project area. The location of Hunters View currently contains two-story, 1950s-era public housing complexes. Phase I of the project, located west of Middle Point Road, is underway. Buildings belonging to the development may reach as tall as 65' in height. The eastern boundary of the Hunters View project site is approximately one-and-one-half blocks west of identified historic resources the Shipwright's Cottage, India Basin Scow Schooner Boatyard, and 911 Innes Avenue. Hunters View is therefore marginally within the immediate setting of these historic resources, but its topographically elevated location may allow it to be visible from these resources. While physically separated from the India Basin historic resources, the Hunters View project would contribute to the dense residential development of neighborhoods adjacent to Innes Avenue. Hunters View would not have a direct or physical effect on the characteristic features and materials of the Shipwright's Cottage, or on the spatial and functional relationships of the India Basin Scow Schooner Boatyard's cultural landscape. Hunters View would introduce new multi-story buildings to the west-northwest of these resources. The 700 Innes Avenue property would introduce similarly dense development immediately to the east. The combined result of these two projects would be that the Shipwright's Cottage and India Basin Scow Schooner Boatyard site would lie between two areas of new construction that do not support the resources' historic industrial setting.

However, the most important remaining elements of the resources' historic setting—their close visual and physical relationship to India Basin, as well as their visual relationship with the Albion Brewery and 911 Innes Avenue—would not be changed by the Hunters View project in combination with the proposed project. These aspects of setting are important considerations for the resources' significance under Criterion 1 (Events). The significance of these resources under Criterion 1 is related to their physical features but also on their setting that conveys the development of the India Basin area during the late nineteenth and early twentieth centuries. Furthermore, the Shipwright's Cottage conveys its architectural significance under Criterion 3 principally through its historic design, materials, and workmanship. Closely related projects in the vicinity of the project site would not physically alter or remove these characteristics. The India Basin Scow Schooner Boatyard site and Shipwright's Cottage may retain sufficient integrity to convey their respective historic significance.

X. PROJECT IMPROVEMENT MEASURES AND MITIGATIONS

The discussion included in this report indicates that the proposed project at the 700 Innes Avenue and 900 Innes Avenue properties may affect the historic character and integrity of three historic resources—the India Basin Scow Schooner Boatyard, the Shipwright's Cottage, and 702 Earl Street. The following project improvement measures are provided to fulfill the intentions of the project, which is still under conceptual development. The measures are meant to supplement the existing scope and would potentially help the project to meet additional Standards.

PROJECT IMPROVEMENT MEASURES: 900 INNES AVENUE PROPERTY

The following project improvement measures are recommended for the San Francisco Department of Recreation and Parks' project within the 900 Innes Avenue property; if incorporated in the proposed project, they may allow historic resources to adhere better to the Standards and experience less of a change in historic integrity.

<u>Project Improvement Measure A: Reduce or change the types of plantings from the slope into the India Basin Scow Schooner Boatyard from Innes Avenue, as well as plantings from the current location of the non-historic storage building.</u>

The slope into the new park between the Shipwright's Cottage and the proposed Overlook Pavilion would be a noticeable new landscape area within the site, and would introduce an area of plantings where residences and industrial buildings existed historically. These plantings are drought resistant and are appropriate to a waterfront setting, including succulents, grasses, shrubs, and flowers. However, these would be densely planted in the property west of the Shipwright's Cottage and are not strictly consistent with the industrial character that has existed at the site during its period of significance. The non-historic storage building would be demolished and replaced with an area of garden plantings and trees, which would contrast with the utilitarian, industrial character that this site had historically.

Incorporation of this project improvement measure would help the proposed project adhere to Standards 1, 2, and 9 and would help retain the India Basin Scow Schooner Boatyard's integrity of design, feeling, and association; this project improvement measure would also help retain the Shipwright's Cottage's integrity of setting and feeling.

<u>Project Improvement Measure B: Retain and reuse historic materials and wall locations in the interior of the Shipwright's Cottage.</u>

The proposed project involves the removal of partition walls from their historic locations within the interior of the Shipwright's Cottage; the configuration of the walls help the building to convey its historic use as a modest residence, although finishes are not historic. The rehabilitation of the building would also involve the removal of the historic wood panel doors and staircase from the interior that contribute to its historic character. The wall locations could be retained, involving the reuse of the historic interior panel doors where they existed historically. The doors, if removed, could also be salvaged for reuse in other locations within the building.

Incorporation of this project improvement measure would help the proposed project adhere to Standard 5. This project improvement measure is encouraged as it would help retain the Shipwright's Cottage's integrity of design, materials, feeling, and association.

<u>Project Improvement Measure C: Retain cultural landscape features that contribute to the India Basin Scow Schooner Boatyard site.</u>

The proposed project involves the removal of one contributing building—the tool shed and water tank house—as well as the water fence posts, which are located off-shore. It may be determined that the removal of additional contributing cultural landscape features is required following the completion of remediation studies.

Incorporation of this project improvement measure would help the proposed project adhere to Standards 1, 2, and 5 and would help retain the India Basin Scow Schooner Boatyard's integrity of design, materials, workmanship, feeling, and association.

MITIGATION MEASURES

If the project improvement measures listed above are not incorporated into the proposed project and/or are not sufficient to minimize potential impacts to historic resources as part of the project design, the Planning Department may identify mitigation measures to assist in lessening the project-specific impacts. Mitigation measures may include documentation, interpretation, and salvage.

XI. CONCLUSION

This Historic Resource Evaluation has considered properties contained within a project area in the India Basin neighborhood of San Francisco. Three of these properties have been found eligible for listing in the California Register for their various associations with the maritime history and architectural practices of the India Basin neighborhood in southeastern San Francisco: the Shipwright's Cottage, the India Basin Scow Schooner Boatyard, and 702 Earl Street. These resources are thus considered historic resources for the purposes of CEQA review.

Upon analysis of the proposed project at the 700 Innes Avenue property, 900 Innes Avenue property, India Basin Shoreline Park, and India Basin Open Space, the proposed project as designed has the potential to alter significant characteristics of 702 Earl Street and the India Basin Scow Schooner Boatyard. The project would retain most significant characteristics of the Shipwright's Cottage, although it would involve changes to the building's setting and secondary interior features. Project improvement measures are included in this report to supplement the existing conceptual design scope; if incorporated, these measures may bring the project in better compliance with the Standards and may lessen the project's effect on the historic resources.

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APPENDIX A. AVAILABLE BUILDING PERMITS

702 EARL STREET 838-840 INNES AVENUE 900 INNES AVENUE

March 8, 2017 Page & Turnbull, Inc.

702 EARL STREET

March 8, 2017 Page & Turnbull, Inc.

OFFICIAL COPY

FRAME BUILDING Certificate of Final Completion must be obtained on completion of baileing, pursuant to Sec. 9 -Ordinance 1005 (N. S.)
Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth: CORNER (1) Location of Lot S.W. Side of HUDSON & EARL 75 Feet ON OF HUDSON - 100 ON EAKL St. No. (2) Number of Stories ONE Basement. (WITHOUT) (3) Total Cost \$ 75000 (4) Purpose or Occupancy... SHOP TO MAN . LIGHT HOWE No. of families. (5) Size of lot. 75 AICC Ft, Front 25 Ft. Rear (6) Any other building on lot at present. No. (7) Contractor (DOES) carry Workmen's Compensation Insurance. (8) Supervision of construction by Address _ I hereby certify and agree, if a permit is issued, that all the provisions of the BUILDING LAW, THE BUILDING ZONE ORDINANCES, SET-BACK LINE REQUIREMENTS AND THE FIRE ORDINANCES OF THE CITY AND COUNTY OF SAN FRANCISCO and the STATE HOUSING ACT OF CALIFORNIA will be complied with, whether herein specified or not; and I hereby agree to save, indemnify and keep harmless the City and County of San Francisco against all liabilities, judgments, costs and expenses which may in anywise accrue against sail city and county in consequence of the granting of this permit, or from the use or occupancy of any sidewalk, street or sub-sidewalk placed by virtue thereof, and will in all things strictly comply with the conditions of this permit. (9) Architect No Certificate No. License No. State of California City and County of San Francisco Address .. (10) Engineer License No.

City and County of San Francisco Certificate No. State of California (11) Plans and specifications prepared by Other than Architect or Engineer... Address ... OWNER (12) Contractor License No. License No. City and County of San Francisco State of California Address (13) Owner W. J. HEERDT 1222 MISSION ST. SELF. Owner's Authorized Agent.

The Department will call up telephone No ... or changes are necessary on the plans submitted. MARKET 3181 if any alterations

Certificate of Final Completion must be obtained on completion of building pursuant to Sec. 9 -Ordinance 1008 (N. S.)

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ARCHITECT

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By STEVE HAJNAL, DBI

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FULL IN CHELL SAN FRANCISCO APPROVED DEPARTMENT OF BUILDING INSPECTION. JUL 14 2000 FOR ISSUAN DEPARTMENT OF 2000/07/14/5202 BUILDING INSPECTION FRANK Y. CHIU, DIRECTOR TO DEP? CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF PHILDING INSPECTION APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND FORM 3 OTHER AGENCIES REVIEW REQUIRED APPROVAL NUMBER: OSHA APPROVAL REQ'D FORM 8 OVER-THE-COUNTER ISSUANCE ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH. DO NOT WRITE ABOVE THIS LINE NUMBER OF PLAN SETS ILING FEE RECEIPT NO C -1400 INFORMATION TO BE FURNISHED BY ALL APPLICANTS LEGAL DESCRIPTION OF EXISTING BUILDING O MIXED - REGID & COMMERCIAN DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION DECOMMEN YES Q YES O YES E NO TO NO NO SEE 2994 ADDITIONAL INFORMATION 7) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING?) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT (19) DOES THIS ALTERATION CREATE DECK OR HORIZ EXTENSION TO BUILDING YES (20) IF (19) IS YES, STATE NEW GROUND NO FLOOR AREA YES D NO > 1) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? (22) WILL BUILDING EXTEND BEYOND PROPERTY LINE? (23) ANY OTHER EXISTING BLOG (24) DOES THIS ALTERATION YES O YES D YES D YES D NO NO V NO X IMPORTANT NOTICES NOTICE TO APPLICANT No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code. HOLD HARMLESS CLAUSE: The permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions. No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Panal Code. In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (I), or (II) designated below or shall indicate item (III), or (IV), or (V), whichever is applicable. If however item (V) is checked item (IV) must be checked as well. Mark the appropriate method of compiliance below: Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site. Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this department for approval. I hereby affirm under penalty of perjury one of the following declarations: I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED. BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED. I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are: APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) OR (24). THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED. The cost of the work to be done is \$100 or less. In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

APPLICANT'S CERTIFICATION

ARCHITECT GAGENT

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

9003-03 (REV. 1/96)

O LESSEE

CHECK APPROPRIATE BOX O OWNER

D CONTRACTOR D ENGINEER

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be doemed revoked.

I certify as the owner (or the agent for the owner) that in the performance of the work which this permit is issued, I will employ a contractor who complies ikers' compensation laws of California and who, prior to the commenceme of will file a complete copy of this form with the Central Permit Bureau.

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(17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORYTY OF BUILDING? (21) WILL SIDEWALK OVER SUB-SUBWALK SPACE BE REPARATED OR ALTERED? (28) MILL BUILDING REPARATE OR ENGINEER (DESIGN CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION FAM, IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN") ADDITION (18) IF (17 IS YES, STATE REW HEIGHT AT ENEW HEIGHT AND FAMOLIA CHETTER HAVE ENTER HEIGHT AT ENEW HEIGHT AT ENTER HAVE AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN") **UNAND HEIGHT AT ENTER HAVE AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN") **UNAND HEIGHT AT ENTER HAVE AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN") **UNAND HEIGHT AT ENTER HAVE AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN") **UNAND HEIGHT AT ENTER HAVE AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN") **UNAND HEIGHT AT ENTER HAVE AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN") **UNAND HEIGHT AT ENTER HAVE AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN")	TIONAL INFORMATION 199 DOES THIS ALTERATION CREATE DECK OR HORIZ FIT. (20) IF (19) IS YES, STATE NEW GROUND CREATE DECK OR HORIZ PATTENDED CALLED CONTROL OF COLOR AREA SOLFT. YES
IMPORTANT NOTICES No change shall be made in the character of the occupancy or use without first obtaining a Bu Permil authorizing such change. See San Francisco Building Code and San Francisco Housit Code. No portion of building or structure or scaffolding used during construction, to be closer than 6 any wire containing more than 750 volts See See 386, California Penal Code. Pursuant to San Francisco Building Code, the building permit shalt be posted on the job. The owner is responsible for approved plans and application being kept at building site. Grade lines as shown on drawings accompanying this application are assumed to be correct, schall grade lines are not the same as shown revised drawings showing correct grade lines, or and filts together with complete details of retaining walls and wall footings required must be submitted to this department for approval. ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED. BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED. APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELEC WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMUST BE OBSTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OLD ABOVE OUESTIONS (10) (11) (12) (13) (22) OR (24). THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMITSUE. CHECK APPROPRIATE BOX. OWNER APPLICANT'S CERTIFICATION I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, SO F THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.	hold harmless the City and County of San Francisco from and against any and all claim, demands and actions for dranges resulting from operations under this permit, regardless of negligence the City and County of San Francisco, and to assume the defense of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions. In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (f), or (f) designated below or shall indicate item (III), or (IV), or (V), whichever item (V) is checked letem (V) must be checked as well. Mark the appropriate method of compliance below. I hereby affirm under penalty of perjury one of the following declarations: () I. I have and will maintain a certificate of consent to salf-insure for worker's compensation, as provided by Section 3700 of the Labor Code, for the performance the work for which this permit is issued. () II. I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are: Carrier Policy Number () IV. Certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California. I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of Section 3800 of the Labor Code, of that the permit herein applied for shall be deemed revoked. V. I certify as the owner for the agent for the owner) that in the performance of the work for which this permit is issued, I which this permit is issued, I which this permit is issued, I which the certificate of the work for owner, will fine a portfoliet degree or shall be deemed revoked.

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SEP 2 3 2009

APPLICATION FOR BUILDING PERMISSION FOR BUILDING OFFICIAL
APPLICATION OF BUILDING PERMISSION OF BUILDING OFFICIAL
APPLICATION OF BUILDING PERMISSION OF BUILDING OFFICIAL
APPLICATION OF BUILDING OF BUILDING OFFICIAL DEPARTMENT OF BUILDING INSPECTION 2009-0921-72

APPLICATION NUMBER

ADDITIONS, ALTERATIONS OR REPAIRS APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS FORM 3
OTHER AGENCIES REVIEW REQUIRED AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE FORM 8 OVER THE COUNTER ISSUANCE

~	R THE COUNTER ISS MBER OF PLAN SETS	UANCE ACCORDIN	IFICATIONS SUBMITTED H IG TO THE DESCRIPTION / TER SET FORTH	EREWITH AND AND FOR THE PURPOSE	APPROVAL NUMBER
DATE HLED	FILING FEE RECEIPT NO	(1) STREET ADDRESS OF JOB	BLOCK	& LOT	I SE
9/2/109		702 EARL ST	(20) REVISED COST	44 - 1	ASEA
1 95134	9-23-09	(ZA) ESTIMATED COST OF JOB	BY CUST	DATE 9/21/08	
	INFO	RMATION TO BE FURNISH	HED BY ALL APPLICAN	rrs / / /	
300000		LEGAL DESCRIPTION OF	EXISTING BUILDING		
CO STOR	NO OF BASEMENTS TO AND CELLARS	2 COMMERCIAL	tuying Resulentry	(8A) OCCUP CLASS	NO OF PLLING 1
		RIPTION OF BUILDING AFTE	R PROPOSED ALTERATI		
	IPANCY 3 BASEMENTS AND CELLARS	Commercial	I Residentia	RS PO DIE	NO OF ELLING TS
(10) IS AUTO RIDAWAY TO BE CONSTRUCTED OR ALTERED?	YES COMETE NO ZZI COMETE	DURING YES CI	PERFORMED? N	ES XI (13) PLIMENNE WORK TO BE PERFORMED?	YES DY
(14) GENERAL CONTRACTOR MICHUEL	HAMMAW-	02 FARL St, SF	94124 - 643-13	76 - 3/74/7 - 0, PHONE (FOR CONTACT BY DEPT.)	1/3/12011
(15) OWNER LESSEE (CROSS O	U.A	2 EARLST SF 9	411 v	415 643-1	371
(10) WHITE IN DESCRIPTION OF	LL WORK TO BE PERFORMED UNDER THE	SAPPLICATION (REFERÊNCE TO PLANS IS NOT SUR		residential and sheet pu	ch
Stair	way -	1 ECC TIME	50%	- Add ca	Tund
Not	Visible	from street.	4 50/0	- 3/200	
No	Structural	ADDITIONAL INF	bulding.		
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(25) ARCHITECT OR ENGINEER (DESIGN (T) CONSTRUCTION (T)	ADDRESS*		CALIF CERTIFICATE NO	/

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtain! g a Bu Permit authorizing such change. See San Francisco Building Code and San Francisco Housi

of building a structure a scaffolding used during construction to be closer the 50° to ontaining more than 750 volts See Sec 385 California Penal Code

Pursuant to San Francisco Building Code the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept. I building site.

Grade lines as shown o drawings accompanyl g this application are assumed to be correct actual grade it see an not the same as shown revised drawings showing correct grade lines and fills together with complete details of retaining wells a d wall footings req lined must be submitted to the detailment. and file together with complete details of submitted to this department for approval

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF AN IF THERE IS NO KNOWN CONSTRUCTION LENDER ENTER "UNKNOWN")

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED WHEN REQUIRED

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MIGHT BE OBTAINED SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (23) OR (24)

THIS IS NOT A BUILDING PERMIT NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED

in dwellings all insulating materials must have a clearance of not less than two i thes from all electrical situs or equipment

CHECK APPROPRIATE BOX
OWNED
ARCHITECT
LESSEE
AGENT
CONTRACTOR
ENGINEER

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION

DESCRIBED IN THIS APPLICATION ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS

AND ORDINANCES THERETO WILL BE COMPLIED WITH

9003-03 (REV 1/02)

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE The permittee(s) by acceptance of the permit gree(s) to Indemnsily a d hold harmless the City and County of Sa. F. a claco from and against any and all claim demands and action for damages results ig from operations under this permit repartiess of eightence of the City and County of San Francisco and to assume the diete se. I the City a. County of San Francisco and to assume the diete se. I the City a. County of San Francisco against all schicking demands an action.

nity with the provisions of Section 3800 of the Lab ir Code I the State of Californ a the shall have coverage under (i) or (ii) designated below o shall indicate item (iii) or (iv) or (iv) is applicable. If however flow (iv) is chacked item (iv) must be checked as well. Mark the method of compliance below.

sillirm der pe alty of perjury one if the following declar also

ADDRESS

- I have and will meintain a certificate of consent to self instine for worker's compensation as provided by Section 3700 of the Labor Code to the performance the work for which this permit it is lessed.
- I have and will maintain workers compensation insurance as required by Sectio 3700 of the Labor Code for the performance of the work for which this permit is issued. My workers compensatio insurance carrier and policy number are.

 Carrier

 Carrier

Policy Mumber 238 - 000 442 - 8

The cost of the work to be done is \$100 or less

- (V) Loardly that in the performance of the work for which this permit is issued. I shall not empary person in any manner so as to become subject to the worker's comprisession tows of Cellionnia. I further schowdedge that understand that in the event that it should become subject to the worker's compensation provisions of the Labor Code of Cellionnia and fail it comply tothwith with the provisions of Seasotian 3500 of the Labor Code that the permit herein applied for shall be cleared revoked.
- rdily as the owner (or the agent for the owner) that in the perior chittle permit is issued if will employ a contractor who compile opposed only of the commencer potested copy of this topm with the Central Permit Bureau

OFFICE COPY

REPE	d signature and / or planting The	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
EPARTMEN ILDING INSPI	If M18-8670, to achecide impositions for planting This imposition and / or planting This imposition is approved without site inspection, ficially planting or electrical plan review and does not constitute an approved of the bridging Work / TOM upstable croises Any electrical or planting work Tom a little and require experience appropriate separate permits	C HUI DBI
	BUILDING INSPECTOR, DEPT OF BLDG. INSP	NOTIFIED MR
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	MECHANICAL ENGINEER, DEPT OF BLDG. INSPECTION	NOTIFIED MR
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	HOUSING INSPECTION DIVISION	NOTIFIED MR

838-840 INNES AVENUE

March 8, 2017 Page & Turnbull, Inc.

BLDG.	FOR PERMIT TO ERECT S 3 & Location & STORY FRAME BUILDING	Filed Approved:		Superintendent Bureau of Building Lawoction	Issued Cartificate of Final Commission	Applied for 198 Normannia 198
NORTH		STREET	APPROVED (M. 1 : nemer orknown			
WHILL	Approved:	Approved: \$15.38 Approved: Fig. 1888 City Planning Commission	, , , , , ,	Approved: Department of Electricity	Approved: Bureau of Engineering	Approved:
Bureau of Fire Prevention and Public Safety Construct and install on building to satisfac- tion of Bureau of Fire Prevention the follow- ing fire protection equipment and appliances:	F. D. (Dry) Standpipes	Pumps	Actingeration converse management and acting acti		pproved: Dureau of Fire Prevention and Public Safety	pproved:



F 484 10M-8-97

Write in Ink-File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS

CENTRAL PERMIT BUREAU

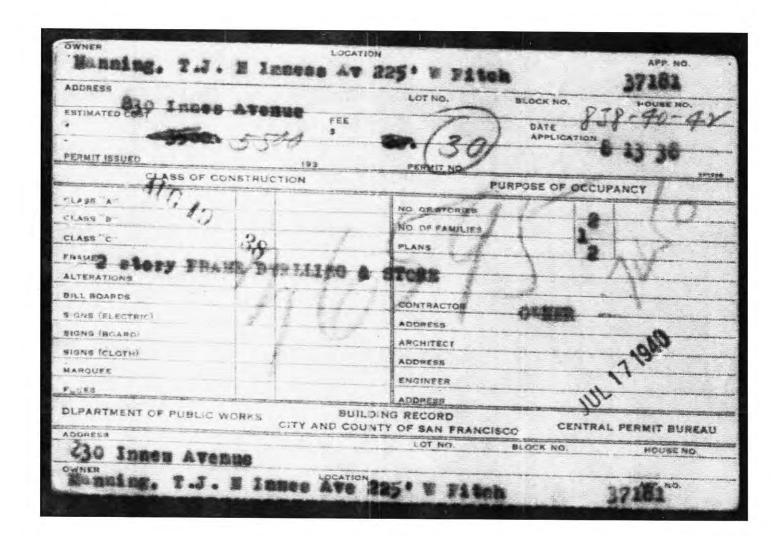
BLDG. FORM

APPLICATION FOR BUILDING PERMIT

		2 FR.	AME BUILDING	
			145-157 III Seep Chart in Seasy broadway	aug 13 193 8
	Fran	application is hereby made to the Depi cisco for permission to build in accorda according to the description and for the	nce with the plans and spec	ifications submitted herewith
	(1) 9 æ	Location of Lorenzes Orcide of		Guffint Fitch Street
>	-	Free Wester bitch	St. No.	Block No.
	(2)	Number of Stories		(WITH) Basement.
		Total Cost \$ 300	market of the same	
	(4)	Purpose of Occupancy Stock & Iwel	ling No. of rooms 6	No. of families /
	(5)	Size of lot 50 X 100 Ft, Front	50 Ft. Rear. 50	Ft. Deep / 0 0
	(6)	Any other building on lot at present		
	(7)	Contractor (DOES) Contractor (DOES NOT) carry Works	ien's Compensation Insuranc	e.
	(8)	Supervision of construction by 1972	vner	nejúnosnom en
		Address 830 Lunes	ave.	MAGATITE MANAGEMENT AND
	grant by vi	offy and keep harmless the City and Co and expenses which may in anywise ac- ing of this permit, or from the use or c rtue thereof, and will in all things strict.	erue against said city and c ecupancy of any sidewalk, s y comply with the condition	ounty in consequence of the
		Certificate No.	License No.	r gran og men i sinn i e
80		To Service .	City and County of Sa	n Francisco
		Address		
	(10)	Engineer.		
		State of California	License No City and County of Sar	Francisco
	(11)	Address Plans and specifications prepared by	of a strong of the companion of the property of the control of the	review (1) (1) (2) (April 1) (April 2) (April
	,	Other than Architect or Engineer	- Control and the control and the control of the co	
		Address	The second section of the second section of the second sec	** ** ** ***
	(12)	Contractor way wor	a owner	- 3.90 mim 1 i-
		License No State of California	License No City and County of Sar	Francisco
		Address		
	(13)	Owner Stromas & Ma	esuny	
		Address 830- Wines	we!	
		By Jan Junessi	- Cel	anacest - still agreement from the
	Side S	Sewer In Not In	Own	er's Authorized Agent.
			and the same of a same	John Committee of the C

The Department will call up telephone No. Mussion 7845 if any alterations or changes are necessary on the plans submitted.

CERTIFICATE OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF DUILDING, PURSUANT TO SEC. 9, ORDINANCE $1008\ (N.\ S.)$



INSPECTOR'S REPORT WORK COMMENCED PREUS 8.22 1938 7-24 -61939 WORK COMPLETED 8-22 EXCAVATING, STARTED FOUND, FORMS. 8.23 WENT OVER RET, WALL CONSTN. WITH OWNER. TO PHONE ME BEFORE YOUR. 8.27 SETTING STEEL, NO ONE ON VOE. 8-29 STEEL SET. POURING FOUNDATIONS. SAWOWNER. 9.3 SAW OWNER. READY TO COMPLETE FOUNDATION POUR 9.8 FRAMING BASMT. STORY. 9.10 CK. WITH ENG. HILL WHO BLLOWED MOVING DIAG, SHEATHING AT REAR & 2XG ROOF VOISTSON 320,C. WITH 2.2" "10" GIRDERS FOR ROOF. SAW OWNER. EXPLAINED CORRECTIONS. 9.14 FRAMING IST STORY. 9.22 FRAMED TO STREET LEVEL. 9.26 RAT-PROOF. BEACING, FRAMING. 10.7 FRAMIL'S ROOF CHECKED WITH CARPENTER ON CALL FOR INFORMATION. ON CALL FUE

10.15 FRAMED.
10.15 FRAMED.
10.10 COUSTED FOREMAN, ROOFING,
10.29 ROOFING, EMECKED WITH DWAY.
10.5 DANER REQUESTED TRUCTL. HANGE TOLD HIM TO.
SUBMIT CHANGE SKETCH. SHEATHING.
TILL Schult. BUREAU OF BUILDING INSPECTION Reported 7/24/39

OFFICIAL COPY	WONDERLITE NEON PRU STREET UN STREET
	Jensen Je
•	APPROVED: APPROVED: APPROVED: City Planning Commission APPROVED: Director of Public Health APPROVED: Bureau of Engineering APPROVED: APPROVED: APPROVED: APPROVED: APPROVED: APPROVED:
	BUREAU OF FIRE PREVENTION AND INVESTIGATION Construct and install on Building to Satisfaction of Bureau of Fire Prevention the Following Fire Protection Equipment and Appliances F. D. (Dry) Standpipes Wet Standpipes Wet Standpipes Automatic Fire Pumps Automatic Fire Pumps Automatic Sprinkler System Water Service Connection Groundfloor Pipe Casings. Retrigeration Incinerators APPROVED: FRANK P. KELLY, CHIEF Division of Fire Prevention and Investigation By

CENTRAL PERMIT BUREAU P NO AM

Write in Ink-File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF DEPARTMENT OF PUBLIC WORKS
BUILDING INSPECTION BLDG. FORM

CENTRAL PERMIT BUREAU

APPLICATION FOR BUILDING PERMIT

3	ALTERATION FEB 5 1942
r permission to build in acc	the Department of Public Works of the City and County of San Franciscordance with the plans and specifications submitted herewith and according purpose hereinafter set forth:
Location 840	Junio ave
) For what appears is a second	ent building now used? Letail Flore
	ilding be used hereafter.
) Total Cost \$/00	
	done Is motelland dente for
corrected	new Bigw
	<u> </u>

ee es - L	accordance week ordinance
Salar	a markance were organism
	Walter of Communication
(DOES NOT)	carry Workmen's Compensation Insurance.
Supervision of construction	on by
Address	***************************************
I hereby certify and agree HLDING ZONE ORDINA NCES OF THE CITY AN LIFORNIA will be complie mulify and keep harmless that the and expenses which may	, if a permit is issued, that all the provisions of the BUILDING LAW, THE NCES, SET BACK LINE REQUIREMENTS AND THE FIRE ORDID COUNTY OF SAN FRANCISCO and the STATE HOUSING ACT OF MITTER OF SAN FRANCISCO and I hereby agree to save, in the City and County of San Francisco against all liabilities, judgments in anywise accrue against said city and county in consequence of the grant.
I hereby certify and agree ILDING ZONE ORDINA. NCES OF THE CITY AN LIFORNIA will be complied and keep harmless that and expenses which may of this permit, or from the reof, and will in all things.	, if a permit is issued, that all the provisions of the BUILDING LAW, THE NCES, SET BACK LINE REQUIREMENTS AND THE FIRE ORDID COUNTY OF SAN FRANCISCO and the STATE HOUSING ACT OID with, whether herein specified or not; and I hereby agree to save, in the City and County of San Francisco against all liablifies, judgments in anywise accrue against said city and county in consequence of the grant is use or occupancy of any sidewalk, street or sub-sidewalk placed by virtue strictly comply with the conditions of this permit.
I hereby certify and agree ILLDING ZONE ORDINA. NCES OF THE CITY AN LIFORNIA will be complied to and expenses which may to f this permit, or from the reof, and will in all things and Architect.	if a permit is issued, that all the provisions of the BUILDING LAW, THE NCES, SET BACK LINE REQUIREMENTS AND THE FIRE ORDID COUNTY OF SAN FRANCISCO and the STATE HOUSING ACT Of with, whether herein specified or not; and I hereby agree to save, in the City and County of San Francisco against all liabilities, judgments in anywise accrue against said city and county in consequence of the grant are use or occupancy of any sidewalk, street or sub-sidewalk placed by virtual strictly comply with the conditions of this permit.
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I hereby certify and agree ILLDING ZONE ORDINA. NCES OF THE CITY AN LIFORNIA will be complie mify and keep harmless ti ts and expenses which may of this permit, or from the reof, and will in all things. Architect Certificate No. State of California Address.	if a permit is issued, that all the provisions of the BUILDING LAW, THE NCES, SET BACK LINE REQUIREMENTS AND THE FIRE ORDID COUNTY OF SAN FRANCISCO and the STATE HOUSING ACT Of with, whether herein specified or not; and I hereby agree to save, in the City and County of San Francisco against all liabilities, judgments in anywise accrue against said city and county in consequence of the grant a use or occupancy of any sidewalk, street or sub-sidewalk placed by virtual strictly comply with the conditions of this permit. License No. City and County of San Francisco
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I hereby certify and agree ILDING ZONE ORDINA. NCES OF THE CITY AN INCES OF THE CITY AND INCESSOR OF	License No. City and County of San Francisco

SAN FRAN DEPARTME BUILDING INS	D & S S S	FOR PERMIT TO BRECT SIGN OR BILL BOARD Location. 840 - June A.c.	Cost \$ # 495 =0	Filed // 3.8 195.0 Approved:		Superintendent Baress of Busking Inspection	Permit No. /2023 Issued 1950 1950	
	Bureau of Engineering BBI Struct. Engineer Boiler Inspector Arr Commission Dept. of Public Health	Approved 1/29 1954				HE Fall the more Building Inspection	lagree to comply with all conditions or stipula- tions of the various Bureaus or Departments are dieteon. Owners Authorized Agent	The control of the co
	Appsoved:	Department of Public Health Approved:	Department of Electricity Approved:	Art Comnission Approved:	Boiler Inspector	Workman's Compensation Insurance Policy or Certificate filed with Central Permit Bureau. No Workman's Compensation Insurance Policy or Certificate on file for reason of exclusion checked:		or relief organization
	Approved: Tenu. le l. CPC Serback Tenu. le lemes le mene			2/6/11	Bareau of Fire Prevention & Public Safery	Structural Engineer, Bureau Building Inspection	hproved:	Bureau of Engineering

Cantral Person Surger F No. at 1

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Write in Ink - File Two Copies

CITY AND COUNTY OF SAN FRANCISCO AND COUNTY OF

DEPARTMENT OF PUBLIC WORKS

CENTRAL PERMIT BUREAU

BLDG. FORM

4

APPLICATION FOR PERMIT SIGNS — BILL BOARDS

11-78 1950

Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

	NON-ELECTRIC SIGN □	
	- Inne avenue	
(2) Total Cost \$ 49	75 = (3) Number of sto	ories in building. I story
(4) Present use of building.	Restaurant (5) Ty	pe of building Concerte
(6) If Sign give: Style Do	where face harry	ould.
Thickness 17 " Si	ze 2' x 6' Ft V	Weight 110 G Lbs.
	ETCH OF SIGN OR BILL BOAR! nod of attachment to structure must be gi	
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Kylany el	they sign -	
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-Terz - 12 -		3
and the same of th	W 115 1 11	was the closes than 6' N" to

(7) No portion of building or structure, or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, Calif. Penal Code.

8) Contractor Makions	e Neon Corp-
License No. 1042	-68 License No. 806
State of California	City and County of San Francisco
Address 1201	- Dennisse St - J/F

(9) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit, and all the laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(10) Owner M. P. Cuizzo	
Address 840 - 2 miles	Phone No. Va 6-3463
	(For Contact by Burgary)
Tred & Selection	1201 Jennesace
On Authorized Agent to be Owner's Authorized Architect. Eng	neer or General Contractor

OFFICIAL COPY

Write in Ink-File Two Copies



DEPARTMENT OF PUBLIC WORKS
BLDG. FORM

CENTRAE PERMIT BUREAU

APPLICATION FOR BUILDING PERMIT

3	ADDITIONS, ALTERATIO	NS OR REPAIRS	1	
		17/	8	19 5
Application is hereby build in accordance with and for the purpose here	made to the Department of Pu the plans and specifications subminafter set forth:	ablic Works of San F nitted herewith and a	ranciseo for p ecording to the	ermission to e description
(1) Location 840	James aug -	**************************************	*************	
(2) Total Cost \$ 90	(3) No. of stories	(4) Bas	ement	-
(5) Present use of build	ing hong	(6)		es or No
(7) Proposed use of build	10	9 1 0	No. of familie	
(9) Type of construction	n	(10)	******************	ner Vinlage ergentives
(11) Any other building of		wn on plot plan if an	de Occupancy Claswer is Yes.)	assincation
(12) Does this alteration of	create an additional floor of occu	pancy. Yes or No		
(13) Does this alteration	create an additional story to the			
(14) Electrical work to b	pe performed hand Pla	mbing work to be p	eriormed.	
(15) Ground floor area o	Yes or No f building 7.5 sa. ft.	(16) Height of build	and	es or No
(17) Detailed description		el slock	Air	-0
Tantu Bee	Care y gorfo	20G-10	0- 1	- 2
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er	***************************************			
18) No portion of building my wire containing more	g or structure or scaffolding used than 750 volts. See Sec. 385, Ca	l during construction lifornia Penal Code.	, to be closer	than 6'0" to
(19) Supervision of constr	5 CO 10	Address	30 June	e lus
20) General contractor	7 00	California Lie	ense No	
Address				
		California Castifi	NAMES AND ADDRESS OF THE PARTY	117 TY 168 / F. F. T.
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ion, all the provisions of the further agree to save S amages which may accru mything else in connection	agree that if a permit is issued he permit and all laws and ordin San Francisco and its officials in from use or occupancy of the moving the work included in the property, the applicant, their he	ances applicable ther and employees harr sidewalk, street or s permit. The foregoir irs, successors and as	eto will be cos nless from all ubsidewalk sp ng covenant sh ssignees.	nplied with l costs and ace or from all be bind
24) Owner		(Phone	(For Contact by	30)
Address ///	ranklan St		(FOR CONTROL D	y coureau)
By Jake	Addre		· La via de · · · · · · · · · · · · · · · · · ·	
PERMIT OF OCCU	ed Agent to be Owner's Authorized A JPANCY MUST BE OBTAINED SE PURSUANT TO SEC. 808 1	rchfrot Engineer or Ge O ON COMPLETION	OF HOTEL	OR

OFFICIAL COPY CALL LILLEY FOR STREET ADDITIONS, ALTERATIONS OF BEPARE Superintendent, Bureau of Building Inspection FOR PERMIT TO MAKE APPLICATION OF TO BUILDING MAR-7-1958 APR - 7 1958 is the image of this document appears less sharp than this notice, it is due to the quality of the original. withful conditions or atipula-PROVIDED NO S. RUCTURAL. MAJOR REFER TO: Bureau of Engineering
HBI Struck Engineer
Boller Impector
Art Commission
Dept. of Public Health ELLIS D. SOX. Electrical Inspector B. Clark Approved: Approved: Approved; Department of City Planning LL MAR 1 I 1958 CPC Setbacks Approved

document appears notice, it is the original. If the image of this document less sharp than this notice, due to the quality of the original

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RECEIVED

CITY AND COUNTY OF SAN FRANCISCO. OF PUBLIC WORKS

DEPARTMENT OF PUBLIC WORKS HLDG FORM

1958 MARTI PERMIT BUREAU

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

Application is hereby made to the Department of Public Works build in accordance with the plans and specifications submitted here and for the purpose hereinafter set forth: (1) Location 842 Tryes Aux - S.F. (2) Total Cost \$ 0000 (3) No. of stories Oux (5) Present use of building Care - Ducuny (7) Proposed use of building Care (8) Type of construction Stucco - Framc (10) 1, 2, 3, 4, or 5 (11) Any other building on lot No (Must be shown on plot Yes or No	(4) Basement /E/Yes or N (6) No. of families //
(2) Total Cost \$ 000 ° (3) No. of stories ONE (5) Present use of building CAFE - Dwelling (7) Proposed use of building CAFE (9) Type of construction Space - Flame (10) 1,2,3,4, ar 5 (11) Any other building on lot No (Must be shown on plot	(6) No. of families O
(2) Total Cost \$	(6) No. of families O
(5) Fresent use of building CAFE - Dweening (7) Proposed use of building CAFE (8) Type of construction Stucco - FRAMC (10) 1, 2, 3, 4, or 5 (II) Any other building on lot No (Must be shown on plot	(6) No. of families O
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(II) Any other building on lot No (Must be shown on plot	
(100) 1000 American Programs Aut 10 Programs (11170) OC 3110 Aut OH DIME	Building Code Occupancy Classific
	a service and a service and a service
(12) Does this alteration create an additional floor of occupancy	Yes or No
(13) Does this alteration create an additional story to the building	
(14) Electrical work to be performed No Plumbing wo	ork to be performed
(15) Ground floor area of building sq. ft. (16) Heig	tht of building APPEOR 22
(17) Describe Work to be done (in addition to reference to drawings	
LIVING AREA TO CAFE - APPROX OCCU	
ENLARGED TO 45 OPENING THER WALL	***************************************
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A Company of the Comp	
	7.7
The second of th	· 注意试验
(18) No portion of building or structure or scaffolding used during of	construction to be closer then
any wire containing more than 750 volts. See Sec. 385, California P	enal Code
(19) Supervision of construction by	Address
(20) General contractor Cal	lifornia Elcense No
Address	
(21) Architect Califo	rnia Certificate No
Address	
Address	ornia Certificate No



Central Permit Bureau F. No. 432

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CITY AND COUNTY OF SAN FRANCISCO ECEIVED

DEPARTMENT OF PUBLIC WORKS BLDG. FORM

CENTRAL PERMIT BUREAU

1962 FEB 28 PM 2:30

4		TION FOR PERMIT	BUILDING MISHELTION	
	ТО	ERECT SIGN		
		Date	7-26 10	62
Application is hereby m for permission to build in ac- description and for the purpo	cordance with the plan	t of Public Works of the	City and County of San Fra nitted herewith and according	neisco to the
ELEC	TRIC SIGN A	NON ELECT	RIC SIGN []	
(1) Location 5.3	8 INNES			
121 Total Com # 3.00	09.		es in building / - Coope	Sinco
(4) Present use of building		(5) Type of building	g 🖂 1 🖂 2 🖂 3 🖂 4	[] 5
(6) Class of sign, per Art.	7, S. F. Building Cod	Caracana and a construction of the constructio	701072 #801 C 714070 [#074-1080 (1-407) - 1-4074-107-107-10-10-10-10-10-10-10-10-10-10-10-10-10-	
		_x &Pt. 1	Weight 150	I.bs.
Total Area of Advertisi	ng Surface	Sq. Ft.		-
(7)				
	PLOT PLAN	AND ELEVATION		
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THOU BULL	DALY GUY EAGLE	NAULEE		
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		4	SEV CHBLE A P.	"H" BALL GENBUCK
	III AVA			
			545 × 2' 76 C4	11 6 15
1				named in the second
(8) Drawings in duplicate s				
(9) Where top guy wire is the building below the p	equired, anchor with arapet wall.	½" dia. through-holt (mi	nimum), to the structural fram	me of
(10) No portion of building of	or structure, or scaffold	ding used during constru	etion, to be closer than 6'0" to	any
wire containing more the	in 750 volts. See Sec. 3	185, Calif. Penal Code.		
(11) Contractor		VATIONAL	NEON CORP.	****
California License No	constant to the second	164168		
San Francisco Registrat	ion Ng.	15.60		engest.
Address LSOC L	ALIDSON AL	E Phone No.	VA6-3463	
(12) Engineer or Architect	-c-re-iseaces has projected and a quic	Californ	nia License No.	14,50,000
Address	ni regerentetes religio per consentante successiva	CECURE CONTRACTOR CONT	Phone No	seguiro.
provisions of the permit, agree to save San Franci accrue from use or occu with the work included property, the applicant,	and all the laws and see and its officials and paney of the sidewalk, in the permit. The fother heirs, successors	ordinances applicable theil employees harmless from , street or sidewalk space oregoing covenant shall thand assignees.	described in this application, al reto will be compiled with. I fur in all costs and damages, which or from anything else in come se hinding upon the owner of	rther may etion
(14) Owner COCA - CO	A BOTTLIN	62 CC	management to the second state of the second s	o d anesarri
Address 1500 D	ALIDSON A	CC Phone No.	VH 6-3463 (For contact by Bureau)	
- ×		1500 7	I for contact by Hureau) AU IDSON HOE	
Owner's Authorized Agent to be				(Stander





APPROVED FOR ISSUMME APR 60 6 2010

08-20

APPRIOVAL NUMBER: RECO

50, FT.

YES D

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316-10

APPLICATION FOR BUILDING PERMIT **ADDITIONS, ALTERATIONS OR REPAIRS**

FORM 3 TO OTHER AGENCIES REVIEW REQUIRED FORM 8 OVER-THE COUNTER ISSUANCE

NUMBER OF PLAN SETS DATE FILED FILING HEE RECEIPT NO.

HERENAFTER SET FORTH. **▼ DO NOT WRITE ABOVE THIS LINE ▼**

(1) STREET ADDRESS OF JOB NE 840 Junes 0034503 A) ESTIMATED COST OF JOS

BY:

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF BUILDING INSPECTION

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE

BLOCK & LOT

4645/008 # 1500

MAY 06 2<u>010</u> 4.500 INFORMATION TO BE FURNISHED BY ALL APPLICANTS LEGAL DESCRIPTION OF EXISTING BUILDING (SA) NO. OF STORIES OF SASEMENTS AND CELLARS: (7A) PRESENT USE: B commercian, Restaurant

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION Comercen AND CELLARS: 52 Restaurant 0 S-YES CO MELISTREET SPACE
NO CONSTRUCTION? YES. [] TO BE CONSTRUCTED OR ALTERED? YES C YES D 100

10 50 169 T EAST SHORE ITMY CA 94710 570-579-1411

WINTERSTEEN - MOUSSIER BUZABETH 2315 PARADISE DR TIBURON CA 94920

> Remove 6'x12' ADVERTISING SIGN PER DOP NOV 10582

> > ADDITIONAL INFORMATION

(10) IF (17 IS YES; STATE NEW HEIGHT AT CENTER LINE OF FRONT (17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING? 0 NO. (21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? (22) WILL BUILDING EXTEND REYOND PROPERTY-LINES YES /O YES [ADDRESS REPARED OR ALTERED? NO D. PR (25) ARCHITECT OR ENGINEER (DESIGN C) CONSTRUCTION CD

(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING (28) ANY OTHER EXISTING BLOG. ON LOTY OF YES, SHOW ON PLOT PLAN)

(20) IF (18) IB YES, STATE NEW GROUND FLOOR AREA YES D NO: (24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? 'n YES NO

CALF. CERTIFICATE NO.

(28) CONSTRUCTION LENGER (ENTER NAME AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LENGER, ENTER "UNKNOWN!)

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first oth
Permit authoriting such change. See Sen Françaiso Building Code and Sen Francisco

Pursuant to San Francisco Sulding Code, the building permit shall be posted on the owner is responsible to approved plans and application being lept abbuilding site.

Grade lines as shown on diswings accompanying life's application are assumed to be come actual grade lines are not the same as shown revised grawings allowing correct grade lines and this together with complete details of relating, water and yell footings required must be submitted to this department for approved.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE SUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRMO OR PLUMBING INSTALLATIONS. A BEFARATE PERMIT FOR THE WIRMING AND PLUMBING-MUST BE CREAMED, SEPARATE PERMITS HER RECURRED IF AMOMER IS "YES" TO ANY OF ABOVE QUESTIONS (16), (11), (12), (13), (12), OR (24).

THIS IS NOT A BUILDING PERMIT, NO WORK SHALL BE STARTED UNTIL A BUILDIN

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9003-09 (REV. 1/02)

NOTICE TO APPLICANT

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		ipubitions of the vertices bureaus or department noted on this application, and which are hereby made a part of this application.	



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IMPORTANT NOTICES

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1003-05 (NEV 1/02)

NOTICE TO APPLICANT

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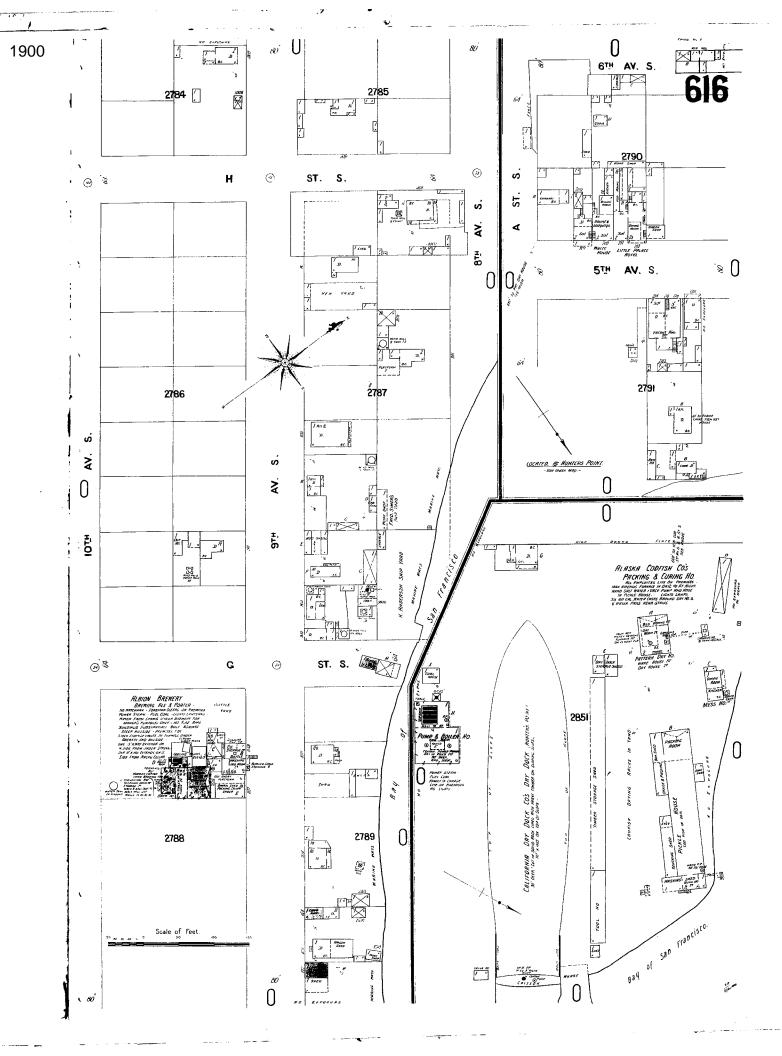
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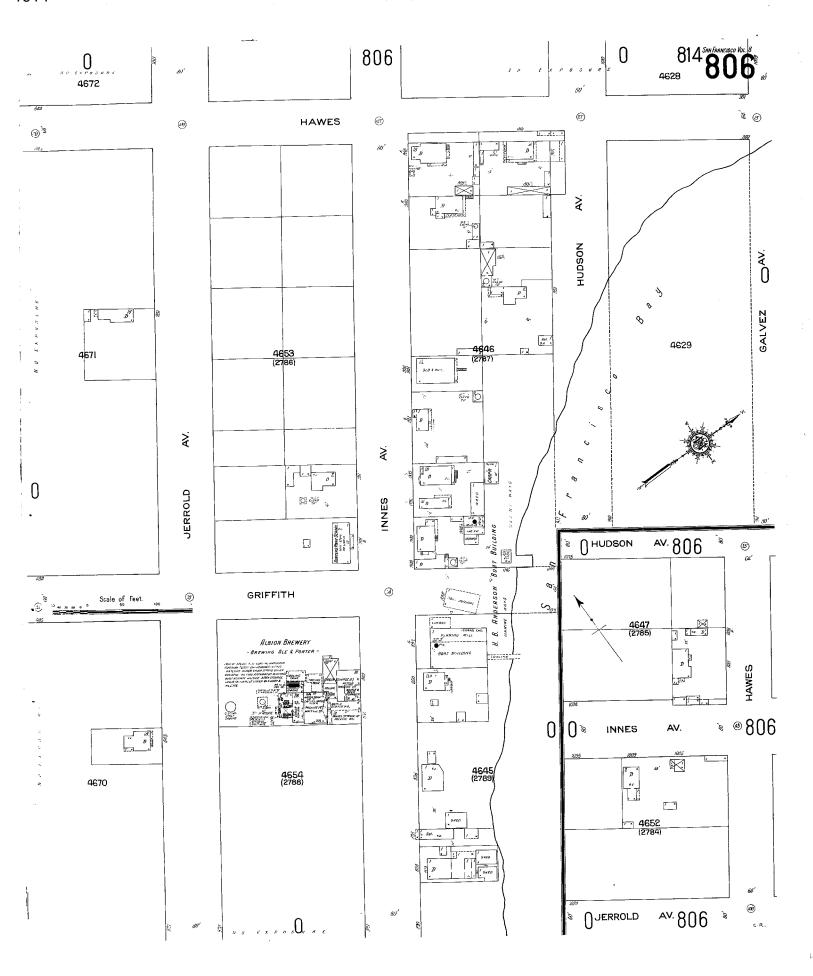
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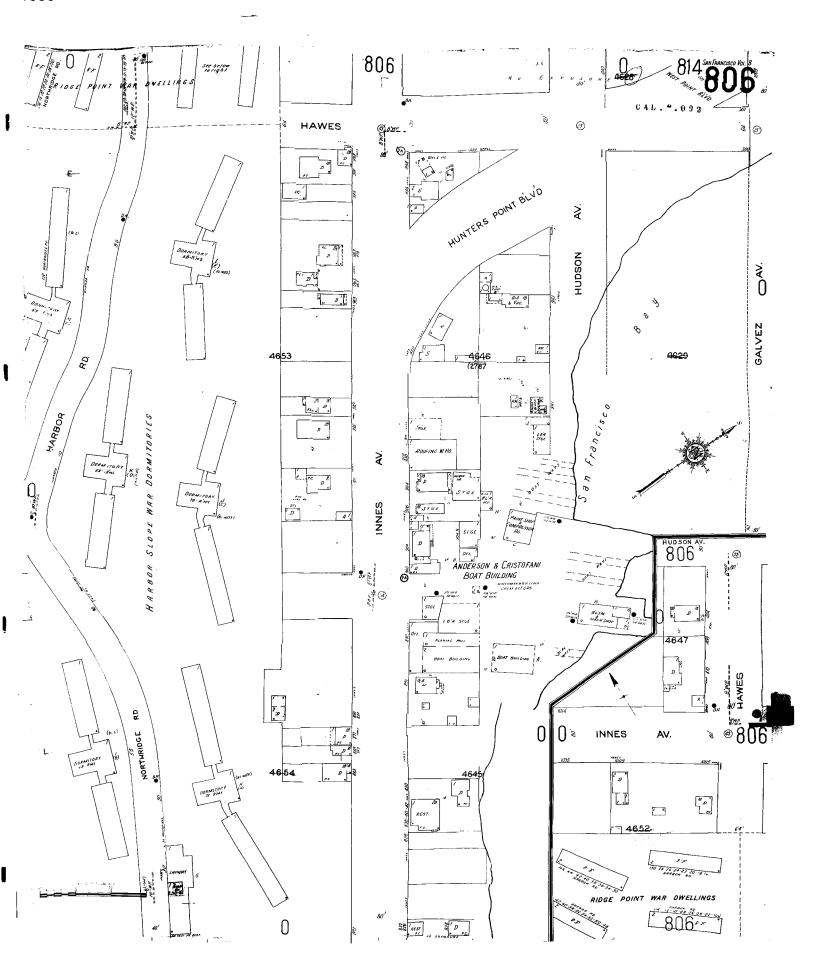
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	HOUSING INSPECTION DIVISION	NOTIFIED MR.
7	agree to comply with all sonditions or stipulations of the various bureaus or department noted on this application, and attach statements of conditions or stipulations, which are hereby made a part of this application.	

APPENDIX B. SANBORN FIRE INSURANCE COMPANY MAPS









APPENDIX C. PROPOSED PROJECT DRAWINGS

700 INNES AVENUE PROPERTY

702 EARL STREET

900 INNES AVENUE PROPERTY AND INDIA BASIN SHORELINE PARK

SHIPWRIGHT'S COTTAGE, OVERLOOK PAVILION, SHOP BUILDING, AND OUTFITTERS PAVILION

700 INNES AVENUE PROPERTY

Source: Skidmore, Owings & Merrill, 2016.



Proposed Project - Site and Land Use Plan



Proposed Project – Building Heights



Proposed Project East and North Building Elevations



Proposed Project South and West Elevations



Proposed Variant - Site and Land Use Plan



Proposed Variant – Building Heights



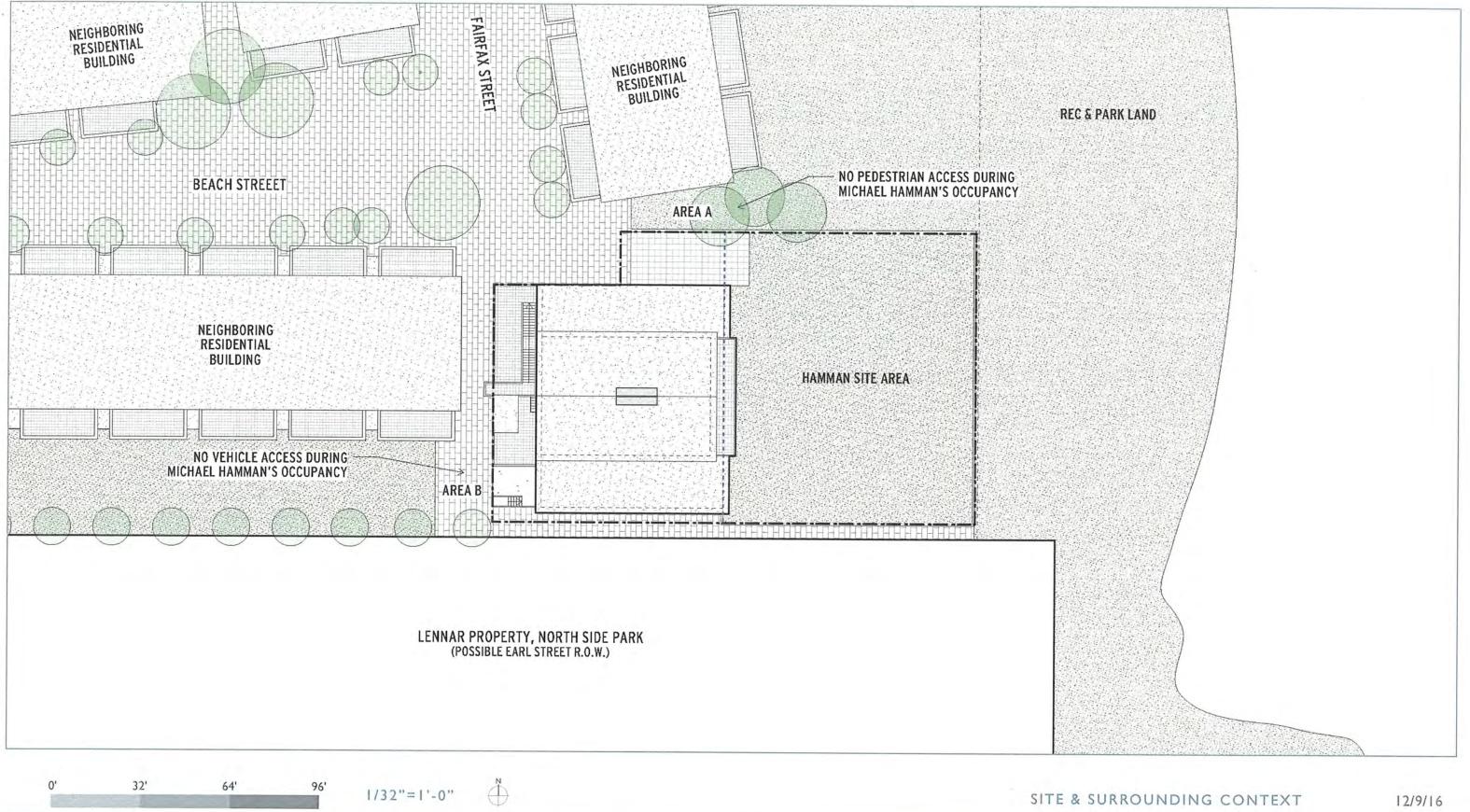
Proposed Variant East and North Building Elevations



Proposed Variant West and South Building Elevations

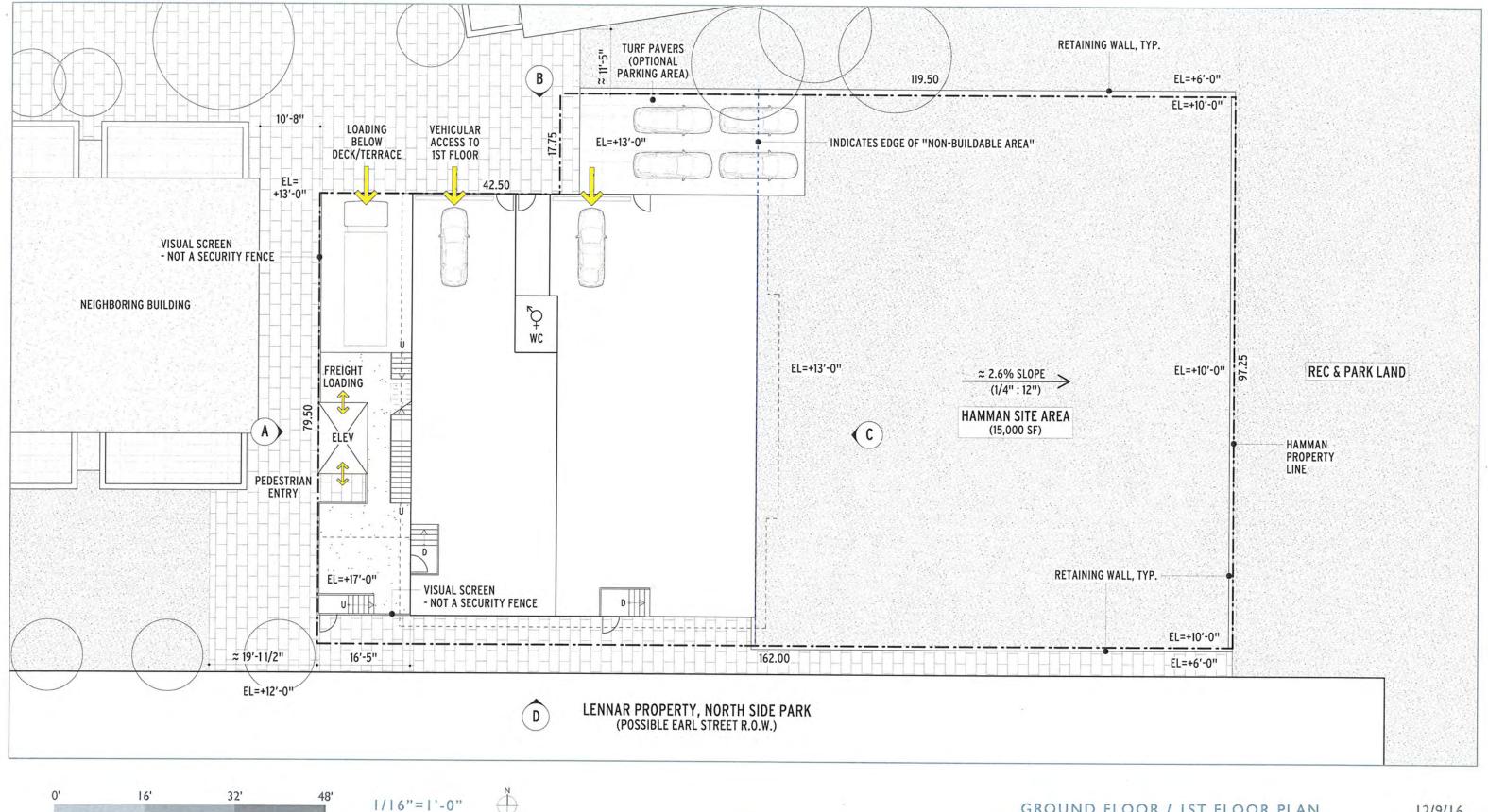
702 EARL STREET

Source: Macy Architecture, 2016



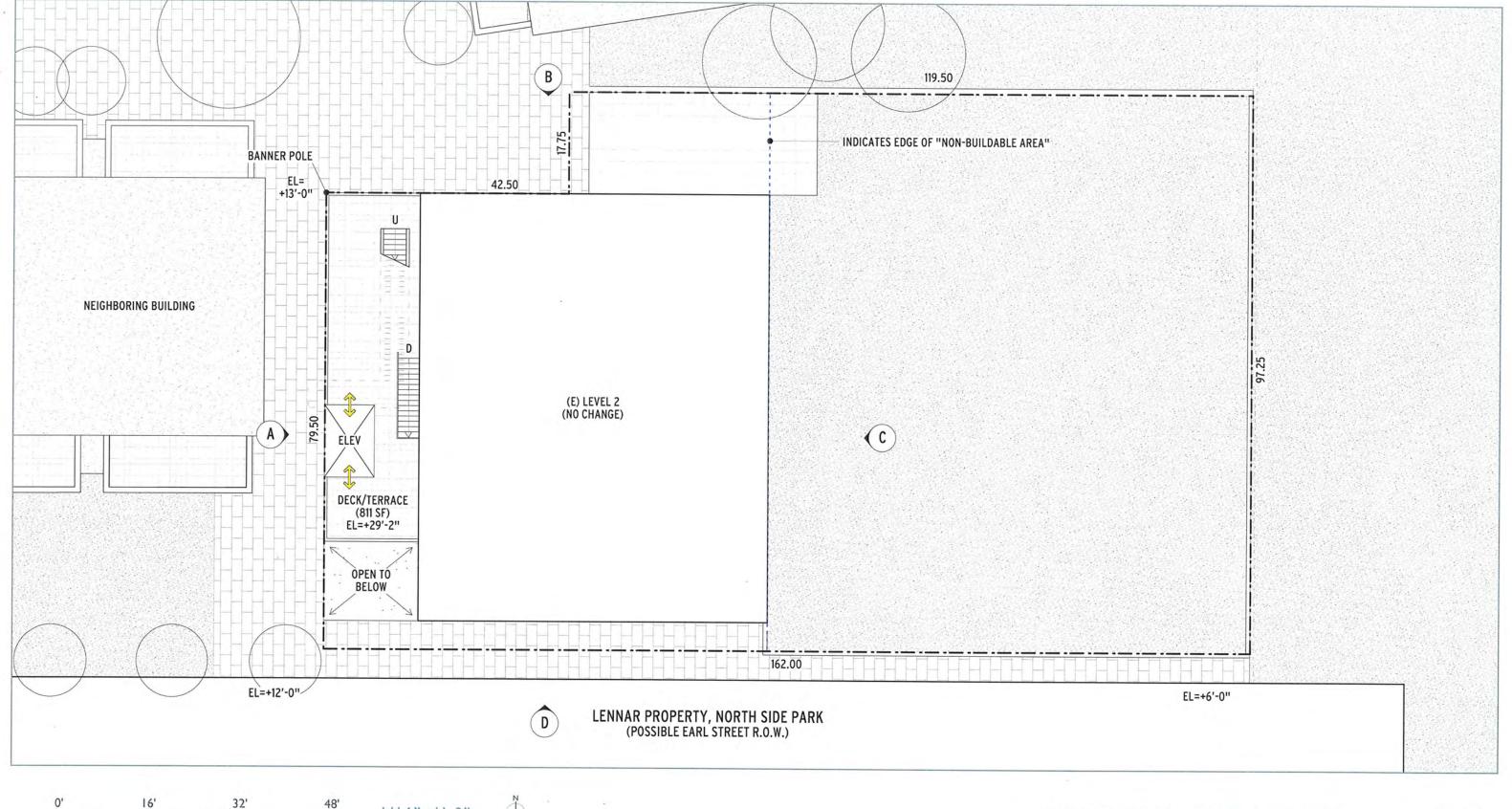
MACY ARCH T U R E 315 Linden Street San Francisco CA 94102 Tel 415 551 7630 www.macyarchitecture.com © 2016 Macy Architecture





BUILDINC.

12/9/16



1/16"=1'-0"

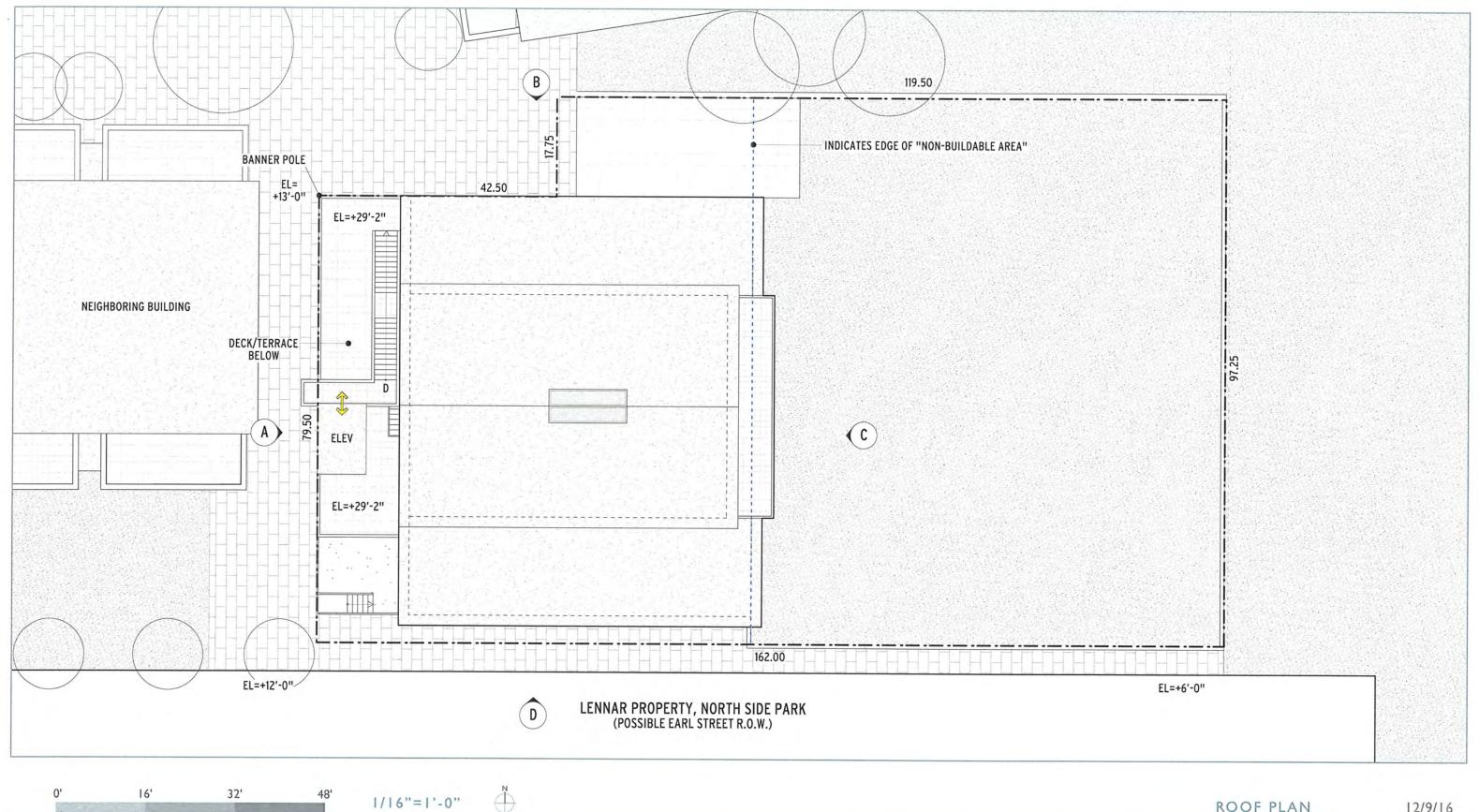


GROUND FLOOR / IST FLOOR PLAN

12/9/16

MACY ARCH T U R E 315 Linden Street San Francisco CA 94102 Tel 415 551 7630 www.macyarchitecture.com © 2016 Macy Architecture



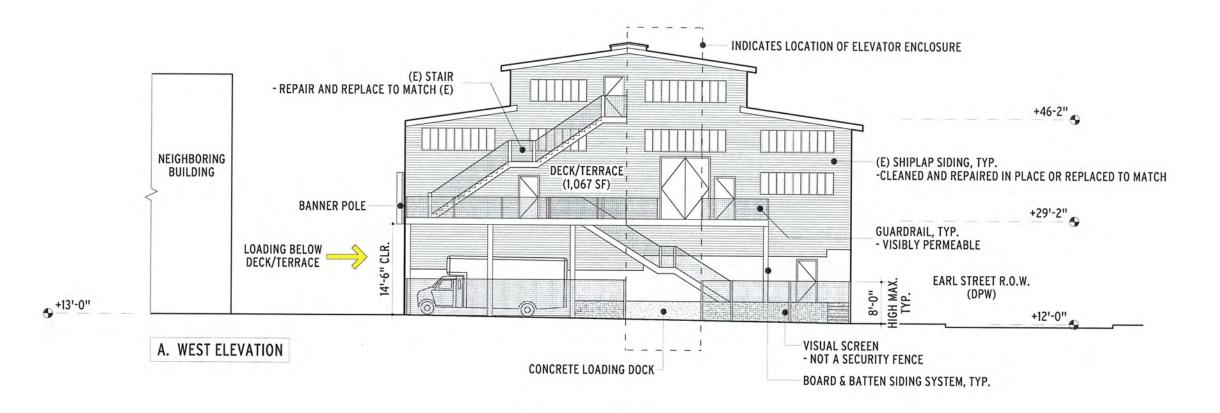


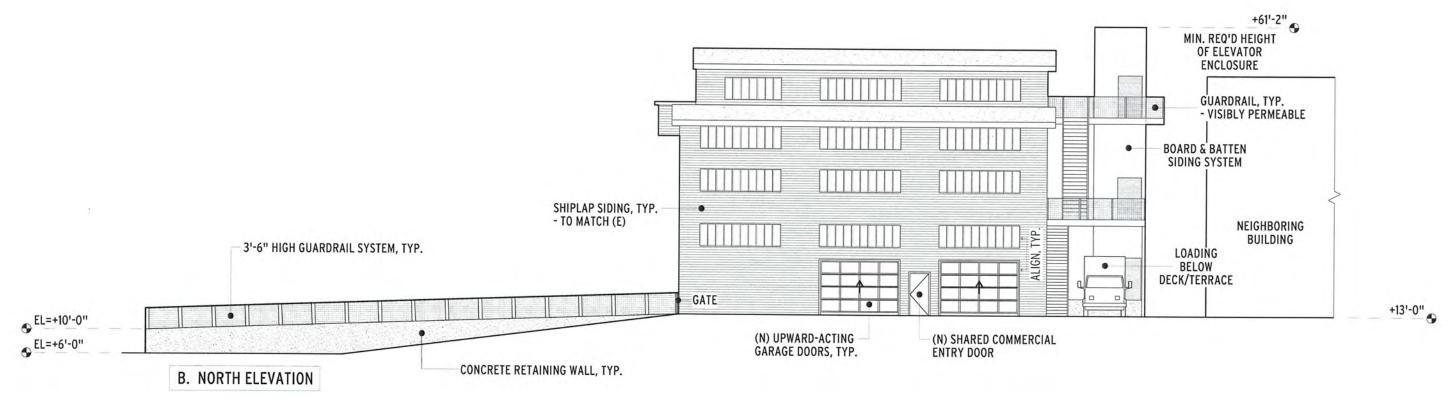
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ROOF PLAN

12/9/16

CONCEPTUAL PLANS INDIA BASIN, SAN FRANCISCO, CA 94124



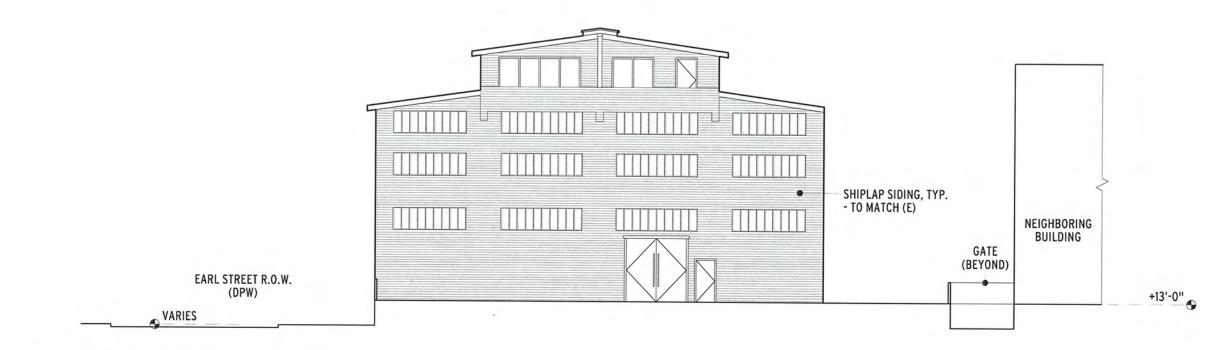


WEST AND NORTH ELEVATION

12/9/16

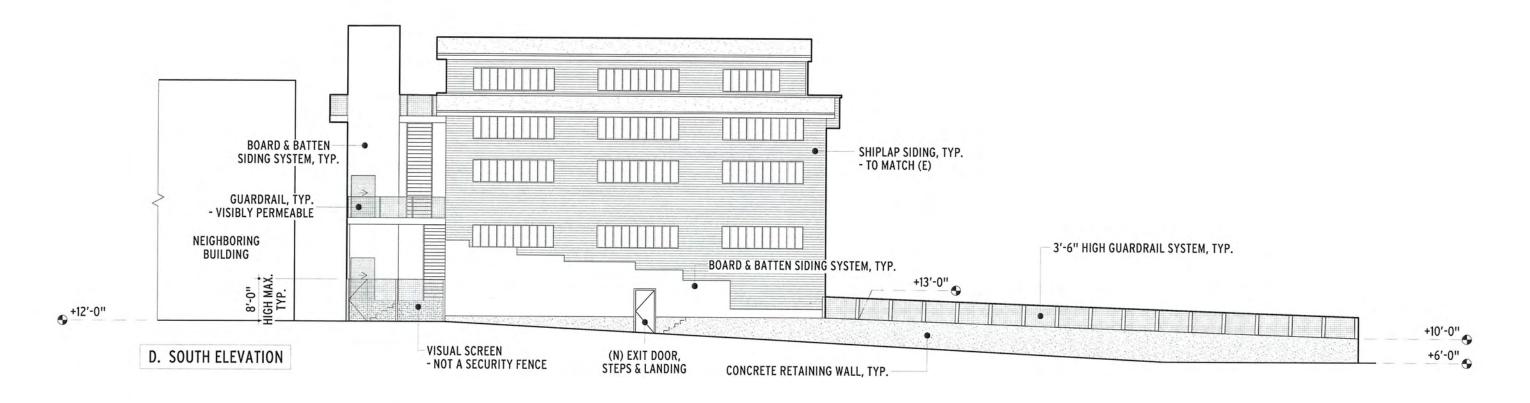
M A C Y A R C H I T E C

BUILDINC.



C. EAST ELEVATION

16'



MACY ARCH

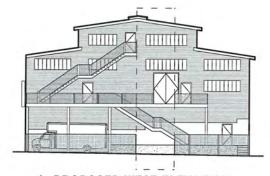
32'

BUILDINC.

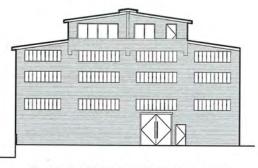
EAST AND SOUTH ELEVATION

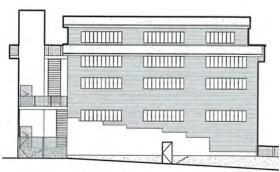
12/9/16

1/16"=1'-0"







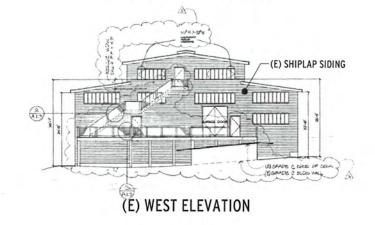


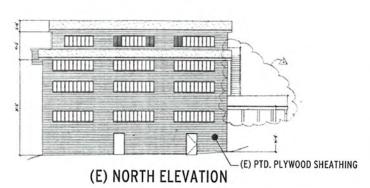


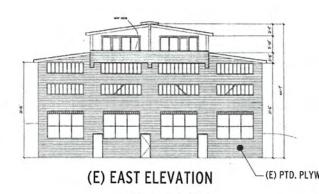
B. PROPOSED NORTH ELEVATION

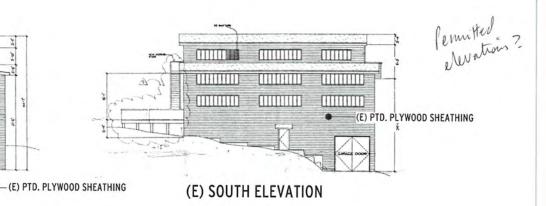
C. PROPOSED EAST ELEVATION

D. PROPOSED SOUTH ELEVATION

















(E) WEST ELEVATION

(E) NORTH ELEVATION

(E) EAST ELEVATION

(E) SOUTH ELEVATION

32'

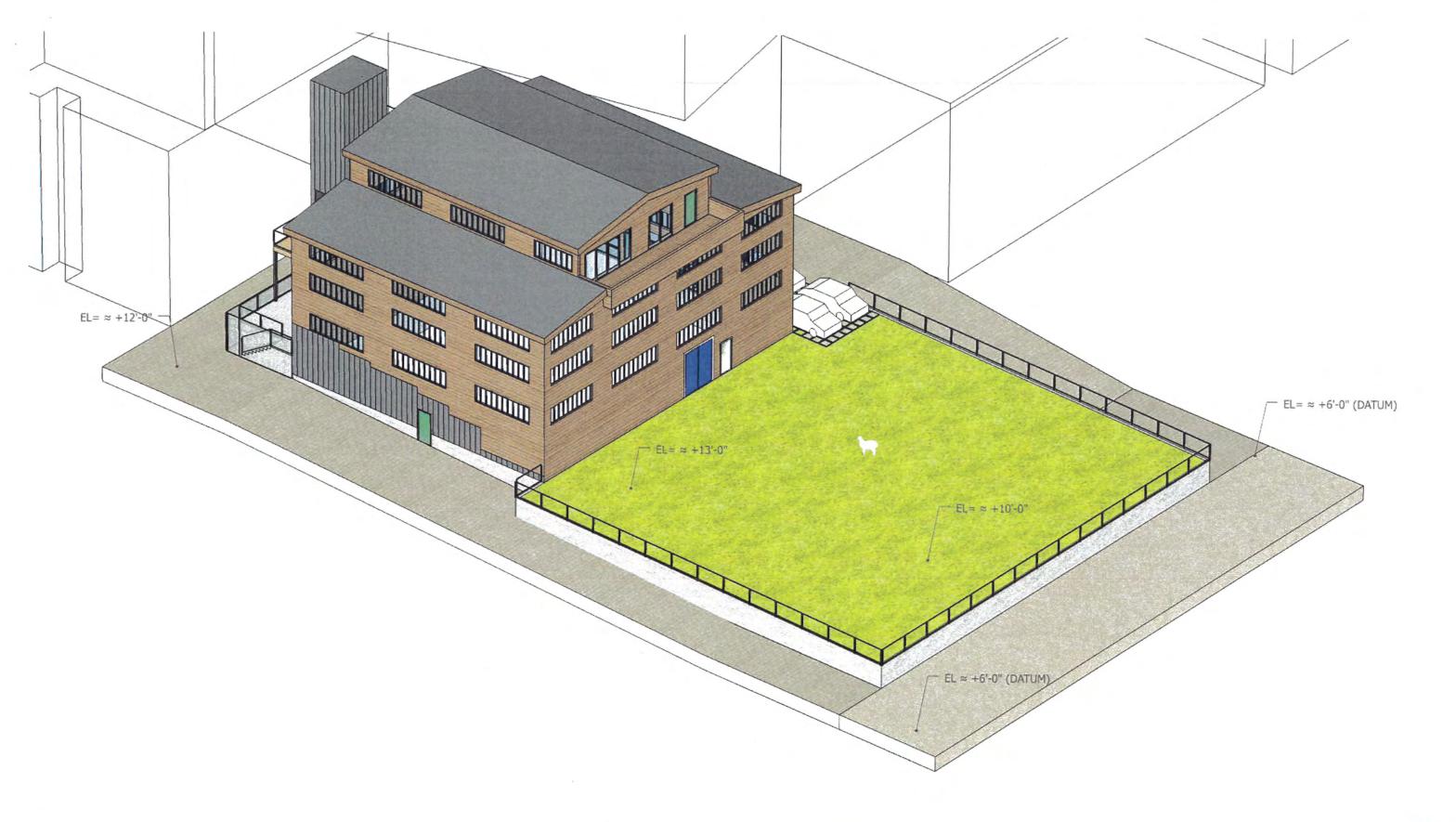
1/16"=1'-0"

EXISTING & PROPOSED ELEVATION COMPARISON

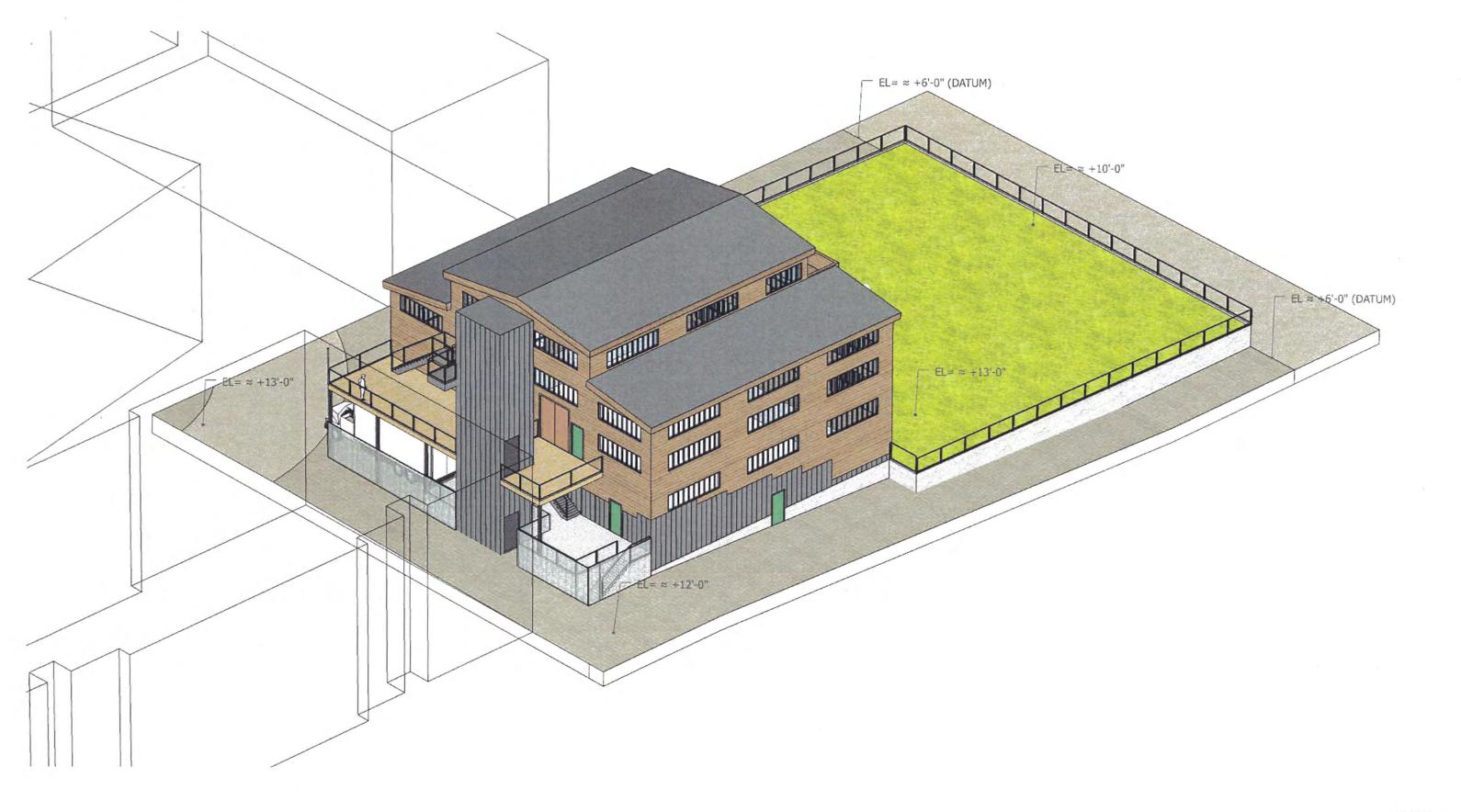
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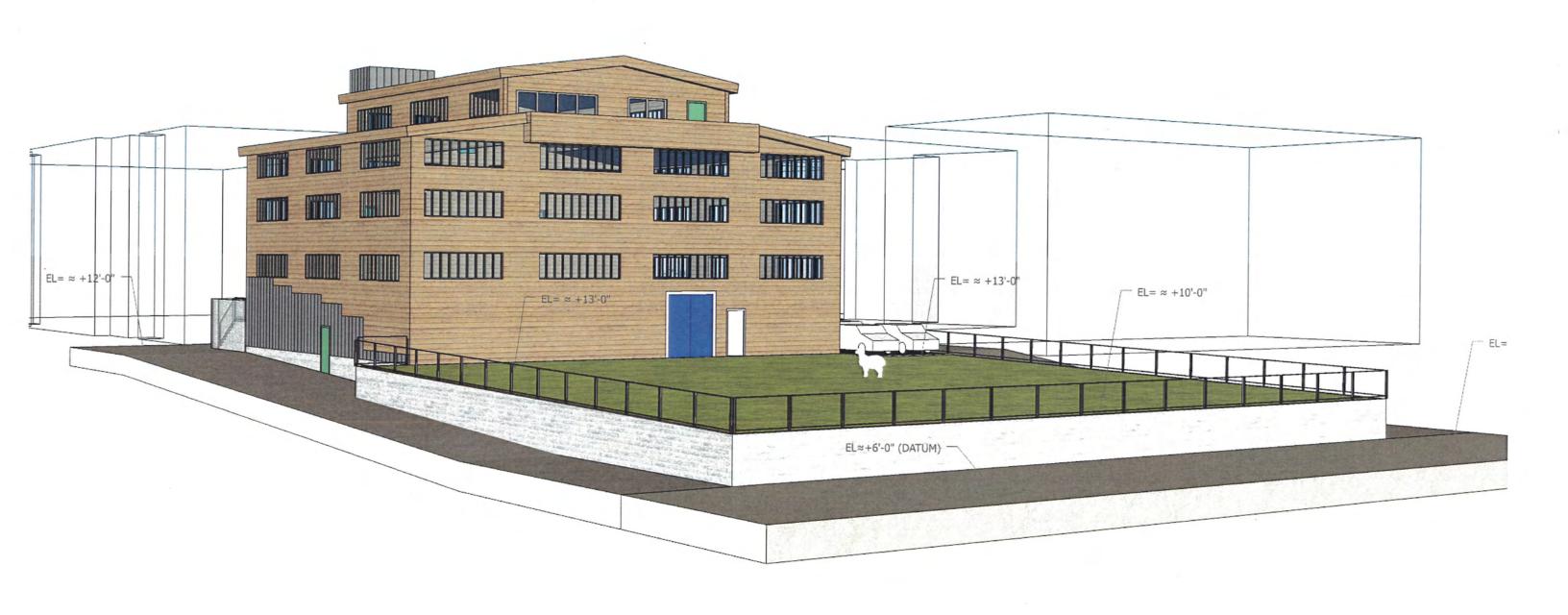






MACY ARCH

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900 INNES AVENUE PROPERTY AND INDIA BASIN SHORELINE PARK

Source: Gustafson Guthrie Nichol, 2017

March 8, 2017 Page & Turnbull, Inc.







NEIGHBORHOOD EDGE & HISTORIC SHOREWALK

- 1 Restored Shipwright's Cottage Welcome Center
- 2 Innes Ave Porch Swings
- 3 Overlook Porch Pavilion
- 4 Garden Path + Accessible Ramp
- Griffith Street Steps
- 6 Heritage Garden
- 7 Parking
- 8 Shorewalk Promenade

SCOW SCHOONER BOATYARD

- Historic Scow Schooner Boatyard Artifacts
- Floating Piers
- 11 Shop Building
- 12 Gravel Beach Play Area

SAGE SLOPES

- 13 Adventure Play Area
- 1/4 Mile Recreation Loop
- **15** Adult Fitness Stations
- 6 Skate Bypass Wave Paths
- 17 Basketball Courts
- Parking and Bus Drop-Off
- ¹⁹ Outfitter Pavilion

THE MARINEWAY

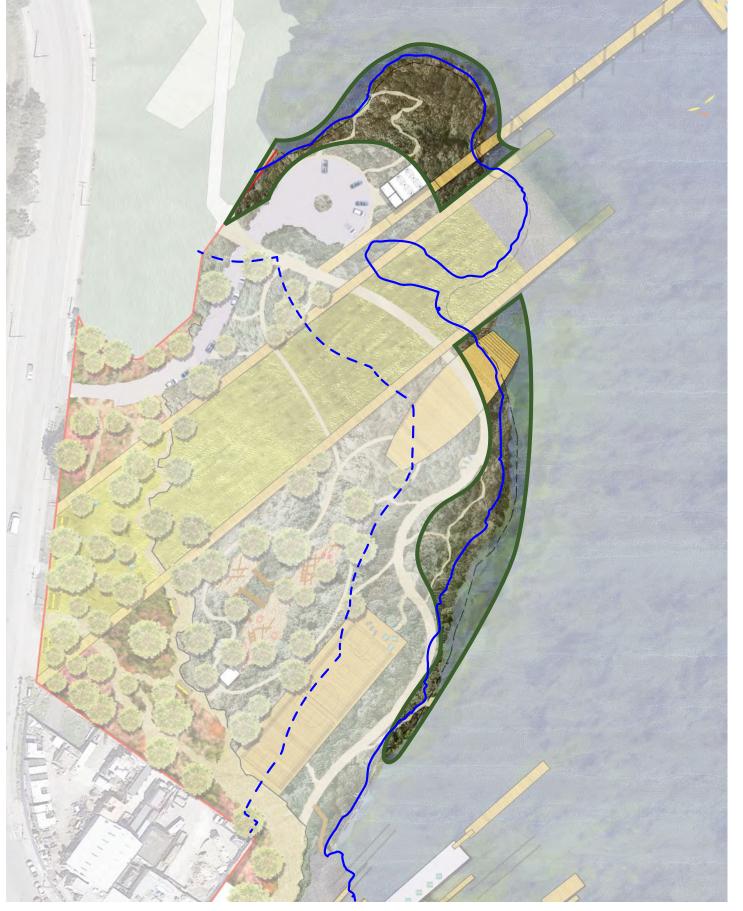
- 20 BBQ and Picnic Bosque
- ²¹ Play Lawn
- 22 Sloped Lawn
- 23 Gravel Beach
- ²⁴ Floating Dock
- Restroom
- Bay Trail / Blue Greenway Route
- Class 1 Bikeway Route

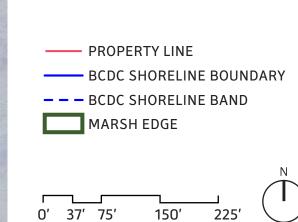








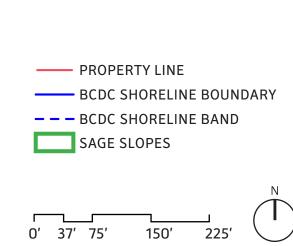
















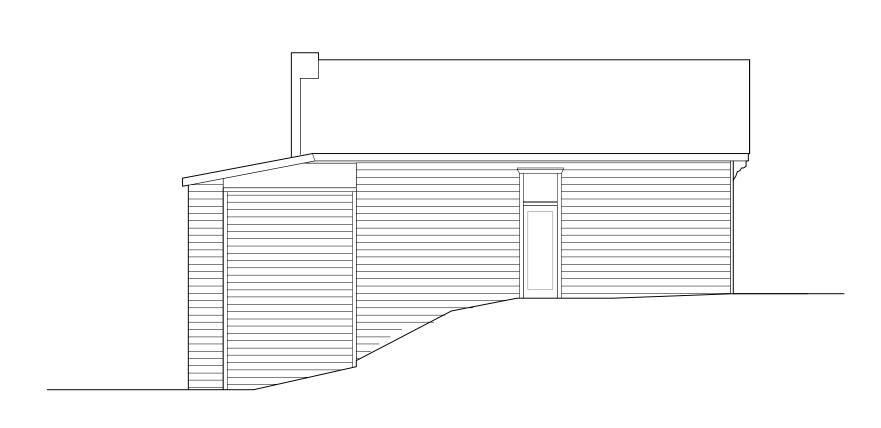




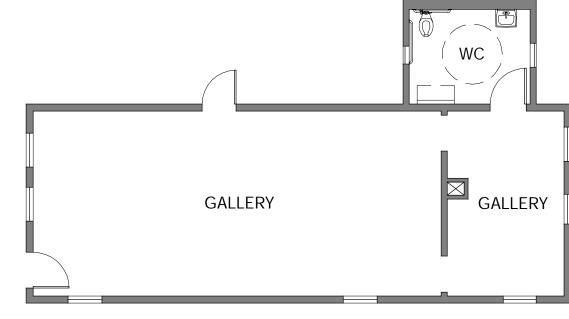
SHIPWRIGHT'S COTTAGE, OVERLOOK PAVILION, SHOP BUILDING, AND OUTFITTERS PAVILION

Source: Turnbull Griffin Haesloop Architects, 2016

March 8, 2017 Page & Turnbull, Inc.







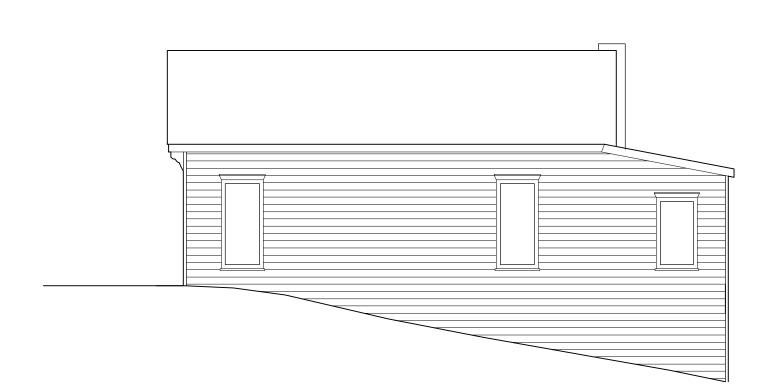




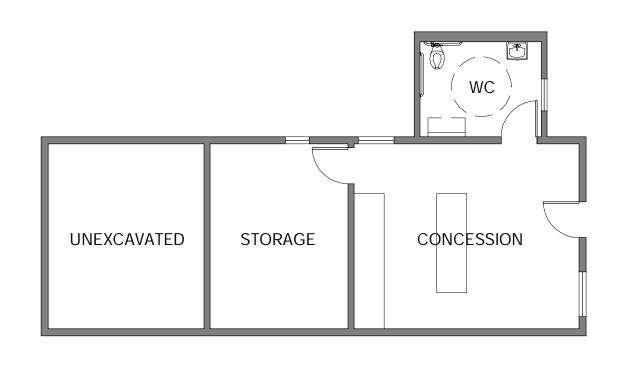




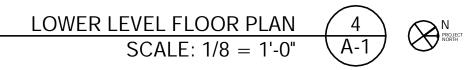


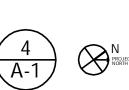


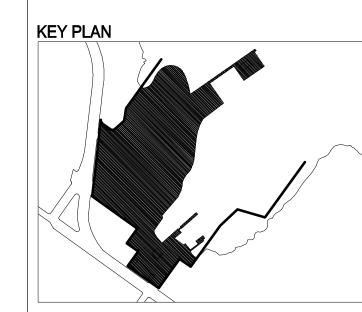




EXTERIOR ELEVATION - EAST SCALE: N.T.S. EXTERIOR ELEVATION - NORTH SCALE: N.T.S.







900 INNES

PARK

CITY AND COUNTY OF SAN FRANCISCO RECREATION AND PARKS DEPARTMENT

THE TRUST FOR PUBLIC LAND 101 MONTGOMERY STREET

MAGNUSSON KLEMENCIC ASSOCIATES

TURNBULL GRIFFIN HAESLOOP ARCHITECTS

FRATESSA FORBES WONG STRUCTURAL

SUITE 900

CIVIL ENGINEER

ARCHITECT

ENGINEERS

PH. 206-292-1200

PH. 415-441-2300

RANA CREEK PH. 831-659-3820

PH. 206-292-1200

PH. 415-468-1961

ECOLOGICAL RESTORATION

STRUCTURAL ENGINEER

HORTICULTURE
GREENLEE AND ASSOCIATES

MCLAREN LODGE - GOLDEN GATE PARK 501 STANYAN ST. SAN FRANCISCO, CA 94117 PH. 415-831-2700

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RE	VISIONS:	
NO.	DATE	DESCRIPTION
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SHIPWRIGHT'S COTTAGE



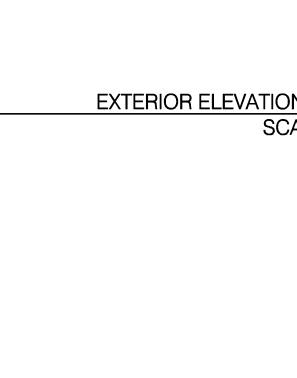


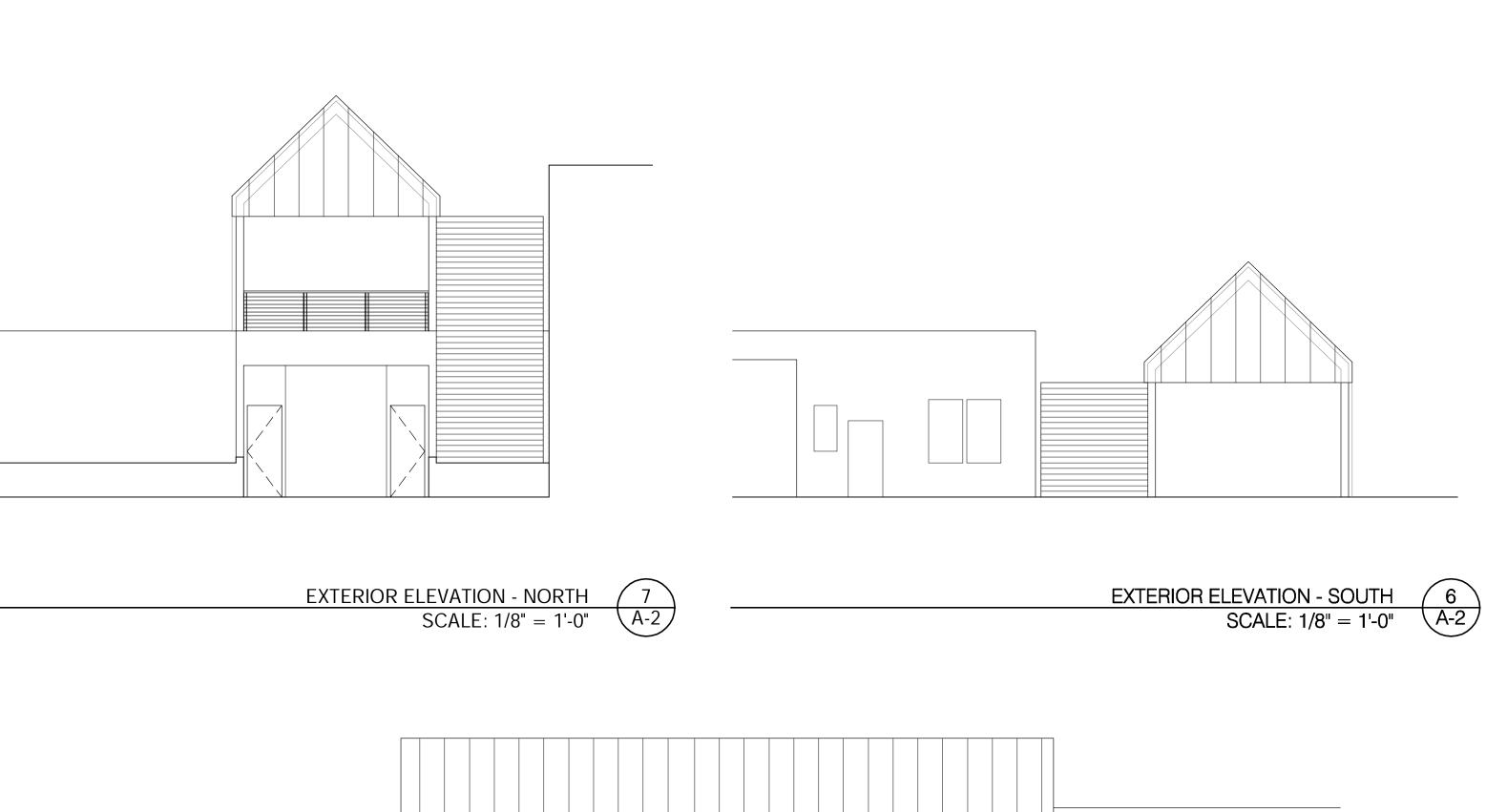
HISTORIC VIEW OF COTTAGE
NTS

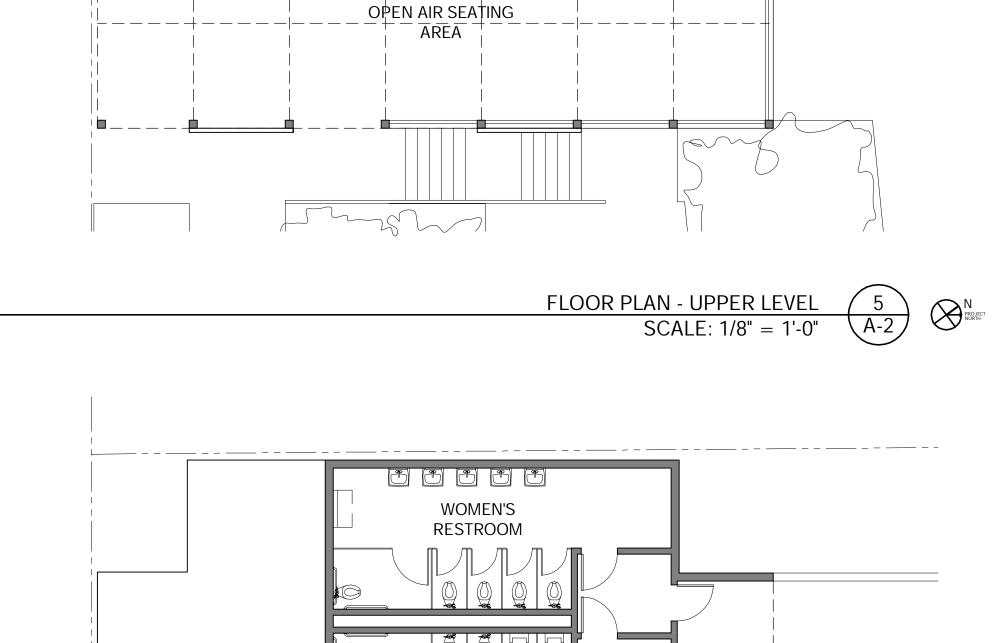
INTERIOR DEMOLITION PLANS SCALE: 1/8 = 1'-0"

LOWER LEVEL



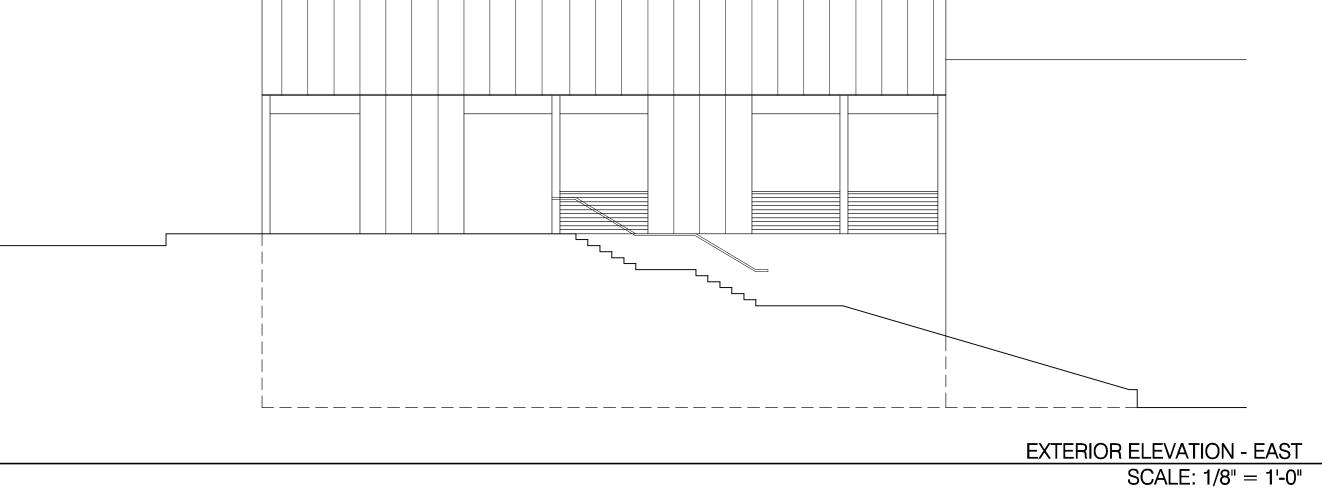


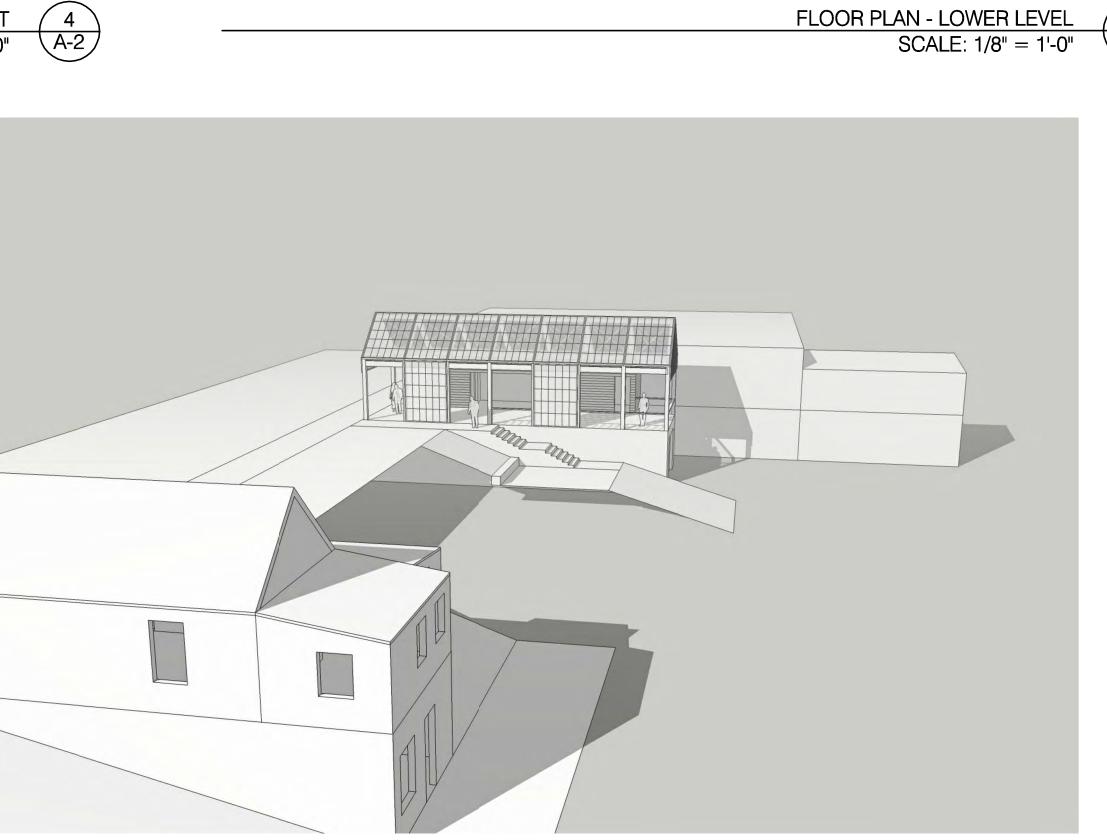


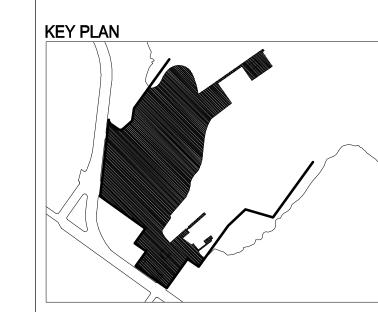


MEN'S RESTROOM

CONCESSION







900 INNES

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CITY AND COUNTY OF SAN FRANCISCO RECREATION AND PARKS DEPARTMENT

THE TRUST FOR PUBLIC LAND 101 MONTGOMERY STREET

SAN FRANCISCO, CA 94104

LANDSCAPE ARCHITECT
GUSTAFSON GUTHRIE NICHOL

MAGNUSSON KLEMENCIC ASSOCIATES

TURNBULL GRIFFIN HAESLOOP ARCHITECTS

FRATESSA FORBES WONG STRUCTURAL

SUITE 900

PH. 415-495-4014

PH. 206-903-6802

PH. 206-292-1200

PH. 415-441-2300

RANA CREEK PH. 831-659-3820

PH. 206-292-1200

HORTICULTURE

ECOLOGICAL RESTORATION

STRUCTURAL ENGINEER

GREENLEE AND ASSOCIATES
PH. 415-468-1961

CIVIL ENGINEER

ARCHITECT

ENGINEERS

MCLAREN LODGE - GOLDEN GATE PARK 501 STANYAN ST. SAN FRANCISCO, CA 94117 PH. 415-831-2700

CONCEPT DESIGN

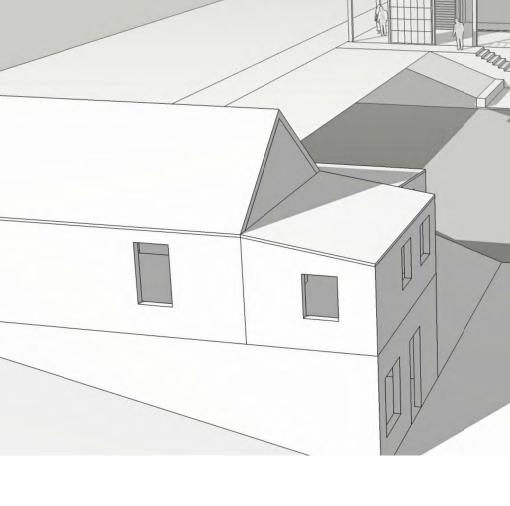
THE TRUST FOR PUBLIC LAND

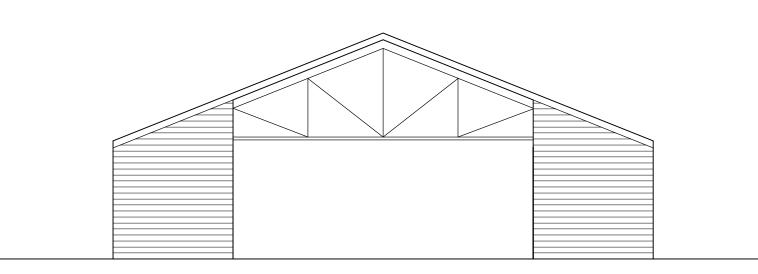
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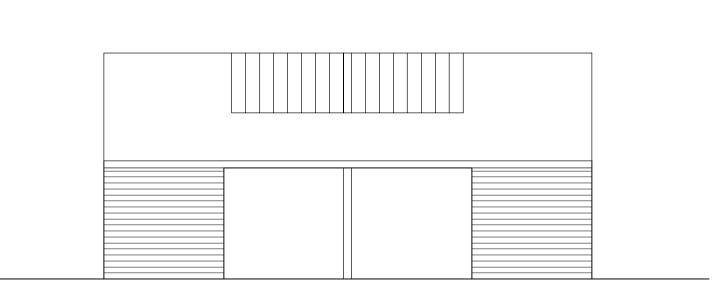
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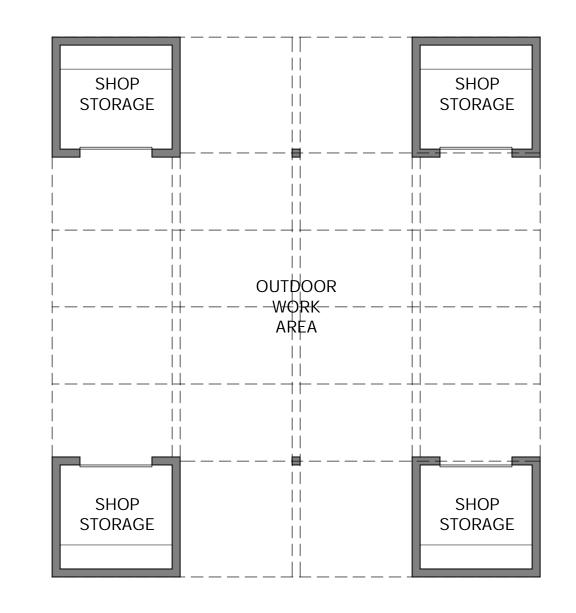
> OVERLOOK BUILDING











EXTERIOR ELEVATION - EAST (WEST SIM.)

SCALE: 1/8" = 1'-0"

EXTERIOR ELEVATION - SOUTH (NORTH SIM.)

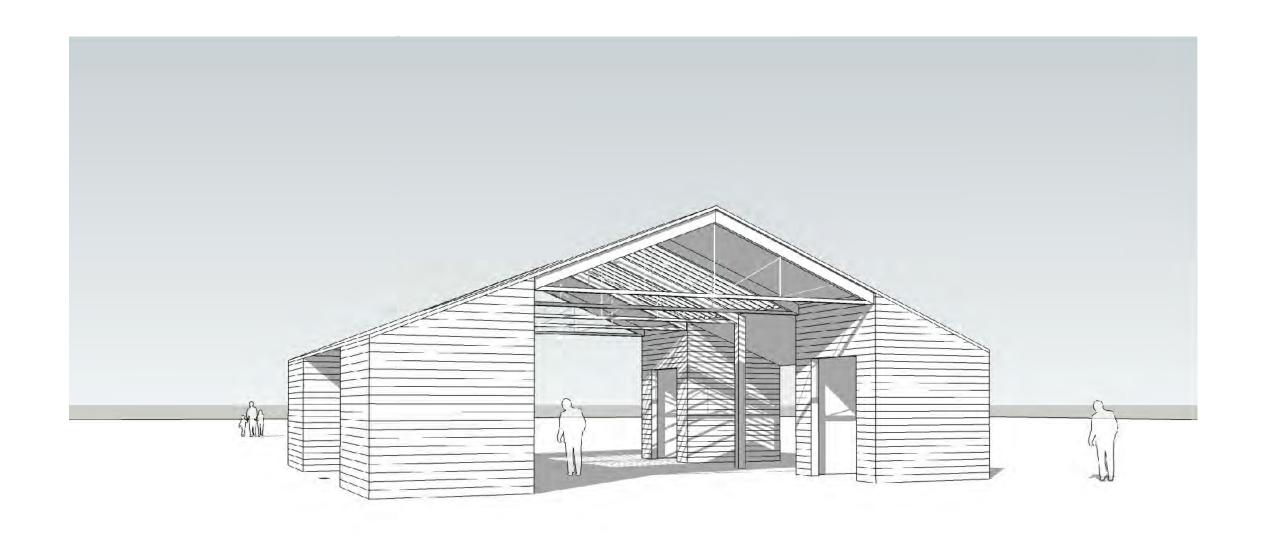
SCALE: 1/8" = 1'-0"

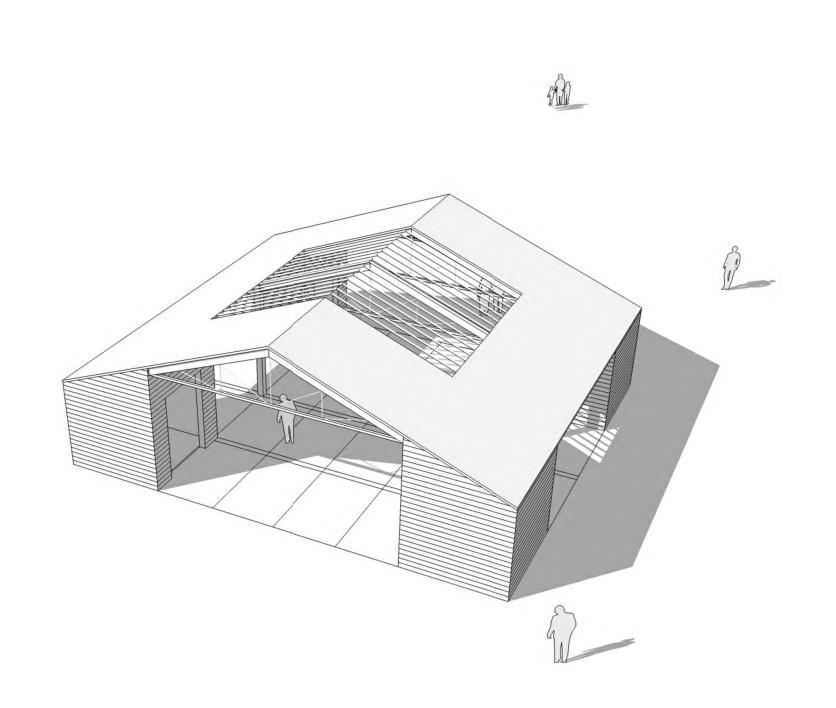


MODEL VIEW FROM ABOVE















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THE TRUST FOR PUBLIC LAND 101 MONTGOMERY STREET SUITE 900 SAN FRANCISCO, CA 94104 PH. 415-495-4014

CONCEPT DESIGN

LANDSCAPE ARCHITECT
GUSTAFSON GUTHRIE NICHOL PH. 206-903-6802

CIVIL ENGINEER MAGNUSSON KLEMENCIC ASSOCIATES PH. 206-292-1200

ARCHITECT TURNBULL GRIFFIN HAESLOOP ARCHITECTS PH. 415-441-2300

ECOLOGICAL RESTORATION RANA CREEK PH. 831-659-3820

STRUCTURAL ENGINEER FRATESSA FORBES WONG STRUCTURAL ENGINEERS

PH. 206-292-1200

HORTICULTURE GREENLEE AND ASSOCIATES PH. 415-468-1961

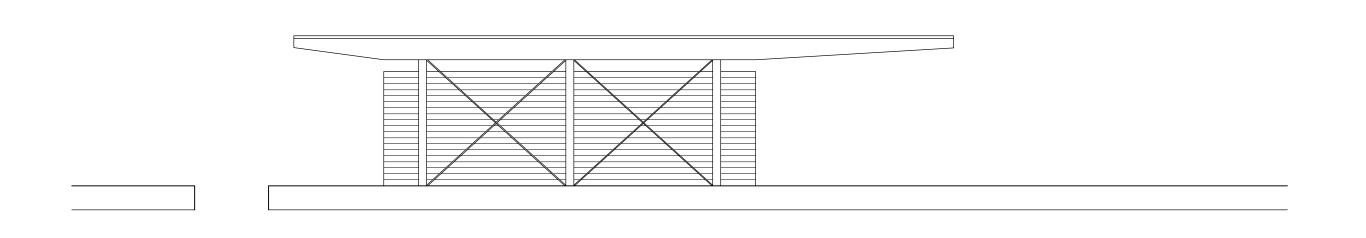
KEY PLAN

<u>NO.</u>	DATE	DESCRIPTION
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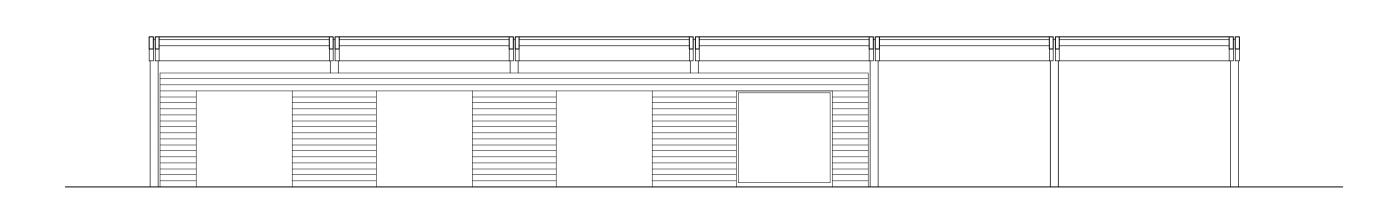
SHOP BUILDING

GGN PROJECT#



EXTERIOR ELEVATION - SOUTH

SCALE: 1/8" = 1'-0"



OFFICE STORAGE COVERED OUTDOOR GATHERING SPACE OFFICE





REVISIONS	S :
NO. DATE	DESCRIPTION

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501 STANYAN ST.

PH. 415-831-2700

PH. 415-495-4014

PH. 206-903-6802

PH. 206-292-1200

PH. 415-441-2300

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HORTICULTURE

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ECOLOGICAL RESTORATION

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ARCHITECT

RANA CREEK

ENGINEERS

SUITE 900

SAN FRANCISCO, CA 94117

THE TRUST FOR PUBLIC LAND 101 MONTGOMERY STREET

SAN FRANCISCO, CA 94104

LANDSCAPE ARCHITECT
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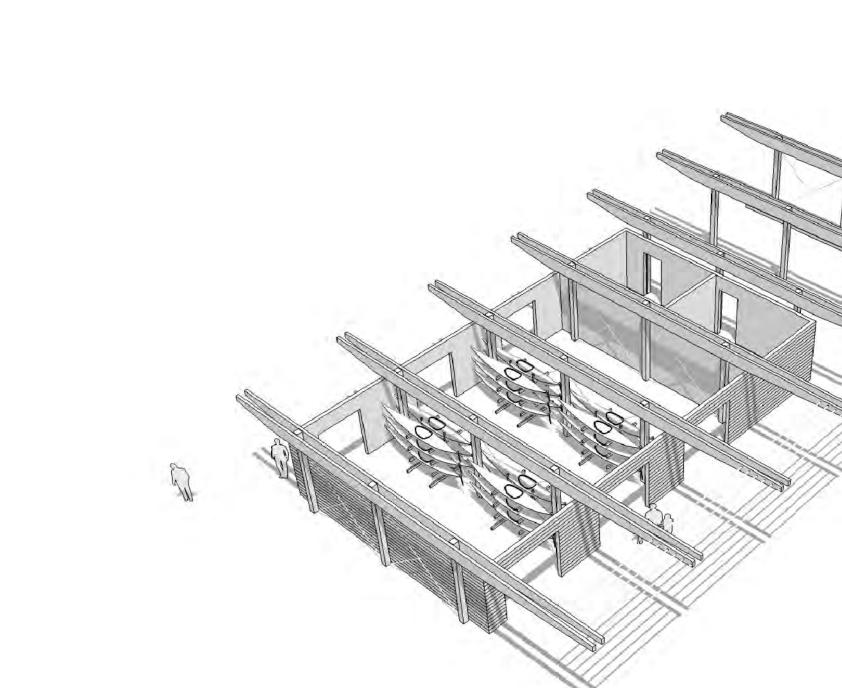
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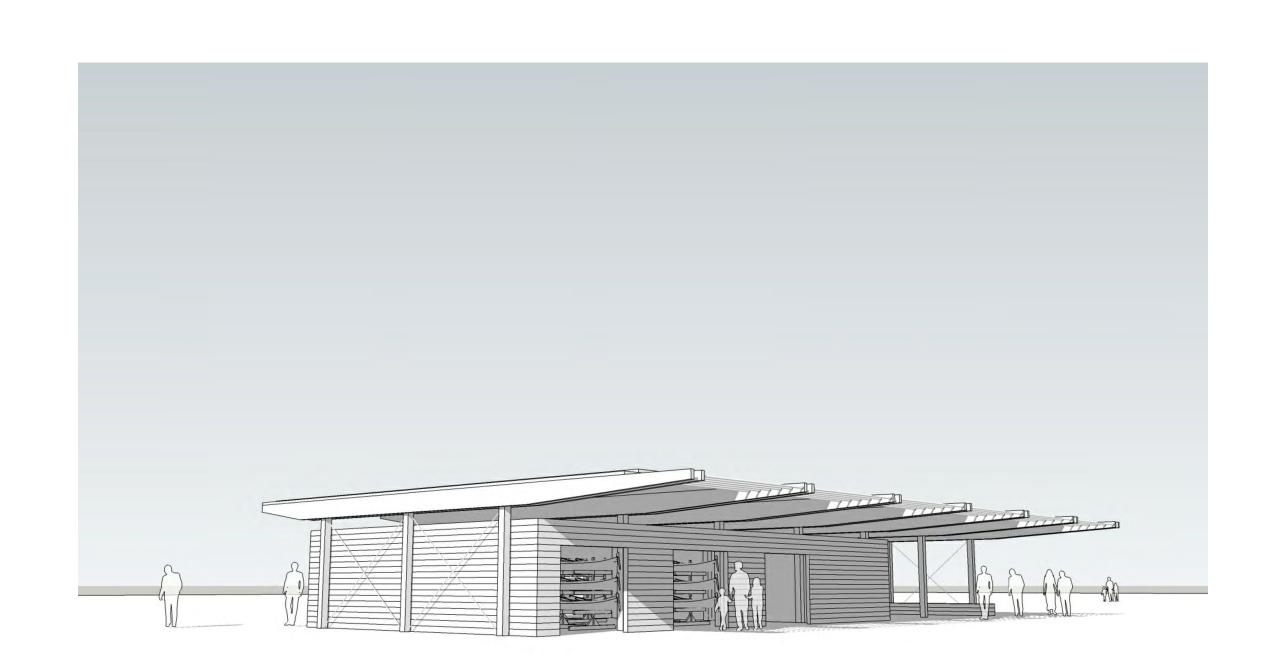
THE TRUST FOR PUBLIC LAND

CHECKED BY XX GGN PROJECT# 08/18/16

> OUTFITTERS BUILDING

EXTERIOR ELEVATION - EAST SCALE: 1/8" = 1'-0"





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417 S. Hill Street, Suite 211 Los Angeles, California 90013 213.221.1200 / 213.221.1209 fax 2401 C Street, Suite B Sacramento, California 95816 916.930.9903 / 916.930.9904 fax 417 Montgomery Street, 8th Floor San Francisco, CA 94104 415.362.5154 / 415.362.5560 fax



imagining change in historic environments through design, research, and technology

DRAFT MEMORANDUM

PROJECT NO. 14290D DATE July 20, 2017

India Basin Transportation TO Victoria Lehman **PROJECT** Action Plan CEQA Analysis

BUILD Inc.

Jonathon Rusch FROM OF 315 Linden Street Architectural Historian

San Francisco, CA 94102

Allison Vanderslice CC Kelsey Bennett VIA Email

Nicole Avril

REGARDING: INDIA BASIN TRANSPORTATION ACTION PLAN

INTRODUCTION

This memorandum has been prepared for BUILD Inc. to analyze the potential impacts caused by the India Basin Transportation Action Plan (IBTAP) on historic resources under the California Environmental Quality Act (CEQA). Page & Turnbull prepared the Historic Resource Evaluation (HRE) Parts 1 and 2 (March 8, 2017) for the India Basin Mixed-Use Project. The HRE evaluated the historic significance of properties located within the site of a proposed commercial, residential, and park development project in the India Basin neighborhood in southeastern San Francisco. Three properties within the project site were identified as eligible for listing in the California Register of Historical Resources: the Shipwright's Cottage, the India Basin Scow Schooner Boatyard, and 702 Earl Street. The HRE analyzed the potential impacts of the development project on identified historical resources, including two properties adjacent to the project site, 881 Innes Avenue (Albion Brewery) and 911 Innes Avenue. The project description reviewed during the preparation of the HRE did not include the IBTAP, components of which will be implemented in association with the India Basin Mixed-Use Project. The IBTAP has therefore enlarged the project area and added scope items that were not previously analyzed in the HRE. This memorandum supplements the HRE's existing project analysis to inform the determination of environmental impacts included in the Draft Environmental Impact Report (DEIR) for the India Basin Mixed-Use Project.

METHODOLOGY

Page & Turnbull completed this memorandum after reviewing the description of the IBTAP provided in the DEIR dated June 27, 2017. On July 18, 2017, Page & Turnbull staff conducted a site walk of the areas of Jennings Street, Evans Avenue, Hunters Point Boulevard, and Innes Avenue that will be improved as a result of the IBTAP. This area generally spans from the intersection of Jennings Street and Cargo Way to the intersection of Innes Avenue and Donahue Street. The site survey was

> **ARCHITECTURE** PLANNING & RESEARCH PRESERVATION TECHNOLOGY

conducted to record current site conditions within the streetscape and at intersections that will be improved, as well as to identify any potential historic resources within the public right-of-way.

CURRENT SITE CONDITIONS

Survey of the area where streetscape and roadway improvements will occur revealed asphalt-paved roadways lined by concrete curbing, as well as concrete- and asphalt-paved sidewalks in most areas. Sidewalks are absent along the southwestern edge of Innes Avenue, where the Hunters Point ridge slopes steeply towards the roadway with exposed rock outcroppings. Common features located within the public right-of-way include the following: wood utility poles with attached street lights; fire hydrants; bicycle racks; one modern Muni bus shelter; traffic, parking, and street identification signage on metal posts; street trees, in some instances surrounded by protective metal grating; and trash receptacles. Innes Avenue's intersections with Hunters Point Boulevard and Griffith Street feature striping for pedestrian crossings; Innes Avenue's intersections with Arelious Walker Drive and Donahue Street feature curb ramps with tactile paving. None of the observed features within the public right-of-way appears to be more than 50 years old.

SITE PHOTOGRAPHS

The following photographs were taken by Page & Turnbull on July 18, 2017. They are sequenced from the north end of the IBTAP area at the intersection of Jennings Street and Cargo Way to the south end at the intersection of Innes Avenue and Donahue Street.



Figure 1. Intersection of Jennings Street and Cargo Way, viewed facing northeast



Figure 2. Jennings Street, viewed facing northeast



Figure 3. Evans Avenue, viewed facing southwest from Jennings Street



Figure 4. Evans Avenue, viewed facing northwest from Hunters Point Boulevard



Figure 5. Hunters Point Boulevard, viewed facing southeast from Evans Avenue



Figure 6. Hunters Point Boulevard, viewed facing south



Figure 7. Intersection of Hawes Avenue and Hunters Point Boulevard, viewed facing north



Figure 8. Intersection of Hawes Avenue and Hunters Point Boulevard, viewed facing south down Hunters Point Boulevard



Figure 9. Intersection of Hunters Point Boulevard and Innes Avenue, viewed facing north



Figure 10. Intersection of Hunters Point Boulevard and Innes Avenue, viewed facing southeast



Figure 11. Sidewalk at south edge of Innes Avenue, viewed facing northwest. 911 Innes Avenue is at left.



Figure 13. Intersection of Innes Avenue and Griffith Street, viewed facing northwest.



Figure 12. Intersection of Innes Avenue and Griffith Street, viewed facing southeast. The Shipwright's Cottage and India Basin Scow Schooner Boatyard are at left.



Figure 14. Crosswalk and bus shelter at the intersection of Innes Avenue and Griffith Street, viewed facing northeast. The India Basin Scow Schooner Boatyard is located at center.



Figure 15. Intersection of Innes Avenue and Arelious Walker Drive, viewed facing northwest



Figure 16. Intersection of Innes Avenue and Arelious Walker Drive, viewed facing southeast



Figure 17. Innes Avenue viewed facing southeast from Arelious Walker Drive



Figure 18. Intersection of Innes Avenue and Earl Street, viewed facing northwest



Figure 19. Earl Street, viewed facing northeast from Innes Avenue



Figure 20. Innes Avenue, viewed facing northwest from near Donahue Street

INDIA BASIN TRANSPORTATION ACTION PLAN

Based on the project description included in the DEIR, specific measures to be implemented as part of the IBTAP related to the India Basin Mixed-Use Project (both project variants) are the following:

New Intersection Signals and Pedestrian Crosswalks

- Hunters Point Boulevard and Hudson/Hawes Street
- Innes Avenue and Hunters Point Boulevard
- Innes Avenue and Griffith Street
- Innes Avenue and Arelious Walker Drive
- Innes Avenue and Earl Street

Left-Turn Pockets

- Innes Avenue and New Griffith Street
- Innes Avenue and Arelious Walker Drive
- Innes Avenue and Earl Street

General Innes Avenue Streetscape Improvements

- Street benches
- Bicycle racks
- Trash receptacles
- Signage
- Repaving

The IBTAP does not propose to widen the existing roadway or public sidewalks.

ANALYSIS

The observed features in the public right-of-way within the IBTAP area are standard features typical of most streets in San Francisco. None appears to have the potential to contribute to the significance and historic setting of identified historic resources. Furthermore, the five identified historic resources within and adjacent to the India Basin Mixed Use Project site—the Shipwright's Cottage, India Basin Scow Schooner Boatyard, 702 Earl Street, Albion Brewery at 881 Innes Avenue, and 911 Innes Avenue—are located outside of the roadway and public sidewalks that would be improved by the IBTAP. The IBTAP would not have a physical effect on any character-defining features or materials that belong to the identified resources. The following discussion therefore addresses the potential of the IBTAP measures listed above to have an impact on the setting of the five identified historic resources.

702 Earl Street is located on a lot situated approximately 150' northeast of Innes Avenue, and is furthermore separated from Innes Avenue by its lower elevation as well as a row of buildings lining the Innes Avenue. As a result, 702 Earl Street has a weak visual relationship with Innes Avenue, and changes occurring to features within the streetscape, including new signals and pedestrian crosswalks at the intersection of Innes Avenue and Earl Street, would have effectively no impact on the resource's integrity of setting.

The remaining four identified historic resources are located adjacent to Innes Avenue, generally between Hunters Point Boulevard and Arelious Walker Drive. The Shipwright's Cottage, 911 Innes Avenue, and the Albion Brewery face onto Innes Avenue; the India Basin Scow Schooner Boatyard site spreads northeast to meet the shore of San Francisco Bay, and one portion of the site's southwestern boundary lies adjacent to Innes Avenue in front of the Shipwright's Cottage. It is therefore possible that changes proposed within the roadway and public sidewalks of Innes Avenue may affect the integrity of setting of the adjacent historic resources. However, the measures proposed by the IBTAP do not appear to change the existing character of Innes Avenue substantially. Each of the identified resources was evaluated with consideration of a streetscape that has been modernized with new paving, curbing, and related features since the resources' periods of significance. The measures proposed by the IBTAP would modernize the appearance of the streetscape and roadway by employing new road striping, signage, paving, and small-scale features that are generally similar to those that currently exist along Innes Avenue. New intersection signals are compatible in scale, appearance, and function with the existing signage and utility poles. As a

¹ The HRE identified the following periods of significance: Shipwright's Cottage (1875); India Basin Scow Schooner Boatyard (1875-1936); and 702 Earl Street (1935-1936). The periods of significance of the adjacent resources, 911 Innes Avenue and the Albion Brewery, are not well-defined based on available documentation, but are presumed to be their dates of construction: c. 1873 and c. 1870, respectively.

India Basin Transportation Action Plan Assessment [14290D] Page 9 of 9

result, the IBTAP would result in minimal changes to the overall character of Innes Avenue and would not affect the California Register eligibility of any identified historic resources.

PLANNING & RESEARCH

ARCHITECTURE