



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: September 13, 2017

TO: Architectural Review Committee of the Historic Preservation Commission

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REVIEWED BY: Tim Frye, Historic Preservation Officer, (415) 558-6409

RE: **Review and Comment for India Basin Mixed-Use Project Preservation Alternatives for Draft EIR**
Case No. 2014-002541ENV

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The Planning Department (“Department”) and the Project Sponsor (“Sponsor”) are requesting review and comment before the Architectural Review Committee (ARC) regarding the proposed Preservation Alternatives for the India Basin Mixed-Use Project.

On March 18, 2015, the Historic Preservation Commission adopted Resolution No. 0746 (attached) to clarify expectations for the evaluation of significant impacts to historical resource and the preparation of preservation alternatives in Environmental Impact Reports. Although the resolution does not specify ARC review of proposed preservation alternatives, the HPC, in their discussions during preparation of the resolution, expressed a desire to provide feedback earlier in the environmental review process – prior to publication of the Draft EIR – particularly for large projects. In response to the resolution, the subject project is being brought to the ARC for feedback as the Department and Project Sponsor develop preservation alternatives to address the anticipated significant impact to the India Basin Scow Schooner Boatyard cultural landscape.

The Planning Department has prepared a focused Environmental Impact Report (EIR) to evaluate the physical environmental effects of the proposed project. The Planning Department determined that the proposed project would result in a significant and unavoidable impact to the India Basin Scow Schooner Boatyard Vernacular Cultural Landscape, triggering the development of Preservation Alternatives. The proposed Preservation Alternatives are being brought to the ARC for comment prior to review by the HPC of the Draft EIR on October 4th, 2017. The Draft EIR was published on September 13, 2017.

PROPERTY DESCRIPTION

The proposed project area lies within the Bayview Hunters Point neighborhood, in the southeast quadrant of San Francisco. The site is generally bounded the San Francisco Bay on

the northeast, Earl Street and the Candlestick Point–Hunters Point Phase I and Phase II Shipyard Development Plan areas on the southeast, Innes Avenue on the southwest, and Hunters Point Boulevard on the northwest (see Figures 1-3 in the attached Preservation Alternatives Report, prepared by Page & Turnbull). Portions of Innes Avenue adjacent to the site are included in the project boundary. The parcels collectively referred to as the India Basin Shoreline Park, 900 Innes, and India Basin Open Space properties are owned by the City, by and through the SF Port, the San Francisco Recreation and Parks Department (RPD), and San Francisco Public Works (SFPW). These parcels are all managed by RPD. The parcels that are collectively referred to as the 700 Innes property are owned or optioned by BUILD, except for a small parcel of land adjacent to Griffith Street that BUILD intends to acquire (depicted in yellow as the “Zebra” site in Figure 2 of the attached Preservation Alternatives Report).

CEQA HISTORICAL RESOURCES EVALUATION

The findings in the Historic Resource Evaluation (HRE) Report prepared by Page & Turnbull (attached) indicated that three CRHR-eligible properties exist in the India Basin Mixed-Use Project area: the Shipwright’s Cottage on the 900 Innes property; the India Basin Scow Schooner Boatyard and the scavenged ship hulls of the Hunters Point Ship Graveyard as a vernacular cultural landscape; and the former Heerdt boatyard building at 702 Earl Street (see Figure 3 in the attached Preservation Alternatives Report). The Department concurs with the evaluation identified by Page & Turnbull. These properties are therefore considered historical resources for the purpose of review under CEQA. Additional descriptions of the project area and existing historical resources can be found in the attached HRE Report, Part 1, prepared by Page & Turnbull.

Project Identifier/ Location	Resource Identifier	Address/Resource Name or Type and Description	Period of Significance	Historical Resource Applicable Criteria
900 Innes property	Shipwright’s Cottage	900 Innes Avenue, San Francisco/vacant residence	1875	CRHR Criterion 1 (Events), Criterion 3 (Architecture); Article 10 San Francisco Landmark #250. Note: Also a contributor to India Basin Scow Schooner Boatyard Vernacular Cultural Landscape
900 Innes property	India Basin Scow Schooner Boatyard	900 Innes Avenue, San Francisco/ vernacular cultural landscape	1875–1936	CRHR Criterion 1 (Events)
700 Innes property	702 Earl Street	702 Earl Street, San Francisco/former boatyard building	1935–1936	CRHR Criterion 3 (Architecture)
India Basin Shoreline	Hunters Point Ship	Assessor’s Parcel Number Blocks 4605,	1875–1936	CRHR Criterion 1 (Events). The hulls that comprise the

Project Identifier/ Location	Resource Identifier	Address/Resource Name or Type and Description	Period of Significance	Historical Resource Applicable Criteria
Park	Graveyard	4622, 4629/park/vernacular cultural landscape		Hunters Point Ship Graveyard including the <i>Caroline</i> and <i>Bay City</i> are contributors to the India Basin Scow Schooner Boatyard Vernacular Cultural Landscape

702 Earl Street

The building at 702 Earl Street, constructed ca. 1935 to support William Heerdts’s boatyard as a combined repair shop and residence, is significant under CRHR Criterion 3 (Architecture) as a massive and distinctive timber-framed industrial building, constructed by Heerdts and Staddcutter. Historical 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. The building was 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 18th and 19th centuries but increasingly rare in later periods (apart from during wartime 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 before 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: 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 have aspects of its historical design and materials. Because of 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 historical 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. Thus, the building is considered a historical resource for the purposes of CEQA.

Shipwright’s Cottage

The Shipwright’s Cottage has been evaluated previously for NRHP eligibility and CRHR eligibility. It is designated as San Francisco City Landmark No. 250, The Shipwright’s Cottage. The evaluation of CRHR eligibility has not been officially adopted. The previous evaluations have specified that the building is an individually significant historic resource under NRHP and CRHR Criteria A/1 (Events) and C/3 (Architecture). Its period of significance is 1875, signifying the building’s year of construction.

Integrity: Overall, the Shipwright’s Cottage retains sufficient historic integrity to convey its significance as a residence built during the last quarter of the 19th century in the India Basin

neighborhood associated with the shipwright community in India Basin, and as a rare remaining example of workman vernacular architecture that includes traits of several Victorian-era architectural styles. While the setting has been diminished, the building retains sufficient integrity of location, design, materials, workmanship, feeling, and association to its period of significance (1875) and is considered a historical resource for the purposes of CEQA. India Basin Scow Schooner Boatyard Vernacular Cultural Landscape

India Basin Scow Schooner Boatyard Vernacular Cultural Landscape

The India Basin Scow Schooner Boatyard Vernacular Cultural Landscape includes the following features: the Bay, roads and paths, structures such as marine ways and docks, staging and storage areas, and buildings, including the aforementioned Shipwright's Cottage, that were in use between 1875 and 1936 (see Table 2 and Figure 4 in the Preservation Alternatives Report). In addition, it should be noted that any historical maritime archeological resources identified in the study areas,¹ specifically those related to the local boatbuilding industry during this period, are considered contributing features to the India Basin Scow Schooner Boatyard Vernacular Cultural Landscape. As mentioned above, the remains of the *Bay City* and *Caroline* discovered within the limits of India Basin Shoreline Park and the immediate offshore area have been recorded as archeological contributing elements to the cultural landscape.

The India Basin Scow Schooner Boatyard site, a boatbuilding and boat repair yard in operation beginning in the 1870s, is a historically significant site under CRHR 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 Bay Area during the late 19th and early 20th centuries, before 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. Because of 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 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 to 1936, 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 end of the era in which wood watercraft (the boatyard's specialty) were integral to the Bay Area's transport economy.

Integrity: 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,

¹ The remnants of the Hunters Point Ship Graveyard, including the hulls of the *Bay City* and *Caroline*, are not situated within the 900 Innes property, but within the confines of India Basin Shoreline Park immediately to the north (see Figure4).

enough features remain at the site to convey the important 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 and is considered a historical resource for the purposes of CEQA.

Character-defining features: The India Basin/San Francisco Bay location itself, with a gradual slope from Innes Avenue to India Basin; views east toward the Bay and the East Bay hills; and circulation patterns including the Griffith Street ROW, the path between Griffith Street and the west marine ways, and the circulation routes between the water access at the marine ways. Character-defining buildings and structures include the Boatyard Office building, Tool Shed and Water Tank building, the Shipwright's Cottage, the west marine way tracks, water fence posts, the Hunters Point Ship Graveyard, and the historic storage and staging yard area. See Figure 4 and Table 2 in the attached Preservation Alternatives Report for full list of character-defining and non-character-defining elements within the boundary of the India Basin Scow Schooner Boatyard Vernacular Cultural Landscape.

The Department concurs with the character-defining features identified by Page & Turnbull.

PROJECT DESCRIPTION

The San Francisco Recreation and Parks Department (RPD), together with the City and County of San Francisco (City) and the privately owned real estate development company BUILD, have proposed a public-private partnership to redevelop approximately 38 acres located along the India Basin shoreline of San Francisco Bay (Bay) into an integrated network of new public parks, wetland habitat, and a mixed-use urban village (see Figures 5-7 in the attached Preservation Alternatives Report).

BUILD would redevelop approximately 30 acres of privately and publicly owned parcels along the shoreline to create a new publicly accessible network of improved parkland and open space and a mixed-use urban village. The BUILD development area comprises 17.12 acres of privately owned parcels, the existing 6.2-acre India Basin Open Space, and 5.94 acres of partially unimproved and unaccepted ROW. Approximately 14 acres of the BUILD development area would be developed in a series of phases into privately owned buildings as part of a mixed-use urban village. The remainder of the BUILD development, approximately 15.26 acres, would be developed in a series of phases into a mix of improved ROW, new public parkland and open space, new public plazas, new private gardens and open space, and restored and enhanced wetland habitat.

RPD would redevelop approximately 8.98 acres of publicly owned parcels along the shoreline to create a new publicly accessible network of improved parkland and open space. The RPD development area comprises the existing 5.6-acre India Basin Shoreline Park, the 1.8-acre 900 Innes property that contains the India Basin Scow Schooner Boatyard cultural landscape, and 1.58 acres of unimproved streets.

900 Innes Property: Following site remediation, RPD would undertake site redevelopment within the India Basin Scow Schooner Boatyard cultural landscape. The historic Shipwright's Cottage would be retained and restored in accordance with the Secretary of the Interior's Standards for Rehabilitation and would be required to receive a Certificate of Appropriateness

from the San Francisco Historic Preservation Commission (HPC). Specifically, the building's exterior would be restored to its 1920s appearance, and the interior would be adaptively reused as a welcome center and public exhibition space.

North of the Shipwright's Cottage on the 900 Innes property, the former Boatyard Office building may be retained, demolished, moved, and/or replaced depending on final project design. The condition of the building is not fully known at this time; depending on the final project design, the project may include retention or replacement in-kind of a portion of the roof form, a portion of the wood frame structure, and a portion of the wood cladding so that the massing of the building is still expressed. The Tool Shed and Water Tank building that directly abuts the office building would be removed. An open-sided structure that interprets the building's massing and roof form and reuses original material and retains the foundation walls, where feasible, may be installed at the original building location. The extent of the character-defining features to be retained or replaced in-kind in the Boatyard Office building and/or Tool Shed and Water Tank building will depend upon additional condition assessments of the buildings, public safety concerns, ADA accessibility, seismic requirements, visibility and sight lines in relation to park design, and RPD programming needs and project goals. The project would include an interpretive exhibit explaining the history of the India Basin Scow Schooner Boatyard; the interpretive exhibit would be developed and installed in India Basin Shoreline Park and the 900 Innes Property.

The paint shop, a non-historic structure located approximately 32 feet north of the tool shed, would be removed and replaced with an open-sided structure that would interpret the building shape and roof form and reference the outline of the building footprint, reusing original material where feasible. The other two non-historic existing structures on the 900 Innes property—the blacksmith and machine shop, located at the end of the pier on the northeast end of the site, and the storage building—would be demolished. Material from these buildings may be salvaged and reused for new construction within the cultural landscape, if feasible.

A 0.2-acre tidal marsh would be created and approximately 12 creosote-treated piles, which are part of the historical water fence post located in the Bay adjacent to this property, would be removed. However, an attempt would be made to replace these piles in place, if possible. In addition, two dilapidated piers and 20 other creosote-treated piles would be removed and replaced with new piers. If possible, depending on other considerations, the original wood portions of the west marine way tracks would be replaced because they are contaminated. The original metal portion of the west marine way tracks would be remediated and left in place. For additional information about the proposed project, see the attached preservation alternatives memo prepared by Page & Turnbull.

PROJECT IMPACTS

The draft EIR determined that the proposed project would have a significant impact on the India Basin Scow Schooner Boatyard Vernacular Cultural Landscape.

PRESERVATION ALTERNATIVES

As the proposed project is anticipated to result in a significant impact on a historical resource due to demolition of significant features of the India Basin Scow Schooner Boatyard Vernacular Cultural Landscape, the EIR considers alternatives to the project. Alternatives considered under CEQA do not need to meet all project objectives; however, they should fully preserve the features of the resource that convey its significance while still meeting most of the basic objectives of the project. RPD's project objectives include the development of a new shoreline park network that would provide space for active and passive recreation, picnicking, and water access; extend the Blue Greenway (a portion of the San Francisco Bay Trail); rehabilitate and celebrate the historic India Basin Scow Schooner Boatyard; and provide pedestrian and bicycle connections to and along the shoreline, fronting the Bay. RPD's detailed project objectives are included in the attached Alternatives Memo provide by Page & Turnbull.

Department staff and the project team have identified the following preservation alternatives: No Project Alternative, Full Preservation Alternative, and Partial Preservation Alternative. Schematics are provided for the Full and Partial Preservation Alternatives in the attached Preservation Alternatives Memo.

No Project Alternative

As required by State CEQA Guidelines Section 15126.6(e), the No Project Alternative is evaluated to allow decision-makers to compare the environmental effects of approving the proposed project with the effects of not approving the project. Under this alternative, the project site would remain in its current condition and no new development would occur. There would be no construction and no provision of new residential, commercial (retail, office, research and development [R&D]), and recreational uses.

The No Project Alternative does not meet the objectives of the project.

Full Preservation Alternative

This alternative was selected because of its potential to reduce the cultural resource impact listed above. The Full Preservation Alternative would be similar to the proposed project and variant, but would include the rehabilitation to the SOI Standards of all three buildings (the Shipwright's Cottage, the Boatyard Office Building, and the Tool Shed and Water Building) that are significant features of the India Basin Scow Schooner Boatyard and contribute to the boatyard's CRHR eligibility (see Figures 8-11 in the attached Preservation Alternatives Report). The Full Preservation Alternative would also propose that plantings and new park furniture would be designed to retain the industrial character of the cultural landscape. Under this alternative, the Griffith Street right-of-way alignment and width would be maintained and would be designed as a stepped path rather than wood stairs.

The Full Preservation Alternative meets or partially meets some of the objectives of the project.

Partial Preservation Alternative

This alternative was selected because of its potential to reduce the cultural resource impact listed above. The Partial Preservation Alternative would be similar to the proposed project and variant, but would guarantee the retention of all or a portion of the Boatyard Office Building, a significant feature of the India Basin Scow Schooner Boatyard that contributes to the boatyard's CRHR eligibility, and would include an interpretation of the Tool Shed and Water

Tank building. A range of options for retention of the Boatyard Office Building and the interpretation of the Tool Shed and Water Tank building are under development and are presented in the attached alternatives memo prepared by Page & Turnbull (see Figures 12-18 in the attached Preservation Alternatives Report).

The Partial Preservation Alternative meets or partially meets many of the objectives of the project.

REQUESTED ACTION

The Department seeks comments on the adequacy of the proposed Preservation Alternatives. Specifically, various scenarios for the Partial Preservation Alternative are presented in the attached Preservation Alternatives Report and the Department seeks comments on these options.

ATTACHMENTS

- HPC Resolution No. 0746
- Historic Resource Evaluation, prepared by Page & Turnbull
- Preservation Alternatives Report, prepared by Page & Turnbull



SAN FRANCISCO PLANNING DEPARTMENT

Historic Preservation Commission Resolution No. 0746

HEARING DATE: MARCH 18, 2015

ADOPTION OF A POLICY STATEMENT TO CLARIFY HISTORIC PRESERVATION COMMISSION EXPECTATIONS FOR THE DEVELOPMENT AND EVALUATION OF PRESERVATION ALTERNATIVES IN ENVIRONMENTAL IMPACT REPORTS FOR THE PURPOSES OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

WHEREAS, the loss of historical resources through demolition or adverse impacts from alteration should be avoided whenever possible and historic preservation should be used as a key strategy in achieving the City's environmental sustainability goals through the restoration, rehabilitation, and adaptive reuse of historic buildings; and

WHEREAS, an environmental impact report (EIR) is required under the California Environmental Quality Act (CEQA) when proposed projects would cause a significant impact to historical resources that cannot feasibly be mitigated to a less-than-significant level; and

WHEREAS, an EIR is integral to providing the public and decision-makers with an in-depth review of a project's environmental impacts, feasible mitigation measures, and alternatives that would reduce or eliminate those impacts; and

WHEREAS, the requirement of CEQA to consider alternatives to projects that would entail significant impacts to historical resources, either through demolition or other alterations, is an opportunity for analysis and consideration of the potential feasibility of accomplishing a project while reducing significant environmental impacts to historic resources; and

WHEREAS, the EIR process is an opportunity for members of the public to participate in the development and consideration of alternatives to demolition and project proposals that would result in significant impacts to historical resources; and

WHEREAS, CEQA requires that an EIR describe a range of reasonable alternatives to the project that would feasibly attain most of the basic objectives of the project; would avoid or substantially lessen any of the significant effects of the project; and evaluate the comparative merits of the alternatives; and

WHEREAS, when an EIR studies a potentially feasible alternative to demolition of an historical resource, the lead agency and the public have the opportunity to discuss and consider changes or alternatives to the project that would reduce or eliminate its impact to historical resources; and

WHEREAS, the Historic Preservation Commission (HPC) supports the Planning Department's efforts to provide a robust consideration of preservation alternatives in EIRs to satisfy the requirements of CEQA; and

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WHEREAS, the Planning Department, acting as the CEQA lead agency for projects in the City and County of San Francisco, distributes draft EIRs for public review generally for a period of 45 days; and

WHEREAS, the Planning Commission conducts public hearings on draft EIRs during the public review period to solicit public comment on the adequacy and accuracy of information presented in the draft EIRs; and

WHEREAS, the HPC has the authority to review and provide comments to the Planning Department on draft EIRs for projects that may result in a significant impact on historical resources; and

WHEREAS, the HPC conducts public hearings on such draft EIRs during the public review period for the purpose of formulating the HPC's written comments, if any, to be submitted to the Planning Department for response in Responses to Comments documents;

WHEREAS, the Planning Department prepares Responses to Comments documents in order to respond in writing to comments on environmental issues provided orally and in writing during the draft EIR public review period; and

Now therefore be it RESOLVED that the Commission hereby ADOPTS the following policy to clarify its expectations for the evaluation of significant impacts to historical resources under CEQA in EIRs under its purview as identified in Section 4.135 of the City Charter:

1. **Preservation Alternatives.** If a proposed project would result in a significant impact on historical resources due to demolition or alteration of an historical resource, the EIR should consider an alternative to the proposed project. Alternatives considered under CEQA do not need to meet all project objectives; however, they should fully preserve the features of the resource that convey its historic significance while still meeting most of the basic objectives of the project.

The analysis of historical resources impacts in the EIR should clearly distinguish between impacts to individually significant resources (which should be reviewed for their impact to the resource itself) and impacts to contributory resources within a historic district (which should be reviewed for their impacts to the historic district as a whole).

2. **Partial Preservation Alternatives.** The HPC recognizes that preservation options for some project sites and programs may be limited. For this reason, it may be appropriate for the EIR to include analysis of a Partial Preservation Alternative that would preserve as many features of the resource that convey its historic significance as possible while taking into account the potential feasibility of the proposed alternative and the project objectives.

In many cases, retention of a historic facade alone may not eliminate or sufficiently reduce a significant impact for CEQA purposes. Therefore, facade retention alone generally is not an appropriate Partial Preservation Alternative. However, depending on the particular project, and in combination with other proposed features, retaining a facade facing the public right-of-way and incorporating setbacks to allow for an understanding of the overall height and massing of the historic resource may be a useful

feature of a Partial Preservation Alternative on a case-by-case basis as part of the preparation of the Draft EIR.

3. **Labeling of Alternatives.** An alternative should be labeled a “Preservation Alternative” only if it would avoid a significant impact to the historical resource. An alternative that would result in a reduced, but still significant, impact to the historical resource is more appropriately labeled a “Partial Preservation Alternative.”
4. **Graphic Materials and Analysis Included in the EIR.** The detailed description of all preservation alternatives should include graphic representations sufficient to illustrate adequately the features of the alternative(s), especially design elements that would avoid or lessen the significant impact to the historical resource. The graphic representations may include legible plans, elevations, sections determined sufficient to adequately depict the scope of the alternatives, and renderings.
5. **Written Analysis Included in the EIR.** The EIR should include a detailed explanation of how the preservation alternative(s) were formulated, as well as other preservation alternatives that were considered but rejected.
6. **Distribution of Documents to the HPC.** The HPC requests that the Planning Department distribute draft EIRs for projects that would result in a significant impact to historical resources to the HPC at the start of the public review period. In addition, the HPC requests that the Planning Department distribute background studies pertaining to the EIR’s evaluation of historical resources, such as historic resources evaluations, historic resource evaluation responses, and preservation alternatives memoranda, to the HPC at the same time as the draft EIR distribution.
7. **Presentation before the HPC.** During the HPC’s hearing to formulate written comments, if any, on the draft EIR, the HPC requests a presentation highlighting information contained within the draft EIR regarding the analysis of historical resources. Planning Department staff should lead the presentation and ensure that it outlines the following information:
 - a. The eligibility and integrity of those resources identified and under study within the EIR;
 - b. A summary of the potential impacts to the historical resources identified in the EIR; and,
 - c. An explanation of the formulation of the preservation alternative(s) and the potential feasibility of the proposed alternative(s) relative to the project objectives.

Should the HPC identify the need for substantial clarification, elaboration, or correction of information contained within the draft EIR, the HPC will provide comments in writing to the Planning Department for response in the Responses to Comments document; the Planning Department generally will not respond at the HPC hearing.

The HPC will remind the public of the Planning Commission hearing dates and public review periods for draft EIRs brought before the HPC and will clarify public comments at HPC hearings will not be considered as official comments on draft EIRs, nor will they be responded to in Responses to Comments documents.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on March 18, 2015.

Jonas P. Ionin
Commission Secretary

AYES: K. Hasz, A. Wolfram, A. Hyland, J. Pearlman, D. Matsuda, R. Johns

NAYS:

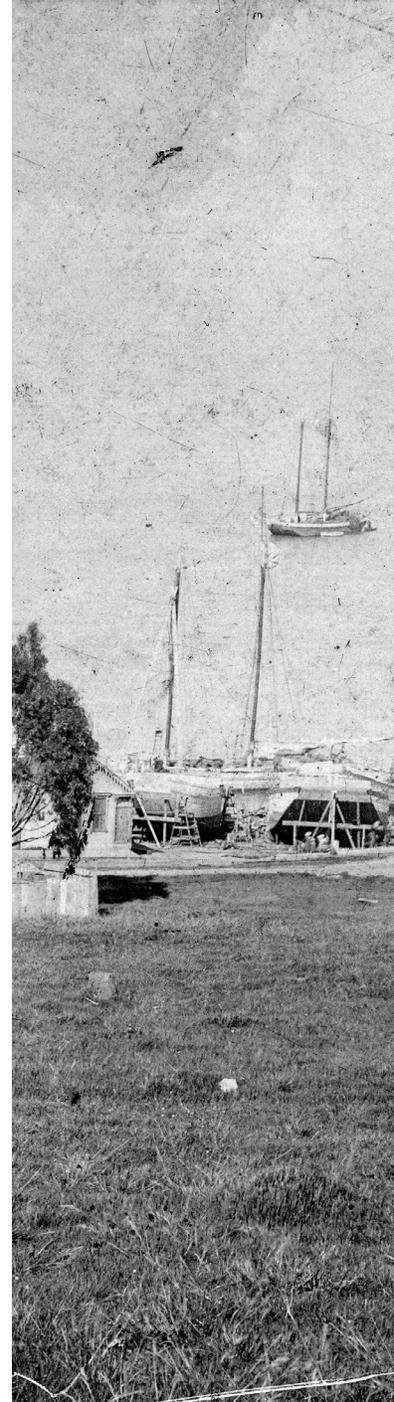
ABSENT: E. Jonck

ADOPTED: March 18, 2015

INDIA BASIN PROJECT
HISTORIC RESOURCE EVALUATION PART I

SAN FRANCISCO, CA
[14290B]

PREPARED FOR:
BUILD, INC.



PAGE & TURNBULL

imagining change in historic environments through design, research, and technology

AUGUST 16, 2016

FINAL

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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, 006, 009, 011, 013	P: Public
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, 010B, 010C, 011	M-1: Light Industrial
4607/025	M-1: Light Industrial	4644/004A, 005, 006, 006A, 007, 008, 009	NC-2: Neighborhood Commercial, Small Scale
4620 (all lots)	M-1: Light Industrial	4645/001, 010, 010A, 011, 012, 013	M-1: Light Industrial
4621/016, 018, 100, 101	M-1: Light Industrial	4645/003A, 004, 006, 007, 007A, 014, 015	NC-2: Neighborhood Commercial, Small Scale
4621/021	P: Public	4646/001	M-1: Light Industrial
4622 (all land lots)	P: Public	4646/002, 003, 003A, 019, 020	NC-2: Neighborhood 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.

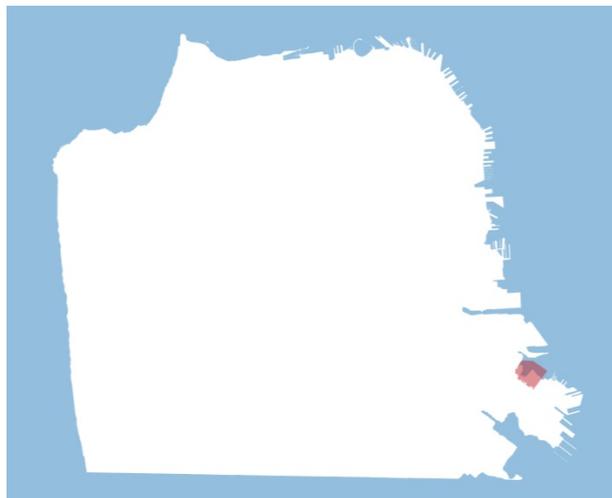


Figure 1. Location of the project area, shaded, within the boundaries of the City of San Francisco
Source: Page & Turnbull

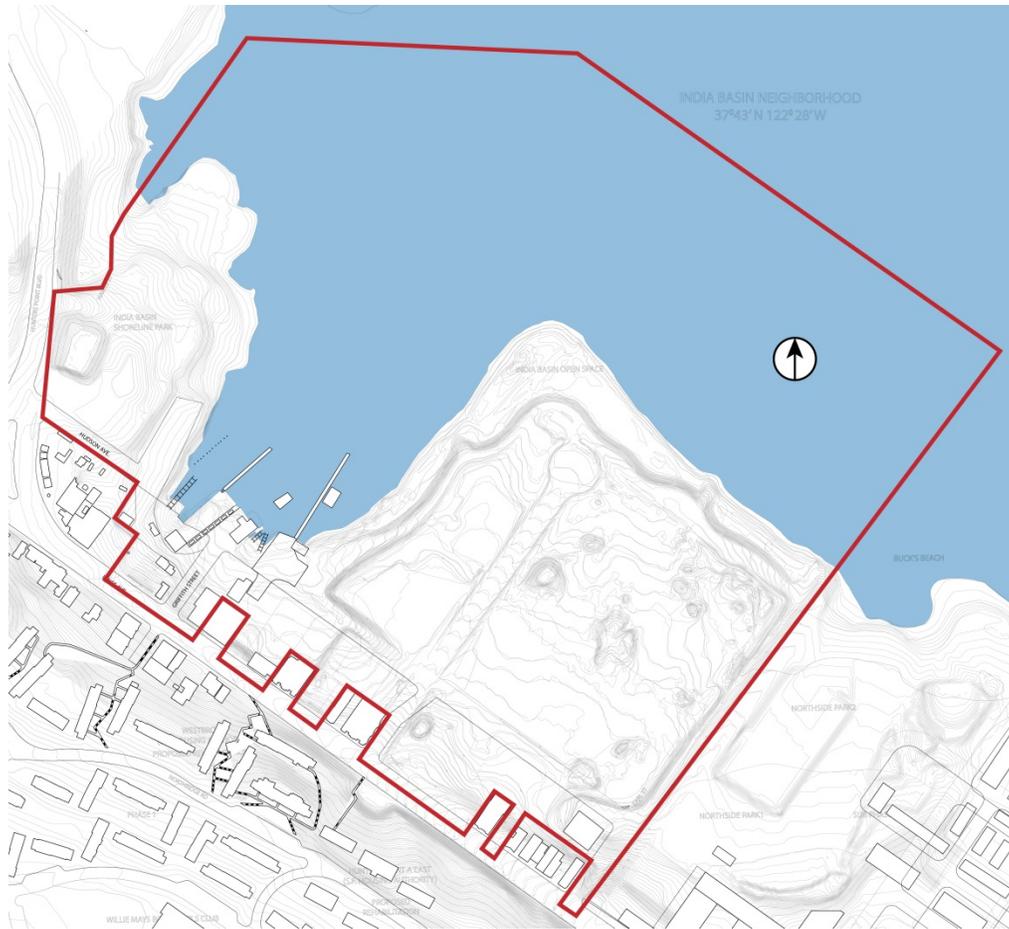


Figure 2. Boundaries of the project area

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

METHODOLOGY

This report follows the outline provided by the San Francisco 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).

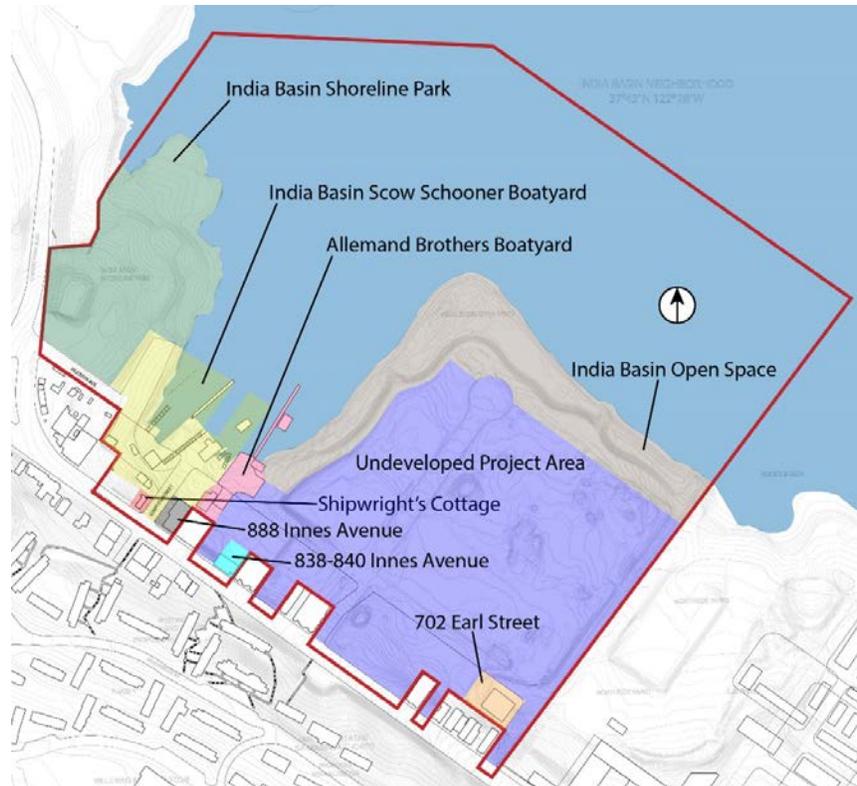


Figure 3. Map of project area, showing the sub-areas that will be described and evaluated in this document

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 San Francisco 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; 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). Please see the evaluation section of this report for more details.

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

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.”³ 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.”⁴ 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.”⁵ 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.”⁶ 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 San Francisco 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

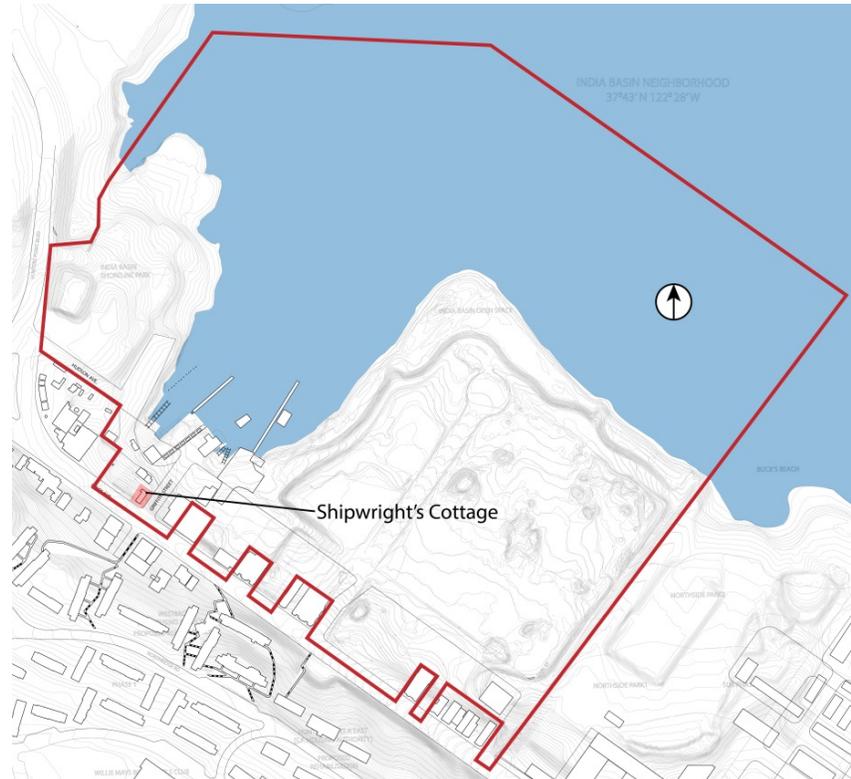


Figure 4. Location of the Shipwright's Cottage in relation to the boundaries of the project area
Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

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

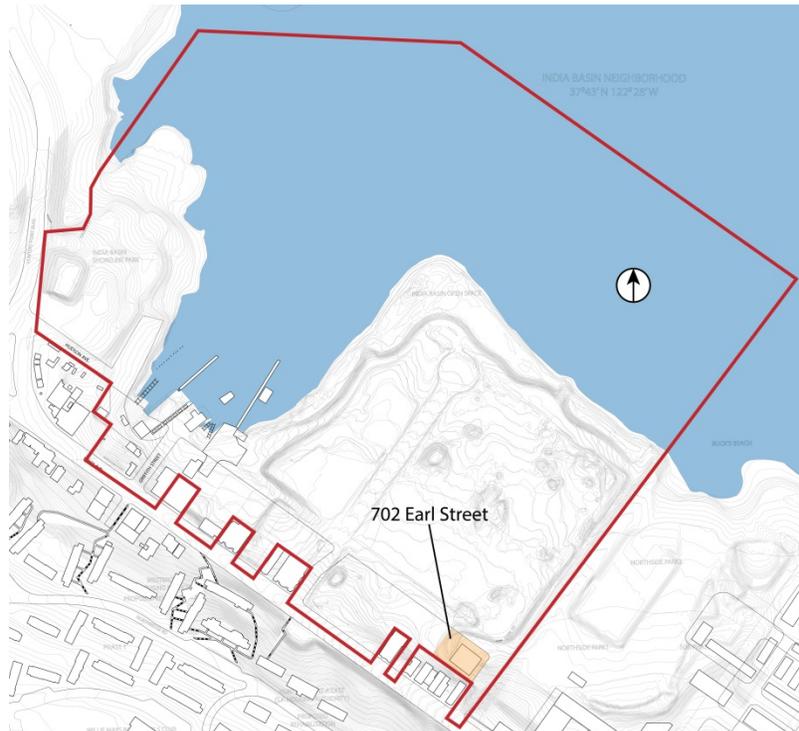


Figure 16. Location of 702 Earl Street in relation to the boundaries of the project area
Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

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 monitor—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

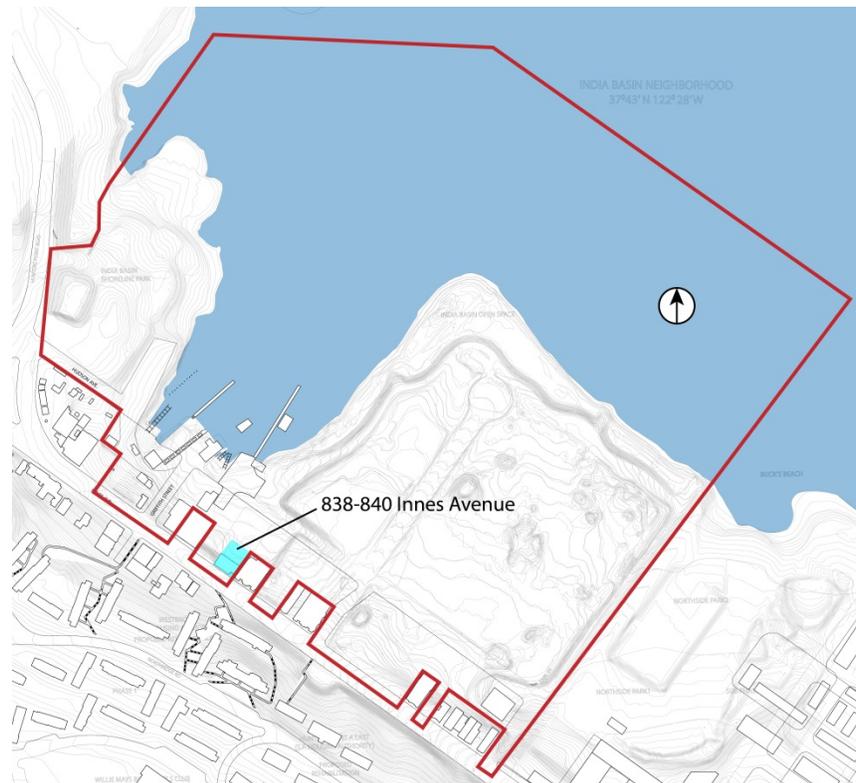


Figure 26. Location of 838-840 Innes Avenue in relation to the boundaries of the project area
Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

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

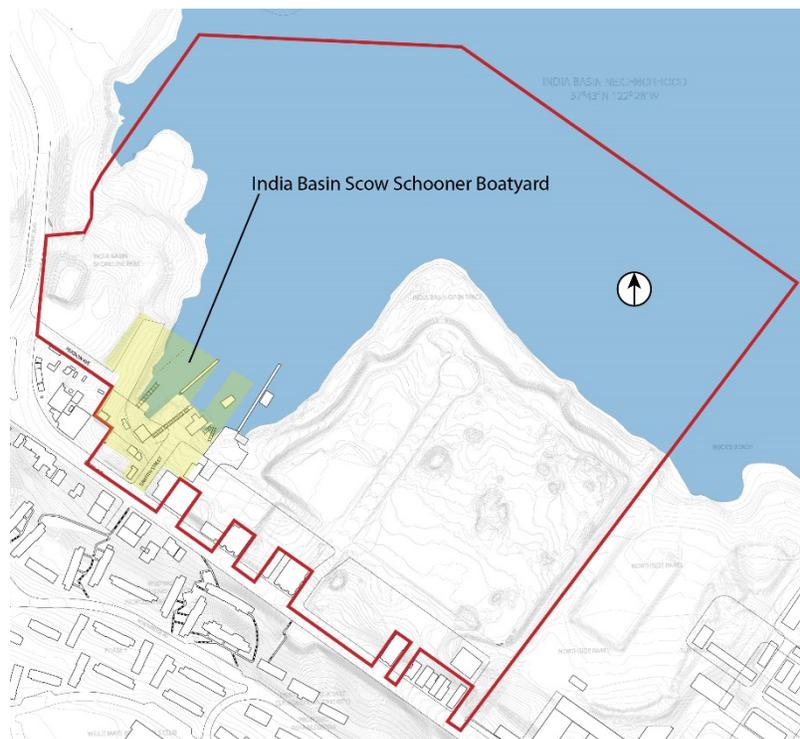


Figure 31. Location of the India Basin Scow Schooner Boatyard in relation to the boundaries of the project area

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.”⁷ 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*.

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>.

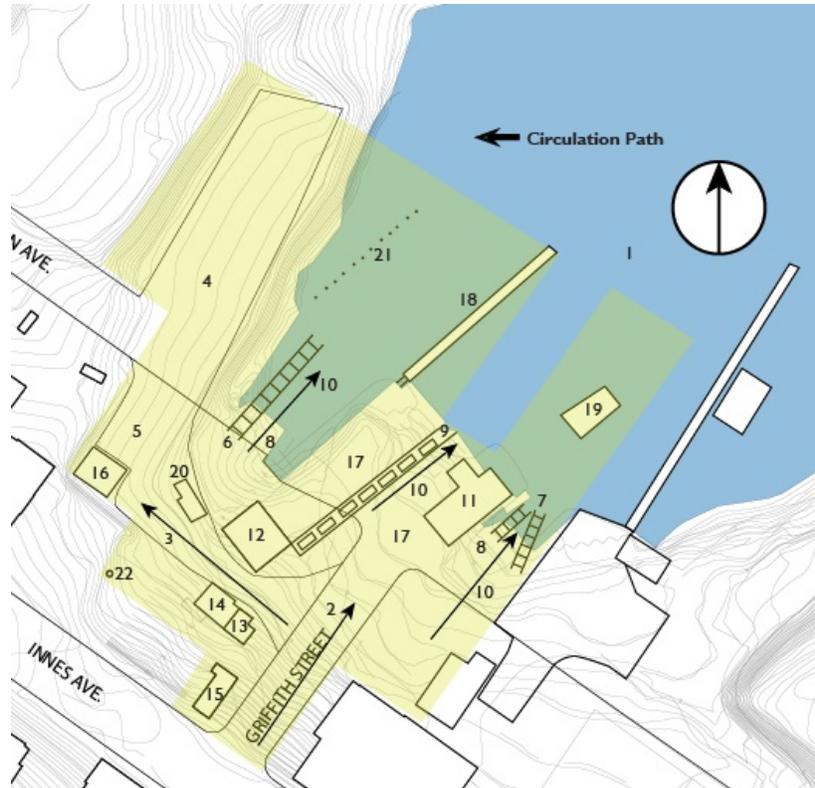


Figure 32. Constituent landscape features of the India Basin Scow Schooner Boatyard site; the numbers used in the map and table below are referenced in the narrative description of landscape features that follows.

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

Boatyard 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 façade.



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

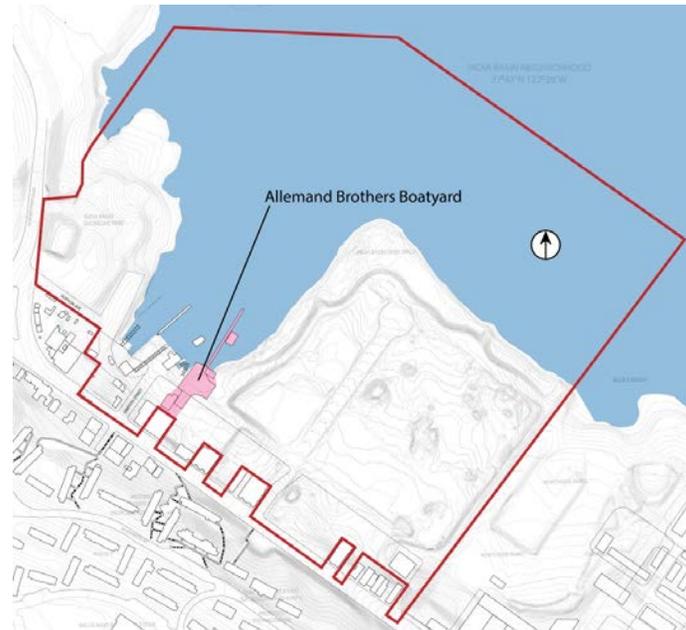


Figure 68. Location of Allemand Brothers Boatyard in relation to the boundaries of the project area
Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

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.

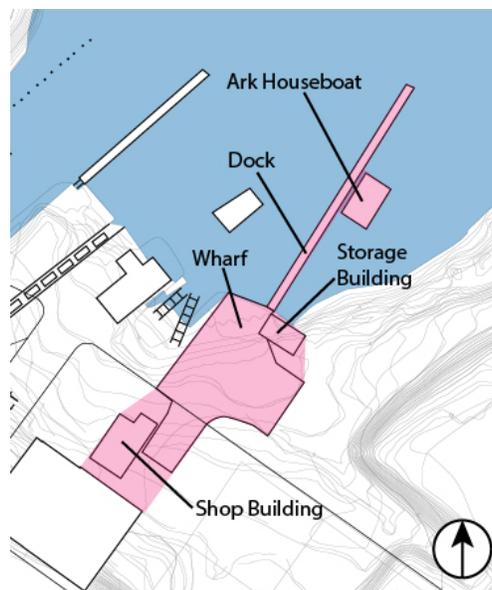


Figure 69. Features of the Allemand Brothers Boatyard site
Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

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 one-story 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 wood-sash 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

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

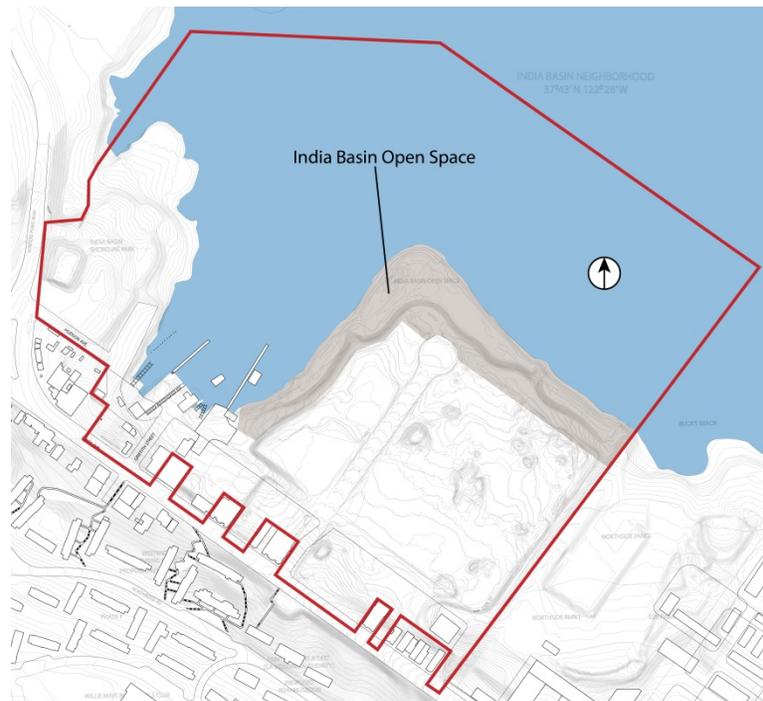


Figure 88. Location of India Basin Open Space in relation to the boundaries of the project area
Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

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 900 Innes Avenue and Allemand Brothers boatyards. 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 PROJECT AREA

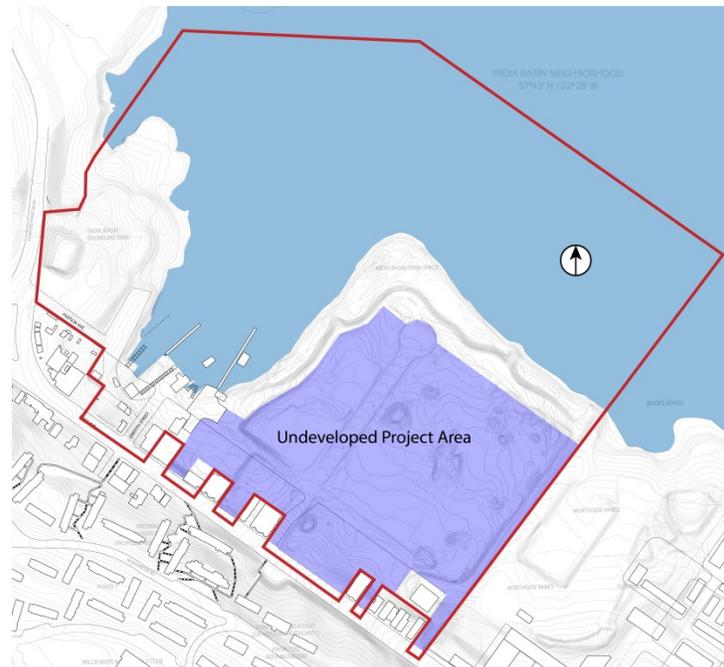


Figure 93. Extent of the undeveloped portion of the project area in relation to the boundaries of the project area

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.”⁹

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.

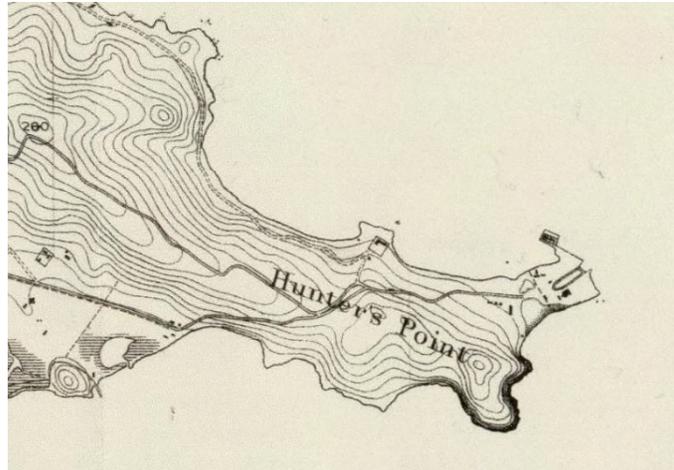


Figure 100. Detail of the 1869 U.S. Coast Survey map, showing existing roads on the Hunters Point peninsula—including one past India Basin along the north shoreline

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.

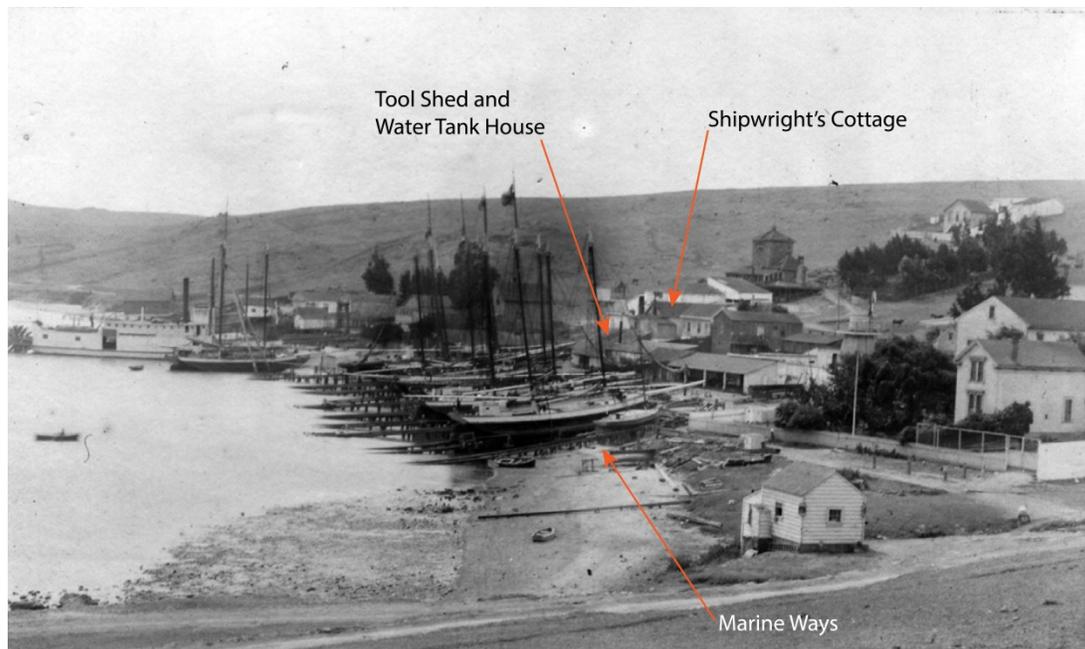


Figure 102. Boatyards at India Basin, c. 1900, viewed facing east; extant features are marked
Source: Maritime Research Center, San Francisco Maritime National Historical Park, edited by Page & Turnbull

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

²⁰ Kelley & VerPlanck, *India Basin Survey*, 25.

²¹ *Ibid.*, 26-27.

feet, it was often reduced in length to comply with 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**).

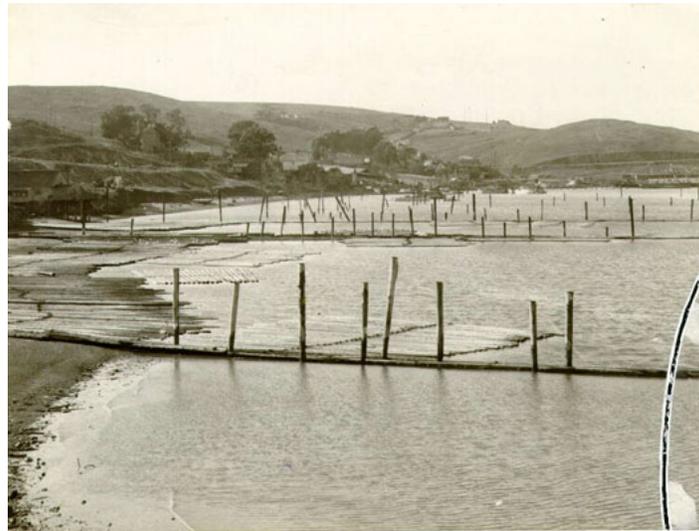


Figure 103. India Basin viewed from the east, photographed 1929
Source: San Francisco Public Library Digital Photograph Collection, AAB-8958

In perhaps a fitting metaphor for the fate of the boatbuilding industry at India Basin at this period, obsolete ships were towed to the east 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 Apache and Modoc 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.²⁴

²² Ibid., 28.

²³ Ibid., 29.

²⁴ “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

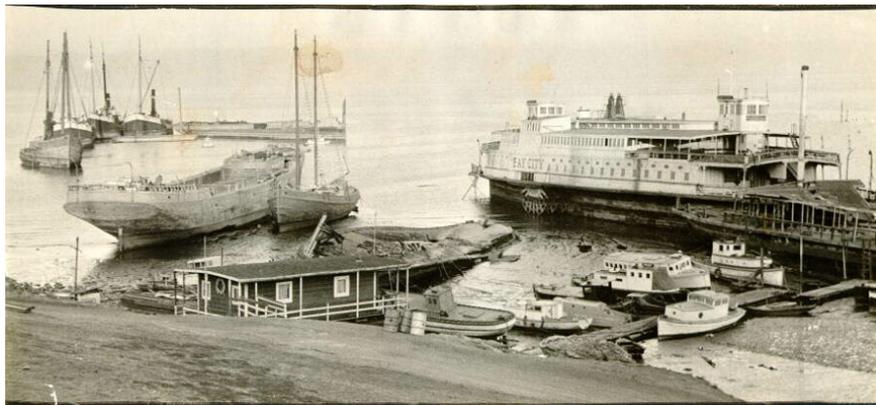
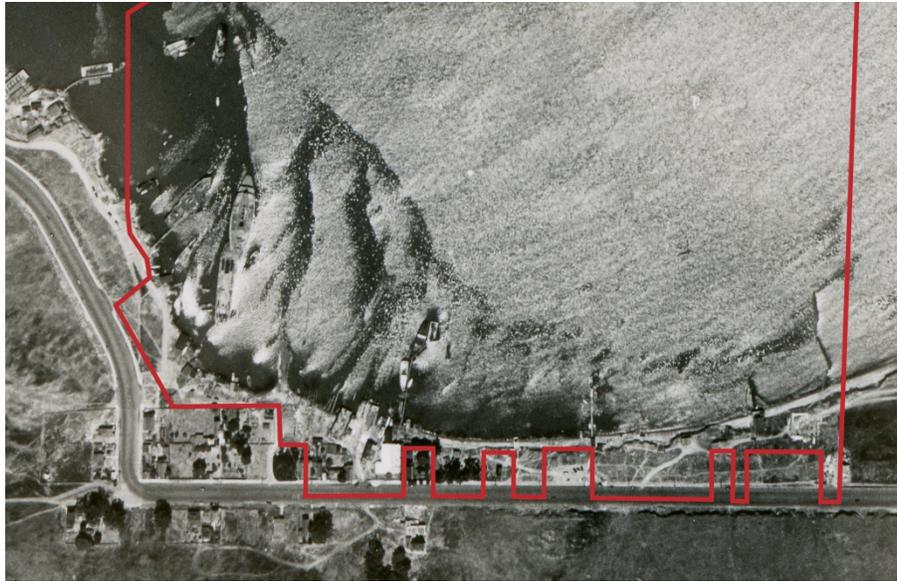


Figure 105. Hulks photographed in 1932
Source: San Francisco Public Library Digital Photograph Collection, AAB-8960

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.²⁵ 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.”²⁶ 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.²⁷ 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

²⁵ Olmsted, *Scow Schooners of San Francisco Bay*, 59.

²⁶ *Ibid.*, 61-62.

²⁷ Mel Scott, *San Francisco: A Metropolis in Perspective* (Berkeley: University of California Press, 1985), 240.

Administration (FHA) to finance new construction.²⁸ The group advocated for the removal of the abandoned boat hulks from India Basin,²⁹ as well as “the last remaining hog ranch in San Francisco.”³⁰ 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”³¹ [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.”³²

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 1940,³³ 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

²⁸ “Hunters Point District Program ‘Successful,’” *San Francisco Chronicle*, November 4, 1938, 32.

²⁹ “Southern Civic Clubs’ Leader Outlines Program for ’38-39,” *San Francisco Chronicle*, May 24, 1938, 28.

³⁰ Bill Simons, “Something About Hunters Point, an Up-and-Coming District,” *San Francisco Chronicle*, April 16, 1940, 26.

³¹ “Hunters Point Loses Fight for Street Improvement,” *San Francisco Chronicle*, June 25, 1938, 24.

³² Bill Simons, “Bus Extension is Promised,” *San Francisco Chronicle*, May 14, 1939, 76.

³³ 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.”³⁴ 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.³⁵

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.³⁶ 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.³⁷ 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.³⁸

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.³⁹

³⁴ Ibid., 33.

³⁵ Ibid., 36-37.

³⁶ Ibid., 35.

³⁷ *Polk’s San Francisco City Directory* (San Francisco: R.L. Polk & Co., 1953), 1721.

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

³⁹ 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.⁴⁰ 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 280.⁴¹

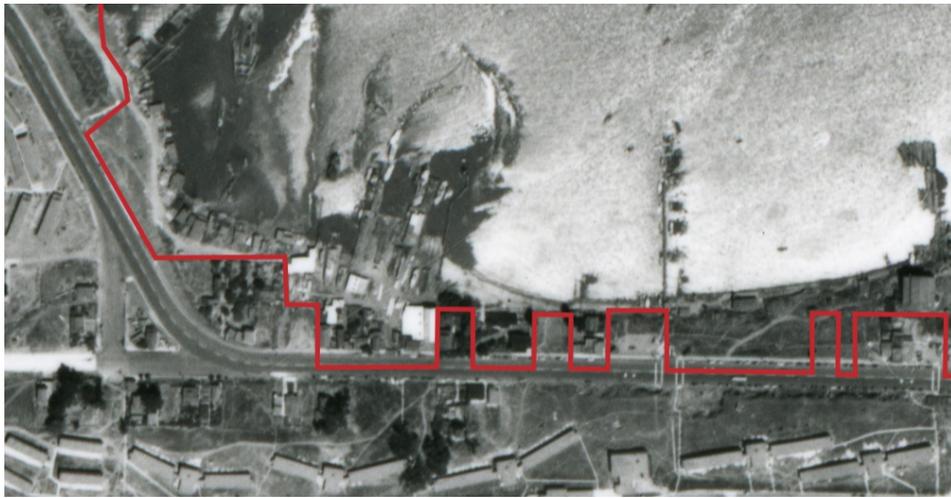


Figure 108. 1946 aerial photograph, indicating India Basin retained much of its earlier shape, with the current project boundary marked; upper left is north.
Source: Pacific Aerial Surveys, edited by Page & Turnbull

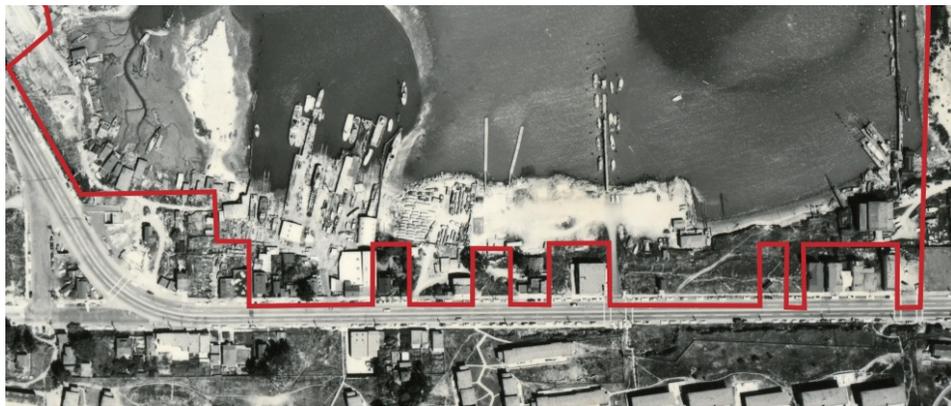


Figure 109. This 1958 aerial photograph shows that infilling had begun at either end of India Basin, with the current project boundary marked; upper left is north.
Source: Pacific Aerial Surveys, edited by Page & Turnbull

⁴⁰ “Unavoidable Approval of Bay Fill,” *San Francisco Chronicle*, July 22, 1965, 9.

⁴¹ Kelley & VerPlanck, *India Basin Survey*, 38.

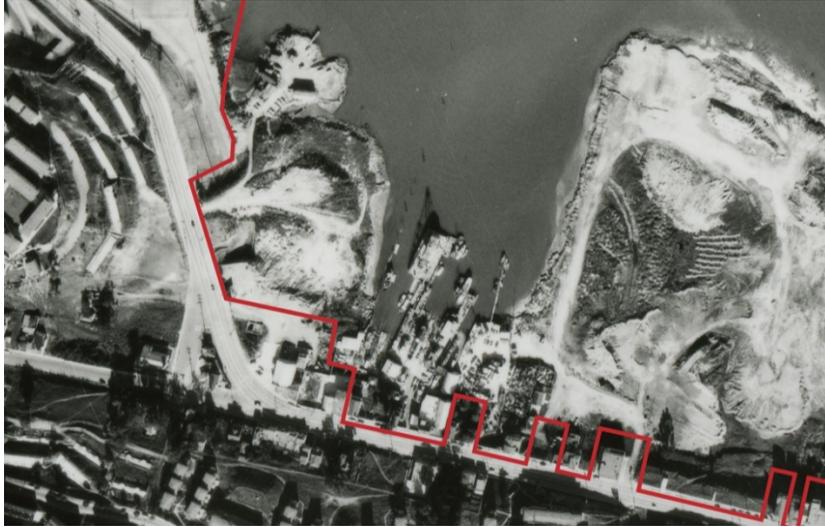


Figure 110. The current shoreline of India Basin appears in this 1969 aerial photograph, with the current project boundary marked; up is north.
Source: Pacific Aerial Surveys, edited by Page & Turnbull

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 Oakland⁴²; and the Southern Crossing, a transbay bridge that would connect southeastern San Francisco to Alameda.⁴³ 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

⁴² Maitland Zane, “India Basin—Port of Future,” *San Francisco Chronicle*, September 13, 1968, p. 4.

⁴³ “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.⁴⁴ 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.⁴⁵

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

⁴⁴ Kelley & VerPlanck, *India Basin Survey*, 38-39.

⁴⁵ 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.⁴⁶

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.⁴⁷ 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.⁴⁸

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 Dirck's earlier yard.⁴⁹

⁴⁶ Farrell, "900 Innes Avenue," 6.

⁴⁷ Ibid.

⁴⁸ 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>.

⁴⁹ Farrell, "900 Innes Avenue," 6.

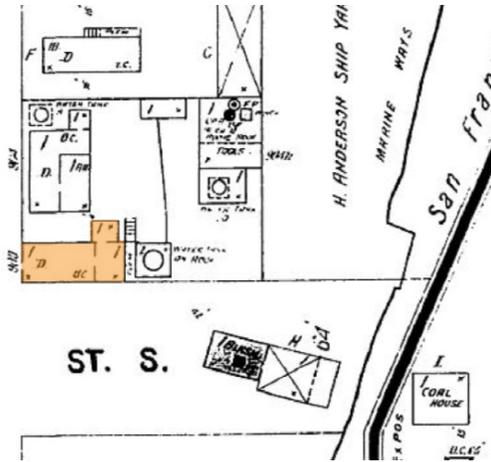


Figure 113. Detail of 1900 Sanborn map; the Shipwright's Cottage is shaded, with windmill and well structure attached to the rear. Northwest is up.
Source: Digital Sanborn Maps, edited by Page & Turnbull



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.

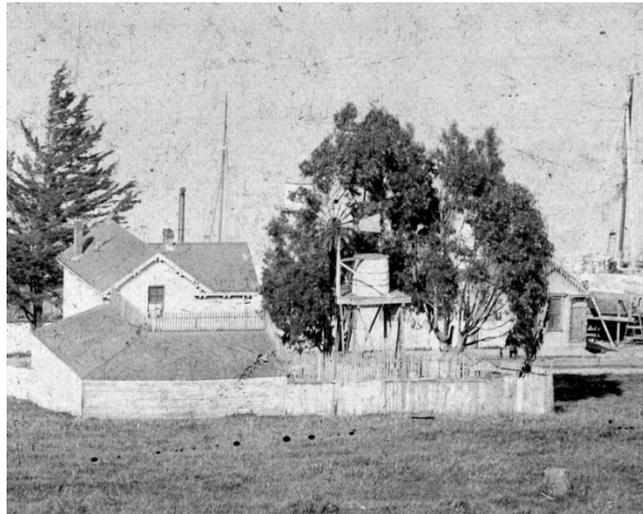


Figure 115. Detail of 1902 photograph of residences lining Innes Avenue, with boatyards along the shore of India Basin visible in the background. The Shipwright's Cottage is at right.
Source: Maritime Research Center, San Francisco Maritime National Historical Park

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.⁵⁰

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),⁵¹ 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 façades remain undated.



Figure 116. Shipwright’s cottage, as photographed by the San Francisco 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

⁵⁰ 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>.

⁵¹ 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.⁵²

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

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 James	S&P Company
3/30/2007	United Holding LLC	Shipyard Holdings

⁵² 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.php.

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.⁵³ 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. Heerdt was listed on Earl Street in the 1936 *San Francisco, Colma, and Daly City Street Address List*.

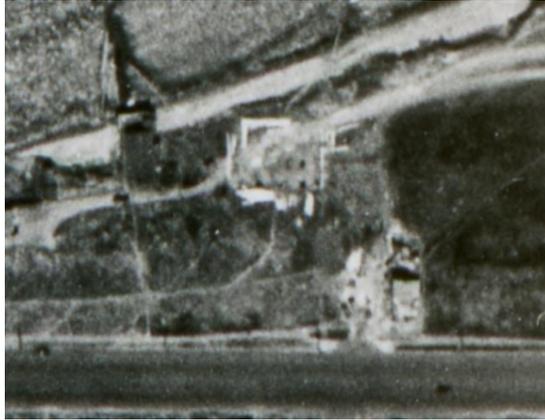


Figure 117. 1935 aerial view of the site of 702 Earl Street, as construction was just underway; the site is cleared. Upper left is north.
Source: Pacific Aerial Surveys



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.

⁵³ 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 50.⁵⁴

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

⁵⁴ 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.

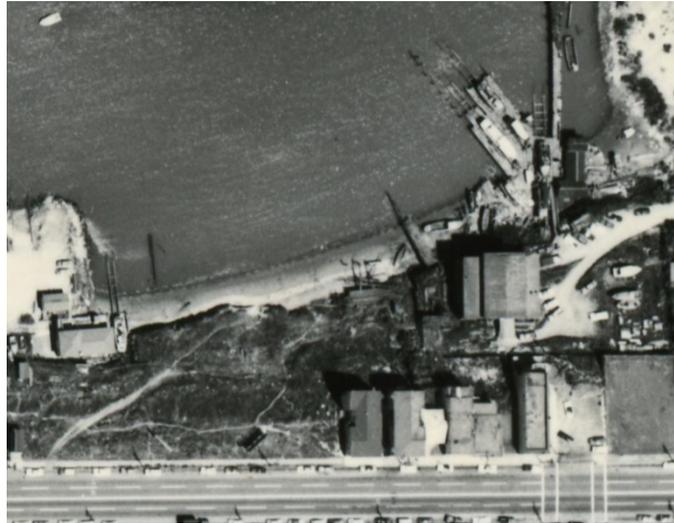


Figure 121. 1958 aerial photograph; note the edge of bay fill in the upper right hand corner of the photograph, as well as new residential development alongside Innes Avenue on adjacent parcels. Upper left is north.

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.⁵⁵ 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 comply with code, including constructing the exterior stairway that provides an additional egress route to the third-floor residential unit.^{56 57}

⁵⁵ 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>.

⁵⁶ 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>.

⁵⁷ 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	<i>San Francisco Chronicle</i>
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	<i>San Francisco Chronicle</i>
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	<i>San Francisco Chronicle</i>
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 Emilie Lewis	Gertrude and Henry Corbitt
4/21/1931	Clemence Blum and Rebecca Liebenthal	Edna De Glinchamp
4/23/1934	Richard Count de Glinchamp	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, Viscountess Lionell Bouexie De La	Harry Humes

Date	Deeded From	Deeded To
	Driennays and Viscount Lionel Bouexie De La Driennays	
3/11/1935	Babette and Louis Lurie; Edith and Herbert Waterman	Harry Humes
3/30/1935	Gertrude and William Corbitt	Harry Humes
4/12/1935	Florence Heerdts and Harry Humes	W.J. Heerdts
10/21/1955		William J. Heerdts (with Lot 11)
9/27/1978	W.J. Heerdts	Ethel Heerdts
6/3/1987		Kyoko Nobis
12/21/1988		Nobis Family Trust
8/1/1997	Paul David Nobis; Nobis Family Trust	Michael Hamman (with Lot 11)

Occupant History

Date	Occupant(s)	Source
1936-1940	W.J. Heerdts/W.J. Van Heerdts (listed on Earl Street; no address)	San Francisco city directories
1953	Allemand Bros. Boat Repair Yard (unconfirmed if the Allemands occupied the building or simply had their boatyard nearby)	San Francisco city directories
1954-1982	Not listed	San Francisco city directories
1997-present	Michael Hamman	<i>San Francisco Chronicle</i>

Architect/Builder/Landscape Architect

No known architect has been identified for the building; the India Basin Survey report states that William Heerdts and a business partner constructed the building by themselves,⁵⁸ 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**).

⁵⁸ Kelley & VerPlanck, *India Basin Survey*, 31.

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.”⁵⁹ 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 \$6,000.⁶⁰

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.⁶¹ 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 estate⁶² 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.

⁵⁹ “Business Opportunities,” *San Francisco Chronicle*, August 29, 1941, p. 24.

⁶⁰ 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.

⁶¹ “Lapham Tells of Benefits in Rail Purchase,” *San Francisco Chronicle*, April 25, 1944, p. 8.

⁶² “Merry Christmas from Harry Hoefler,” *San Francisco Chronicle*, December 25, 1948, p. 6.

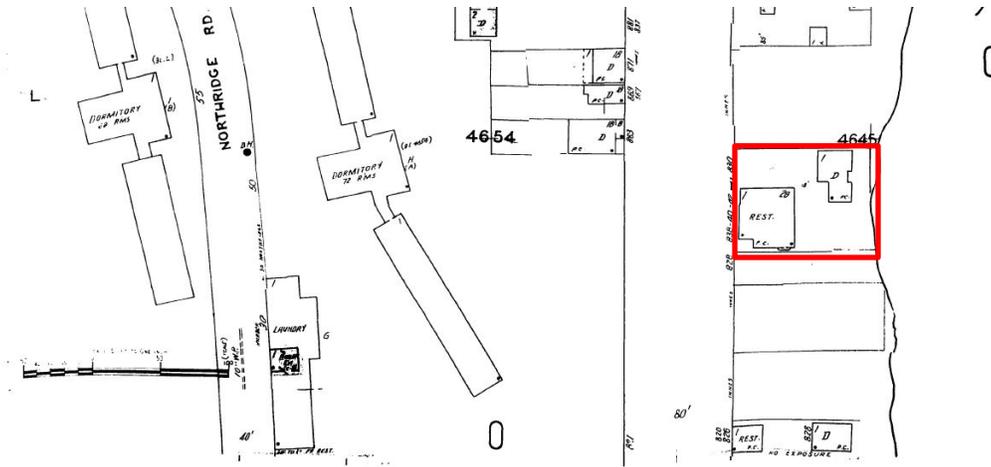


Figure 124. Detail of 1950 Sanborn Fire Insurance Map, showing 838-840 Innes and separate dwelling to the rear
Source: Digital Sanborn Maps, edited by author

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.

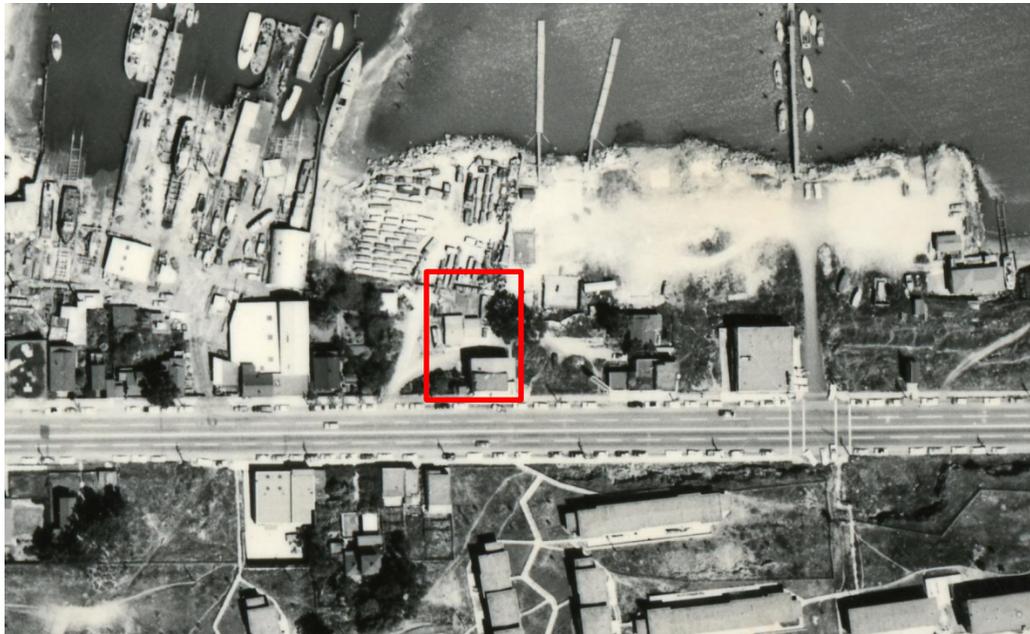


Figure 125. 1958 aerial photograph, showing fill at bayshore
Source: Pacific Aerial Surveys, edited by author

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.⁶³ 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 dwelling (\$5,500)	Permit no. 37181
2/10/1942	Install double-faced horizontal neon sign (\$100)	Permit no. 65060
12/6/1950	Replace existing double-faced horizontal neon sign (\$495)	Permit no. 120733
12/13/1950	Build small shack for garbage cans/empty beer cans adjacent to restaurant (\$90)	Permit no. 120838
4/21/1958	Convert living area to café;	Permit no. 187352

⁶³ Kelley & VerPlanck, *India Basin Survey*, 38.

Date	Description	Source
	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

<i>Date</i>	<i>Occupant(s)</i>	<i>Source</i>
1940	Thomas and Adeline Manning (838 Innes Avenue) Unlisted (840 Innes Avenue)	San Francisco city directories
1953-1957	Eva Burgard (383 Innes Avenue) Eva’s Restaurant (840 Innes Avenue)	San Francisco city directories
1958	Vacant (838 Innes Avenue) Tilley Restaurant (840 Innes Avenue)	San Francisco city directories; building permit no. 187352
1963-1982	Hunters Point Restaurant dining room (838 Innes Avenue) Hunter’s Point Restaurant (840 Innes Avenue)	San Francisco city directories
1968	Hunters Point Restaurant (840 Innes Avenue)	San Francisco city directories
c. 2010-present	Residential tenant (838 Innes Avenue)	Present site conditions

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.⁶⁴

⁶⁴ 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.⁶⁵ Anderson initially partnered with Daniel Larsen and operated the yard under the name Anderson & Larsen,⁶⁶ 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.

⁶⁵ 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>.

⁶⁶ Farrell, "900 Innes Avenue," 6.

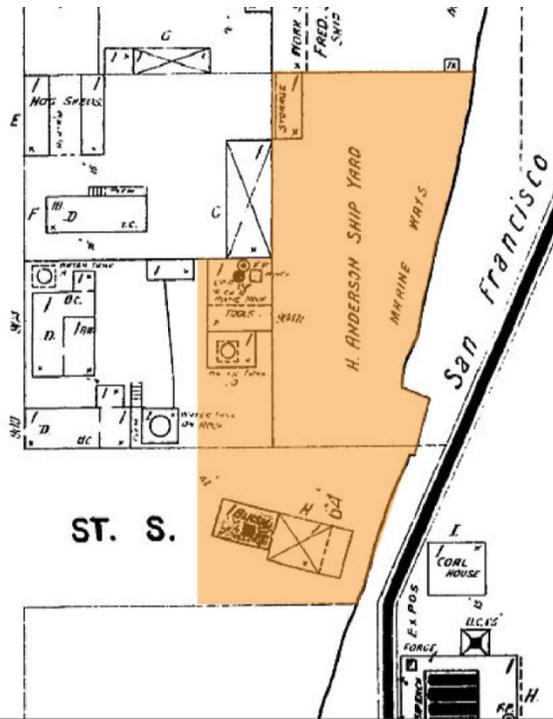


Figure 129. Detail of 1900 Sanborn Fire Insurance Co. map, showing the approximate area extent of the Anderson yard at this time
Source: California Digital Sanborns, edited by Page & Turnbull

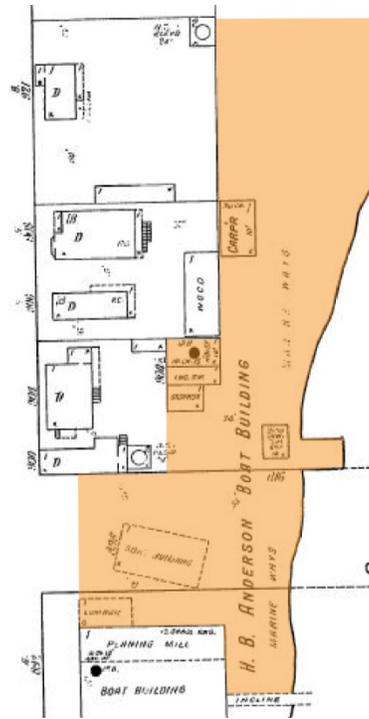


Figure 130. The Anderson yard had expanded to the northwest and southeast by 1914; the approximate area of the yard is shaded
Source: California Digital Sanborns; edited by Page & Turnbull

Pop Anderson and August Siemer partnered in the yard during the 1920s;⁶⁷ 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.⁶⁸ 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.⁶⁹ 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.

⁶⁷ Ibid.

⁶⁸ Kelley & VerPlanck, *India Basin Survey*, 28.

⁶⁹ H.W. Kusserow, “50 Years at the Shipyard,” *San Francisco Examiner*, July 29, 1975, 45.



Figure 131. Advertisement for the Anderson & Cristofani yard, *San Francisco Chronicle*, April 1, 1928, page 73



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.”⁷⁰ 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

⁷⁰ 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.⁷¹

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

⁷¹ 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.⁷²

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
<i>c. 1875</i>	Shipwright's Cottage constructed; Johnson Dirck's boatyard established	900 Innes Avenue DPR form
<i>1893</i>	Boatyard sold by Johnson Dircks to Henry Anderson	India Basin Survey report
<i>Prior to 1900</i>	Tool shed and marine ways constructed	Historic photographs; Sanborn Fire Insurance Company maps
<i>Prior to 1914</i>	Band saw building, lumber shed, boat storage buildings, and planing mill constructed	Sanborn Fire Insurance Company maps
<i>Prior to 1935</i>	Office building, blacksmith and machine shop, wood wharf built	Historic photographs
<i>1938-1946</i>	Paint shop and compressor house built to replace earlier elongated building; east outfitting dock constructed; east marine ways regraded	Historic photographs
<i>1979-1989</i>	Construction of concrete wharf to replace existing wood wharf; placement of storage/staging yard at west end of boatyard	Historic photographs
<i>1980s</i>	Demolition of various support buildings; storage building constructed	Historic photographs
<i>1997-2005</i>	Concrete foundation of central marine way constructed	Historic photographs
<i>2000s</i>	Removal of upper wood armature from water tank building	India Basin Survey report and present site conditions

⁷² J.J. Wintersteen, telephone communication with Mark Hale, AECOM, July 22, 2016.

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, Frida Austin, and Alma Jones	4646/002
6/5/1941	H.W. Anderson, F. Austin, and A. Jones	Walter Anderson	4646/002
3/9/1953		California Pacific Title Insurance Company	4646/001
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 James	4646/001
10/7/1997	Donald Manning and Charles James	S&P Company	4646/001
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 Francisco	Same as above

Occupant History

Date	Occupant(s)	Source
c. 1875-1893	Johnson Dircks boatyard	900 Innes Avenue DPR form
1893-1920s	H. Anderson Ship Yard Fred Siemer's Ship Yard	Sanborn Fire Insurance Company map; 900 Innes Avenue DPR form
1920s-1980s	Anderson & Cristofani Ship Building & Marine Ways (850 Innes Avenue)	San Francisco city directories; Sanborn Fire Insurance Company maps; 900 Innes 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**).

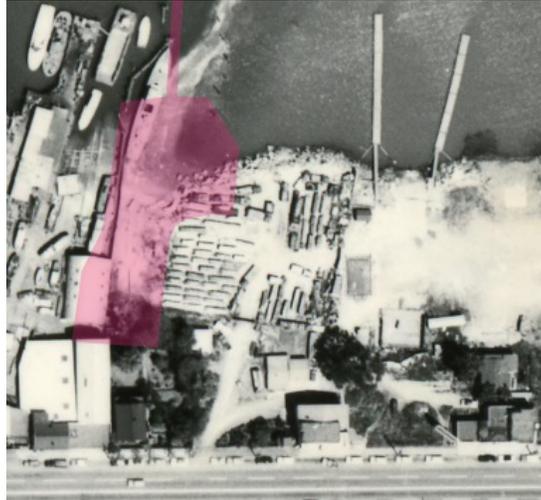


Figure 136. Detail of 1958 aerial photograph, with storage yard in the future location of the Allemand Brothers Boatyard (shaded); upper left is north.

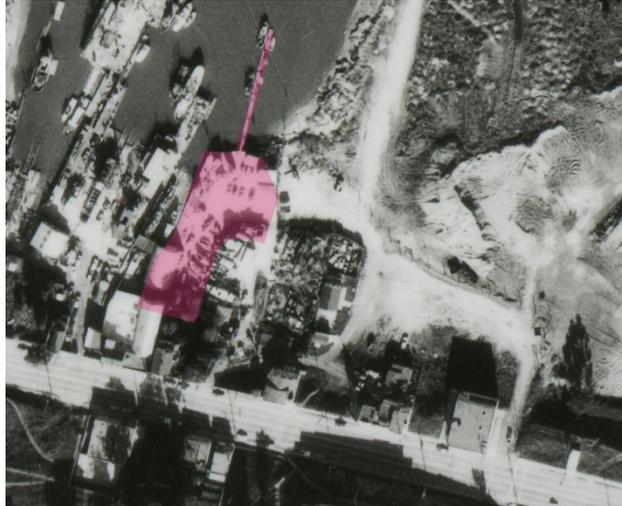
Source: Pacific Aerial Survey, edited by Page & Turnbull

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.”⁷³

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.

⁷³ 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.^{74 75} 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***

⁷⁴ 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>.

⁷⁵ 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
<i>c. 1962</i>	Wharf poured; storage building and office constructed?	Aerial photograph
<i>c. 1970s</i>	Quonset hut was replaced with current shop building	Aerial photograph
<i>c. 1990s</i>	Ark boat brought to the Allemand brothers' dock	Aerial photograph
<i>After 2008</i>	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
<i>3/9/1953</i>		California Pacific Title Insurance Company
<i>3/10/1964</i>		Sydney and Emma Lea (50%); John J. and Mary Wintersteen (50%)
<i>3/30/1984</i>		John J. and Mary Wintersteen (50%); Wells Fargo Bank (25%); Jed Lea (25%)
<i>1/19/1988</i>		John J. and Mary Wintersteen (50%); Wells Fargo Bank (25%); Jed Lea (25%)
<i>9/25/1998</i>		Mary Wintersteen (50%); Wells Fargo Bank (25%); Jed Lea (25%)
<i>2/20/2001</i>	John J. Wintersteen	J.J. Wintersteen and Jane E. Wintersteen, trustees of a revocable trust
<i>2/20/2001</i>	John J. Wintersteen	Elizabeth Ann Wintersteen-Moussier

Occupant History

Date	Occupant(s)	Source
<i>c. 1962-2004</i>	Allemand Brothers Boatyard	900 Innes Avenue DPR form
<i>c. 2004-present</i>	Vacant	

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 2005.⁷⁶ 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.⁷⁷

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.

⁷⁶ "India Basin Shoreline Park," San Francisco Parks Alliance, accessed August 11, 2015, <http://www.sfparksalliance.org/our-parks/parks/india-basinshoreline-park>.

⁷⁷ 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.⁷⁸

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.”⁷⁹

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 and 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.

⁷⁸ 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) 11.

⁷⁹ 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:

Location is the place where the historic property was constructed.

Design is the combination of elements that create the form, plans, space, structure and style of the property.

Setting addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the building/s.

Materials 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.

Feeling is the property’s expression of the aesthetic or historic sense of a particular period of time.

Association 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.”⁸⁰ 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.”⁸¹

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

⁸⁰ Ibid.

⁸¹ 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

Location: 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.

Materials: 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.

Feeling: 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.

Association: 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 Heerd'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 Heerd and his business partner, Peter Stadcutter. 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

Location: 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.

Materials: 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.

Association: 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

Location: 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.

Design: 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 non-historic 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.

Feeling: 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 forthcoming 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 ways	Pre-1935	Contributing
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 west marine ways	c. 1940s	Non-contributing
9. Central construction way ramp and marine way foundation	1959-1969 (ramp); 1997-2005 (foundation)	Non-contributing
10. Circulation routes and water access at marine ways	Pre-1900	Contributing
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 appear age-eligible)	Non-contributing
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

Contributing Features Diagram

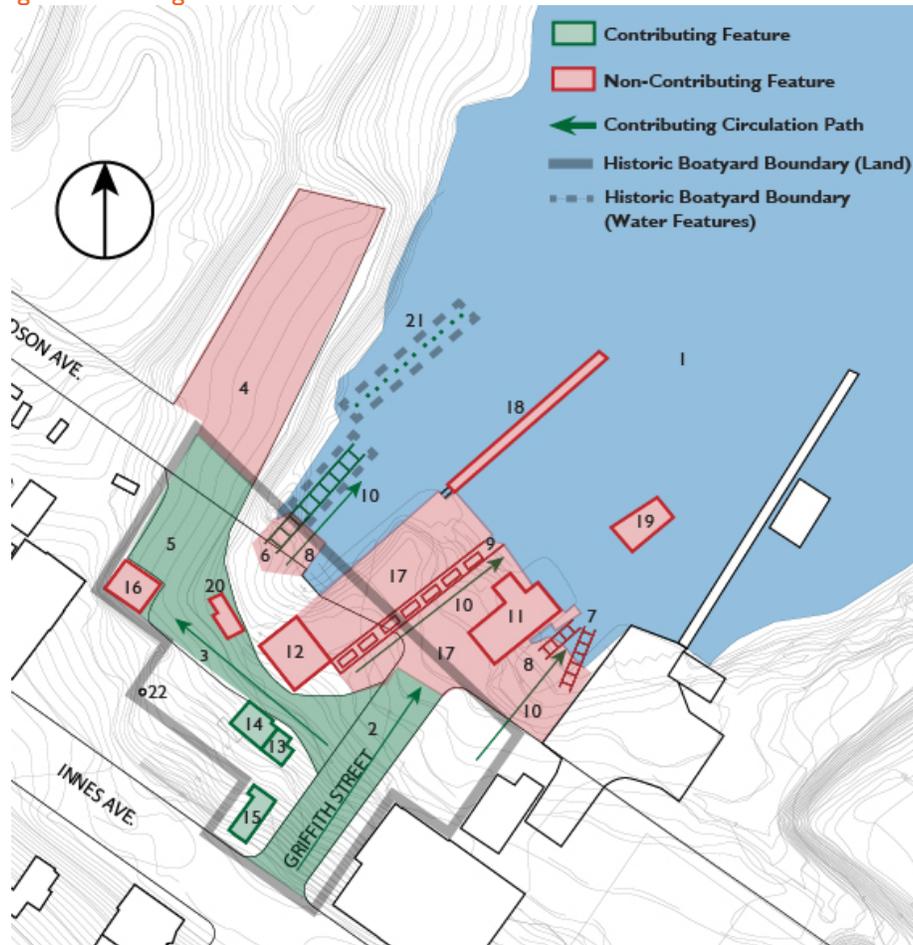


Figure 139. Contributing and non-contributing features within the historically significant India Basin Scow Schooner Boatyard cultural landscape; the historic boundary of the landscape is marked in gray, and contributing features located within India Basin are demarked with dotted lines.
Source: San 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.”⁸² 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

⁸² National Park Service, *Nominating Historic Vessels*, accessed August 14, 2015, <http://www.nps.gov/nr/publications/bulletins/nrb20/vs1.HTM>.

Houseboat, a restored ark boat currently listed in the National Register that appears to be a better 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 Register-eligible 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.

VII. 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:

- Shipwright's Cottage, 900 Innes Avenue
 - Individually eligible building under California Register Criterion 1 (Events) and Criterion 3 (Architecture);
 - 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
 - Individually eligible site under California Register Criterion 1 (Events);
 - Period of significance: 1875-1936.

- 702 Earl Street
 - Individually eligible building under California Register Criterion 3 (Architecture);
 - Period of significance: 1935-1936.

These resources are thus considered historic resources for the purposes of CEQA review.

VIII. REFERENCES CITED

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APPENDIX A. AVAILABLE BUILDING PERMITS

702 EARL STREET

838-840 INNES AVENUE

900 INNES AVENUE

702 EARL STREET

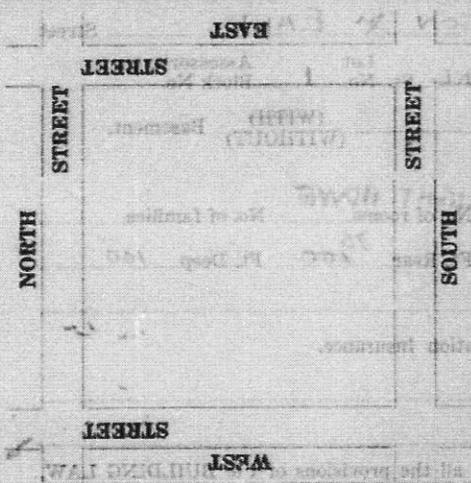


Bureau of Fire Prevention and Public Safety
Construct and install on building to satisfaction of Bureau of Fire Prevention the following fire protection equipment and appliances:

- F. D. (Dry) Standpipes.....
- Wet Standpipes.....
- Hose Reels.....
- Tanks.....
- Down Pipes.....
- Automatic Fire Pumps.....
- Automatic Sprinkler System.....
- Water Service Connection.....
- Ground Floor Pipe Casings.....
- Refrigeration.....
- Incinerators.....

Approved: *Bert J. Neme*
Bureau of Fire Prevention and Public Safety

Approved: _____
Fire Marshal



Refer to notes, provide permanent means of access to roof. Engineer to check. A. P. Kelly July 25th 1935.

J. J. Heerd.

BLDG. FORM **2**
No. **1376**

APPLICATION OF
W. J. HEERD Owner

FOR PERMIT TO ERECT

ONE STORY FRAME BUILDING

Location: **S.W. CORNER**

Hudson & Earl

Cost \$ **750** JUL 11 1935

Filed **JUL 11** 1935

Approved: _____

Superintendent Bureau of Building Inspection

Permit No. _____

Issued **1376** 1935

Certificate of Final Completion

Applied for _____ 1935

Issued _____ 1935



Central Permit Bureau F. No. 2

Neal, Stratford & Kerr No. 1951

Granted permission by Hobbs to put in asphalt *Paul*
Write in Ink—File Two Copies

W. J. Heerd

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS

CENTRAL PERMIT BUREAU

BLDG. FORM

2

APPLICATION FOR BUILDING PERMIT
FRAME BUILDING

Certificate of Final Completion must be obtained on completion of building, pursuant to Sec. 9 - Ordinance 1008 (N. S.)

July 11, 1935

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:

- (1) Location of Lot S.W. CORNER Side of HUDSON & EARL Street
75 Feet ON of HUDSON - 100 ON EARL Lot St. No. 1 Assessor's Block No. _____
- (2) Number of Stories ONE ~~(WITH)~~ ~~(WITHOUT)~~ Basement.
- (3) Total Cost \$ 750.00
- (4) Purpose or Occupancy SHOP TO MAN. LIGHT HOME No. of rooms _____ No. of families _____
- (5) Size of lot 75 Ft. Front 75 Ft. Rear 100 Ft. Deep 100
- (6) Any other building on lot at present NO
- (7) Contractor ~~(DOES)~~ ~~(DOES NOT)~~ 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 said 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 NO
Certificate No. _____ License No. _____
State of California _____ City and County of San Francisco _____
Address _____
- (11) Plans and specifications prepared by Other than Architect or Engineer NO
Address _____
- (12) Contractor OWNER
License No. _____ License No. _____
State of California _____ City and County of San Francisco _____
Address _____
- (13) Owner W. J. HEERDT
Address 1222 MISSION ST.
By SELF Owner's Authorized Agent.

The Department will call up telephone No. MARKET 3181 if any alterations or changes are necessary on the plans submitted.

Certificate of Final Completion must be obtained on completion of building, pursuant to Sec. 9 - Ordinance 1008 (N. S.)



HLDG. FORM.

3

No. 28689

APPLICATION OF

W. J. HEERT Owner

FOR PERMIT TO MAKE ADDITIONS, ALTERATIONS OR REPAIRS TO BUILDING

Location 500 CORNER EARL

HUDSON STS

Cost \$ 250.00

Filed 1917

APPROVED: [Signature] SUPERINTENDENT OF THE BUREAU OF BUILDING INSPECTION

Bureau of Building Inspection

Permit No. 28686

Issued JUL 25 1917

Repair Tarnally.

conditioned upon

the approval of

the Dept of streets

& ordinall

July 8 1917

[Signature]

[Signature]

[Signature]

4644

APPROVED:

BUREAU OF FIRE PREVENTION AND PUBLIC SAFETY

Construct and Install on Building to Satisfaction of Bureau of Fire Prevention the Following Fire Protection Equipment and Appliances

E. D. (Dry) Staudpipes

Wet Staudpipes

Hose Reels

Tanks

Downpipes

Automatic Fire Pumps

Automatic Sprinkler System

Water Service Connection

Groundfloor Pipe Casings

Refrigeration

Incinerators

APPROVED:

[Signature] Bureau of Fire Prevention and Public Safety

APPROVED:

Fire Marshal

Specialist Bureau of Building Inspection

APPROVED: 7/8/17

[Signature] City Planning Commission

APPROVED:

Director of Public Health

APPROVED:

Department of Electricity

APPROVED:

Bureau of Engineering

APPROVED:

Art Commission

OFFICIAL COPY

SAN FRANCISCO



Central Permit Bureau - F. No. 438

Copies of plans will be made by the City
Write in Ink - file Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
B.L.D.G. FORM

CENTRAL PERMIT BUREAU

APPLICATION FOR BUILDING PERMIT

ALTERATION

3

July 7, 1937

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:

- (1) Location S.W. CORNER EARL & HUDSON STS.
- (2) For what purpose is present building now used? BOAT WORK
- (3) For what purpose will building be used hereafter? SAME
- (4) Total Cost \$ 250.00
- (5) Description of work to be done ENCLOSE PROPERTY WITH FENCE INCLUDING 100 FEET OF EARL STREET SOUTHWEST OF HUDSON AND 75 FEET ON EACH SIDE OF HUDSON FROM EARL, AS PER DEPT. OF PUBLIC WORKS ORDER NO. 3987

- (6) Contractor (DOES) carry Workmen's Compensation Insurance. (DOES NOT)
- (7) 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 said 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.

- (8) Architect No

Certificate No. _____ License No. _____
 State of California _____ City and County of San Francisco
 Address _____

- (9) Engineer No

Certificate No. _____ License No. _____
 State of California _____ City and County of San Francisco
 Address _____

- (10) Plans and specifications prepared by _____
 Other than Architect or Engineer _____

Address _____

- (11) Contractor DAY WORK

License No. _____ License No. _____
 State of California _____ City and County of San Francisco
 Address _____

- (12) Owner W. J. HEERDT

Address EARL & HUDSON ST.

W. J. Heerd
Owner's Authorized Agent.

THE DEPARTMENT WILL CALL UP TELEPHONE NO. MISLON 0336
IF ANY ALTERATIONS OR CHANGES ARE NECESSARY ON THE PLANS SUBMITTED.

CONDITIONS AND STIPULATIONS

APPROVED FOR SITE PERMIT ONLY,
NO WORK MAY BEGIN UNTIL
APPROVAL OF SUBMITTED
ADDENDA.

By Steve Hajnal
STEVE HAJNAL, DBI

SEP 19 2000

APPROVED:
per approved use by permit no. 915877; dwelling is
pre-existing, legal unit in IPZ (see attached copy)

CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW
Andrea Wong 8.7.2000

APPROVED

Handwritten initials

N/A

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

APPROVED:

CIVIL ENGINEER DEPT. OF BLDG. INSPECTION

APPROVED:

BUREAU OF ENGINEERING

APPROVED:

DEPARTMENT OF PUBLIC HEALTH

REDEVELOPMENT AGENCY

APPROVED

DATE:
REASON:

NOTIFIED MR.

HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

Handwritten signature and date

OFFICIAL COPY



DEPARTMENT OF BUILDING INSPECTION

JUL 14 2000

FRANK Y. CHIU, DIRECTOR

APPROVED FOR ISSUANCE

318

20001071415202

OSHA APPROVAL REC'D APPROVAL NUMBER:

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS FORM 3 OTHER AGENCIES REVIEW REQUIRED FORM 8 OVER-THE-COUNTER ISSUANCE 2 NUMBER OF PLAN SETS

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION OFFICE 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 HEREINAFTER SET FORTH.

Table with 4 columns: DATE FILED, FILING FEE RECEIPT NO., (1) STREET ADDRESS OF JOB, BLOCK & LOT. Includes handwritten entries: 7/14/00, 91587, 07-1400, \$1.00, 702 EARL ST., 4644-1

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

Table with 9 columns: (14) TYPE OF CONSTR., (5A) NO. OF STORIES OF OCCUPANCY, (6A) NO. OF BASEMENTS AND CELLARS, (7A) PRESENT USE, (8A) OCCUP. CLASS, (9A) NO. OF DWELLING UNITS. Includes handwritten entries: IN, 3, 0, MIXED-RESID & COMMERCIAL, R-3/M, 1

Table with 4 columns: (14) GENERAL CONTRACTOR, ADDRESS, PHONE, CALIF. LIC. NO., EXPIRATION DATE. Includes handwritten entry: NONE

Table with 4 columns: (15) OWNER - LESSEE (CROSS OUT ONE), ADDRESS, ZIP, PHONE (FOR CONTACT BY DEPT.). Includes handwritten entry: M.A. HAMMAN, 702 EARL ST. SF, 434-4300

(18) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT). Permit application to clarify the record to reflect the existence of 1 residential unit. The State Historical Building Code is to be applied to this project. Please process accordingly. SEE PA 2000 05 09947.

Table with 8 columns: (17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING?, (18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT FT., (19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING?, (20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA SQ. FT., (21) WILL SIDEWALK COVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED?, (22) WILL BUILDING EXTEND BEYOND PROPERTY LINE?, (23) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLOT PLAN), (24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? Includes handwritten entries: Bruce Bouscher, Bouscher Assoc., 212 Sutter St SF, C-11693

IMPORTANT NOTICES 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. 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. 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. 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 ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. 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. In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment. CHECK APPROPRIATE BOX [X] ARCHITECT [] OWNER [] LESSEE [] CONTRACTOR [] AGENT [] ENGINEER

NOTICE TO APPLICANT 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 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 (I), or (II) designated below or shall indicate item (III), or (IV), or (V), whichever is applicable. I hereby affirm under penalty of perjury one of the following declarations: () I. 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. () 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 () III. The cost of the work to be done is \$100 or less. (X) IV. 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 deemed revoked. (X) V. I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau.

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. 1/96) Signature of Applicant or Agent Date 7/10/00

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

REFER. APPROVED: July 14, 2000 Residential dwelling unit
Original construction verified as part
of State Historical Building Code review
(see attached letter dated 6/27/2000)
J. M. Longreed
Chief Bldg. Inspector

DATE: _____
REASON: _____

NOTIFIED MR. _____

APPROVED:

DEPARTMENT OF CITY PLANNING

DATE: _____
REASON: _____

NOTIFIED MR. _____

APPROVED:

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE: _____
REASON: _____

NOTIFIED MR. _____

APPROVED:

CIVIL ENGINEER, DEPT. OF BLDG. INSPECTION

DATE: _____
REASON: _____

NOTIFIED MR. _____

APPROVED:

BUREAU OF ENGINEERING

DATE: _____
REASON: _____

NOTIFIED MR. _____

APPROVED:

DEPARTMENT OF PUBLIC HEALTH

DATE: _____
REASON: _____

NOTIFIED MR. _____

APPROVED:

REDEVELOPMENT AGENCY

DATE: _____
REASON: _____

NOTIFIED MR. _____

APPROVED:

HOUSING INSPECTION DIVISION

DATE: _____
REASON: _____

NOTIFIED MR. _____

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments

OWNER'S AUTHORIZED AGENT _____

OFFICIAL COPY

SAN FRANCISCO

APPLICATION FOR REVIEW
Issue in lieu of Appeals Board
of Permit Appeals decision.
DEPARTMENT OF BUILDING INSPECTION

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

FORM 3/8

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 hereinafter set forth.

FORM 3 OTHER AGENCIES REVIEW REQUIRED

FORM 8 OVER-THE-COUNTER ISSUANCE

2 sets of plans No red plans
NUMBER OF PLAN SETS

DO NOT WRITE ABOVE THIS LINE

DATE FILED 7/08/03	FILING FEE RECEIPT NO. 338934	(1) STREET ADDRESS 702 EARL STREET	BLOCK & LOT AB41A4/01
PERMIT NO. 1076247	ISSUED 01/09/06	(2) ESTIMATED COST OF JOB \$1.00	(3) REVISED COST: + 23 hrs BACK CHECK
G/A 183592		BY: Tel 10/05/05 DATE	

INFORMATION TO BE FURNISHED BY ALL APPLICANTS					
DESCRIPTION OF EXISTING BUILDING					
(1) TYPE OF CONSTR. IN	(2) NO. OF STORIES OF OCCUPANCY 3	(3) NO. OF BASEMENTS AND CELLARS 0	(4) PRESENT USE MIXED-RESID & INDUST.	(5) OCCUP. CLASS R3/F1	(6) NO. OF DWELLING UNITS 1
DESCRIPTION OF PROPOSED ALTERATION					
(1) TYPE OF CONSTR. IN	(2) NO. OF STORIES OF OCCUPANCY 3	(3) NO. OF BASEMENTS AND CELLARS 0	(4) PROPOSED USE (LEGAL USE) MIXED-RESID & INDUST. FIB	(5) OCCUP. CLASS FIB	(6) NO. OF DWELLING UNITS 1
(10) OWNER-LESSEE CROSS OUT ONE (PHONE) FOR CONTACT BY DEPT. MICHAEL HAMMAN (PH 434-4300) 702 EARL ST., SF., 94124					

APPROVED: <input checked="" type="checkbox"/>	COMPLIES w/ BPA #02-122 & REPORT OF VIOLATIONS EXCEPT STORY COURT CHARGE TO BENA DONE UNDER SEPARATE PERMIT 10/1/03 PCD / CED des McJadden BUILDING INSPECTOR, DEPT. OF BLDG. INSP. 12/15/03	DATE: REASON:
APPROVED: <input type="checkbox"/>	PER BOARD OF APPEALS PERMISION 02-122 APPROVED JULIAN BANARES	DATE: REASON:
APPROVED: <input type="checkbox"/>	(RT) 7-9-04 10/31/05 N/A	DATE: REASON:
APPROVED: <input type="checkbox"/>	BUREAU OF FIRE PREVENTION & PUBLIC SAFETY	DATE: REASON:
APPROVED: <input checked="" type="checkbox"/>	CHECKED OCT 05 2005 / BPA CHECK 12/27/05 BY: THOMAS LE CANT-PC/CANT-CE	DATE: REASON:
APPROVED: <input type="checkbox"/>	Robert Troy 10/11/05 Mahanine	DATE: REASON:

I agreed to comply with all conditions or stipulations of the various bureaus or departments noted on this application and attached statements of conditions or stipulations, which are hereby made a part of this application.

Owner's Authorized Agent

BOARD OF APPEALS NO.
2003/07/08/9999
APPLICATION NO.
200206219728

PCD

OFFICE COPY
SPUSD Tel.

OFFICIAL COPY

SAN FRANCISCO

DEPARTMENT OF BUILDING INSPECTION

2002-50059 (310)
Mile

APPROVED
Dept. of Building Insp.

DEC 12 2005

ACTING DIRECTOR
DEPT. OF BUILDING INSPECTION

APPROVED FOR ISSUANCE
FEB 2 2005

OCT 12 2005

BLDG. FORM

3/8

APPL. NO. 20041129/DIC

OSHA APPROVAL RECD

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

FORM 3 OTHER AGENCIES REVIEW REQUIRED

FORM 8 OVER-THE COUNTER ISSUANCE

2 NUMBER OF PLAN SETS

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 HEREINAFTER SET FORTH.

DATE FILED: 11/29/04	PLUMBING FEE RECEIPT NO. 34726	(1) STREET ADDRESS OF JOB: 702 Earl Street	BLOCK & LOT: 4644 001
PERMIT NO. 174407	ISSUED: 12-12-2005	(2A) ESTIMATED COST OF JOB: \$4500.00	(2B) REVISED COST: \$25,000.00
		BY: Luc	DATE: 10/05/05

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR.: 5P	(5A) NO. OF STORIES OF OCCUPANCY: 3	(6A) NO. OF BASEMENTS AND CELLARS: 0	(7A) PRESENT USE: light mfgng.	(8A) OCCUP. CLASS: R-3F-1	(9A) NO. OF DWELLING UNITS: 1
(4) TYPE OF CONSTR.: 5P	(5) NO. OF STORIES OF OCCUPANCY: 3	(6) NO. OF BASEMENTS AND CELLARS: 0	(7) PROPOSED USE (LEGAL USE): light mfgng.	(8) OCCUP. CLASS: R-3F-1	(9) NO. OF DWELLING UNITS: 1
(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(11) WILL STREET SPACE BE USED DURING CONSTRUCTION? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(12) ELECTRICAL WORK TO BE PERFORMED? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(13) PLUMBING WORK TO BE PERFORMED? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		
(14) GENERAL CONTRACTOR: Unknown	ADDRESS:	ZIP:	PHONE:	CALIF. LIC. NO.:	EXPIRATION DATE:
(15) OWNER - LESSEE (CROSS OUT ONE): Michael Samwan	ADDRESS: 702 Earl St. SF.	ZIP:	BTRC#:	PHONE (FOR CONTACT BY OWNER): 434-4300	auditor

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)
I agreed with Board of Apartment Appeals decision (see correspondence on application sheets), provide structural up grade work. Submitted in conjunction with #2003/0708/900. See that P.A. # for disabled access details

ADDITIONAL INFORMATION

(17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT FT.:	(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA SQ. FT.:
(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(23) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON LOT PLAN) YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
(25) ARCHITECT OR ENGINEER (DESIGN <input type="checkbox"/> CONSTRUCTION <input type="checkbox"/>): Patrick Buscovich	ADDRESS: 239 Montgomery / 1800 / SF / CA / 94104	CALIF. CERTIFICATE NO.:	32863
(26) CONSTRUCTION LEADER (ENTER NAME AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LEADER, ENTER "UNKNOWN"):	Unknown		

IMPORTANT NOTICES

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.

No portion of building or structure or scaffolding used during construction, to be closer than 6' to any wire containing 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 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.

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 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.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

OWNER 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, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claim, 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 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 (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 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 self-insure for worker's compensation, as provided by Section 3700 of the Labor Code, for the performance of 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: _____
- () III. The cost of the work to be done is \$100 or less.
- () IV. 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 therewith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked.
- (x) V. I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau.

Signature of Applicant or Agent: [Signature] Date: 11/29/04

ORIGINAL

OFFICIAL COPY

SAN FRANCISCO

DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

REFER TO:

APPROVED: SEE PAR 2003/0708/9002 FOR DISABLE ACCESS REQUIREMENT.

CHECKED OCT 05 2005 BY: THOMAS LE

DATE: 11/30/09 REASON: OK TO PCAN PER AAB DECISION SEISMIC RETROFIT NOTIFIED MR. [Signature]

APPROVED:

W/ [Signature]

BY: THOMAS LE

DEPARTMENT OF CITY PLANNING

DATE: REASON:

NOTIFIED MR.

APPROVED:

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE: REASON:

NOTIFIED MR.

APPROVED:

MECHANICAL ENGINEER, DEPT OF BLDG. INSPECTION

SPECIAL INSPECTIONS AND TESTS ARE REQUIRED AS PER BUILDING CODE SECTION 1701 SEE FORM ATTACHED TO PLANS

CHECKED OCT 05 2005 BY: THOMAS LE

DATE: REASON:

NOTIFIED MR.

APPROVED:

BUREAU OF ENGINEERING

DATE: REASON:

NOTIFIED MR.

APPROVED:

DEPARTMENT OF PUBLIC HEALTH

DATE: REASON:

NOTIFIED MR.

APPROVED:

REDEVELOPMENT AGENCY

DATE: REASON:

NOTIFIED MR.

APPROVED:

HOUSING INSPECTION DIVISION

DATE: REASON:

NOTIFIED MR.

HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or department noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments

[Box]

[Signature] OWNER'S AUTHORIZED AGENT



APPROVED
Dept of Building Insp

SEP 23 2009

APPROVED FOR ISSUANCE
SEP 21 2009
BLDG FORM 3/8
2009-0921-7299

M/V

Theresa Day

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 [] OTHER AGENCIES REVIEW REQUIRED
FORM 8 [X] OVER THE COUNTER ISSUANCE

NUMBER OF PLAN SETS 7/11
DO NOT WRITE ABOVE THIS LINE

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 HEREINAFTER SET FORTH

APPLICATION NUMBER
APPROVAL NUMBER

Table with permit details: DATE FILED (9/21/09), PERMIT NO (1195134), FILING FEE RECEIPT NO (9-23-09), STREET ADDRESS (702 EARL ST), BLOCK & LOT (4644 - 1), ESTIMATED COST (\$5,000), REVISED COST (\$5000), DATE (9/21/09)

INFORMATION TO BE FURNISHED BY ALL APPLICANTS
LEGAL DESCRIPTION OF EXISTING BUILDING

Table with building details: (4A) TYPE OF CONSTR (5B), (5A) NO OF STORIES OF OCCUPANCY (3), (6A) NO OF BASEMENTS AND CELLARS (2), (7A) PRESENT USE (Commercial/Residential), (8A) OCCUP CLASS (R3/M), (9A) NO OF DWELLING UNITS (1)

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

Table with building details: (4) TYPE OF CONSTR (5B), (5) NO OF STORIES OF OCCUPANCY (3), (6) NO OF BASEMENTS AND CELLARS (2), (7) PROPOSED USE (Commercial/Residential), (8) OCCUP CLASS (R3/M), (9) NO OF DWELLING UNITS (1)

Table with contractor and owner info: (14) GENERAL CONTRACTOR (Michael HAMMAN), (15) OWNER (Michael HAMMAN), ADDRESS (702 EARL ST), PHONE (94124-643-1376)

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)
REPAIR ONE flight of Interior stairs and shear rock stair way - paint two light fixtures - Add car utility shut LESS THAN 50% repair in kind not visible from street. No structural work on building.

ADDITIONAL INFORMATION

Table with additional info: (17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING? (18) IF (17) IS YES STATE NEW HEIGHT AT CENTER LINE OF FRONT (19) DOES THIS ALTERATION CREATE DECK OR HORIZ EXTENSION TO BUILDING? (20) IF (19) IS YES STATE NEW GROUND FLOOR AREA (21) WILL SIDEWALK OVER SUB SIDEWALK SPACE BE REPAIRED OR ALTERED? (22) WILL BUILDING EXTEND BEYOND PROPERTY LINE? (23) ANY OTHER EXISTING BLDG ON LOT? (24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? (25) ARCHITECT OR ENGINEER (DESIGN OR CONSTRUCTION) (26) CONSTRUCTION LEADER

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit...
No portion of building or structure or scaffolding used during construction to be closer than 60" to any wire containing more than 750 volts...
Pursuant to San Francisco Building Code the building permit shall be posted on the job...
Grade lines as shown on drawings accompanying this application are assumed to be correct...
THIS IS NOT A BUILDING PERMIT NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED

NOTICE TO APPLICANT

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...
I, the undersigned, certify that I am the owner of the property described in the application...
I have and will maintain a certificate of consent to sell the real property for worker's compensation as provided by Section 3700 of the Labor Code...
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...

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

Signature of Applicant or Agent: Michael Hamman
Date: 9/21/09

OFFICIAL COPY

SAN FRANCISCO

DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

REFER TO

APPROVED. All electrical and / or plumbing work... This application is approved without site inspection... not constitute an approval of the building work... Any electrical or plumbing work will require appropriate separate permits.

By Tom C HUI DBI SEP 21 2009

Table with 10 rows for various departments: BUILDING INSPECTOR, DEPT OF BLDG. INSP; DEPARTMENT OF CITY PLANNING; BUREAU OF FIRE PREVENTION & PUBLIC SAFETY; MECHANICAL ENGINEER, DEPT OF BLDG. INSPECTION; CIVIL ENGINEER, DEPT OF BLDG INSPECTION; BUREAU OF ENGINEERING; DEPARTMENT OF PUBLIC HEALTH; REDEVELOPMENT AGENCY; HOUSING INSPECTION DIVISION. Each row includes 'APPROVED', a checkbox, and 'NOTIFIED MR'.

HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or department noted on this application and attached statements of conditions or stipulations, which are hereby made a part of this application

Number of attachments []

OWNER'S AUTHORIZED AGENT _____

838-840 INNES AVENUE

BLDG. FORM
No. 3787-1
4645

APPLICATION OF
Thomas J. Manning Owner

FOR PERMIT TO ERECT 838

2 STORY FRAME BUILDING

Location *San Francisco Ave*

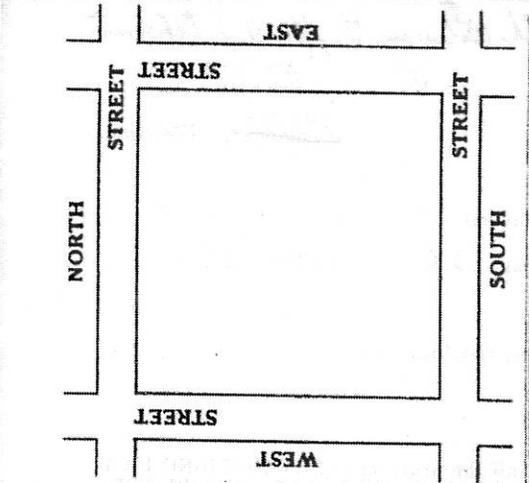
San Francisco Ave

Cost \$ *31,500*

Filed *AUG 13 1938*

Approved:

Superintendent Bureau of Building Inspection



APPROVED
Wm J. Hill
J. C. GEIGER, Director of Public Health
City of San Francisco

Wm Hill

Bureau of Fire Prevention and Public Safety

Construct and install on building to satisfaction of Bureau of Fire Prevention the following fire protection equipment and appliances:

Tanks

Down Pipes

Automatic Fire Pumps

Automatic Sprinkler System

Water Service Connection

Ground Floor Pipe Casings

Refrigeration

Incinerators

F. D. (Dry) Standpipes

Wet Standpipes

Hose Reels

Tanks

Down Pipes

Automatic Fire Pumps

Automatic Sprinkler System

Water Service Connection

Ground Floor Pipe Casings

Refrigeration

Incinerators

F. D. (Dry) Standpipes

Wet Standpipes

Hose Reels

Tanks

Down Pipes

Automatic Fire Pumps

Automatic Sprinkler System

Water Service Connection

Ground Floor Pipe Casings

Refrigeration

Incinerators

F. D. (Dry) Standpipes

Wet Standpipes

Hose Reels

Tanks

Down Pipes

Approved: *8/15/38*
Superintendent Bureau of Building Inspection

Approved: *Wm J. Hill*
City Planning Commission

Approved: *J. C. Geiger*
Director of Public Health

Approved: *J. C. Geiger*
Department of Electricity

Approved: *J. C. Geiger*
Bureau of Engineering

Approved: *J. C. Geiger*
Bureau of Fire Prevention and Public Safety

Approved: *J. C. Geiger*
Fire Marshal

Superintendent Bureau of Building Inspection

Permit No. *76545*

Issued *8-19-38*

1938

Certificate of Final Completion

Applied for

1938

Issued

1938



Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS CENTRAL PERMIT BUREAU

BLDG. FORM

2

APPLICATION FOR BUILDING PERMIT
FRAME BUILDING

Aug 13 1938

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:

- (1) Location of Lot James Ave Side of north Between Griffin & Fitch Street
225 Feet West of Fitch Lot St. No. Assessor's Block No.
- (2) Number of Stories 2 (WITH) Basement (WITHOUT)
- (3) Total Cost \$ 5500
- (4) Purpose of Occupancy Store & Dwelling No. of rooms 6 No. of families 1
- (5) Size of lot 50x100 Ft. Front 50 Ft. Rear 50 Ft. Deep 100
- (6) Any other building on lot at present _____
- (7) Contractor (DOES) carry Workmen's Compensation Insurance. (DOES NOT)
- (8) Supervision of construction by owner
Address 830 James Ave.

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 said 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 no
Certificate No. _____ License No. _____
State of California _____ City and County of San Francisco _____
Address _____
- (11) Plans and specifications prepared by _____
Other than Architect or Engineer _____
Address _____
- (12) Contractor Day work owner
License No. _____ License No. _____
State of California _____ City and County of San Francisco _____
Address _____
- (13) Owner Thomas J. Manning
Address 830 James Ave
By San Francisco Cal Owner's Authorized Agent.

Side Sewer In Not In

The Department will call up telephone No. Mission 7845 if any alterations or changes are necessary on the plans submitted.

CERTIFICATE OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF BUILDING, PURSUANT TO SEC. 9, ORDINANCE 1008 (N. S.)



OWNER Manning, T.J. E Innes Av 225' W Fitch		LOCATION		APP. NO. 37181	
ADDRESS 839 Innes Avenue		LOT NO.	BLOCK NO.	HOUSE NO.	
ESTIMATED COST 5500	FEE 30	DATE APPLICATION 8-18-40		8-23-38	
PERMIT ISSUED 193	PERMIT NO. 30				
CLASS OF CONSTRUCTION			PURPOSE OF OCCUPANCY		
CLASS "A"		NO. OF STORIES			
CLASS "B"		NO. OF FAMILIES			
CLASS "C"		PLANS			
FRAME	2 story FRAME BRICK & STONE				
ALTERATIONS					
BILL BOARDS		CONTRACTOR			
SIGNS (ELECTRIC)		ADDRESS			
SIGNS (BOARD)		ARCHITECT			
SIGNS (CLOTH)		ADDRESS			
MARQUEE		ENGINEER			
FENCES		ADDRESS			
DEPARTMENT OF PUBLIC WORKS		BUILDING RECORD		CENTRAL PERMIT BUREAU	
ADDRESS 230 Innes Avenue		LOT NO.	BLOCK NO.	HOUSE NO.	
OWNER Manning, T.J. E Innes Ave 225' W Fitch		LOCATION		NO. 37181	

JUL 17 1940



INSPECTOR'S REPORT

WORK COMMENCED *PREV. 8-22* 193*8*
 WORK COMPLETED *7-24* ~~46~~ 1939

- 8.22 EXCAVATING, STARTED FOUND. FORMS.
- 8.23 WENT OVER RET. WALL CONTN. WITH OWNER. TO PHONE ME BEFORE POUR.
- 8.27 SETTING STEEL, NO ONE ON JOB.
- 8.29 STEEL SET. POURING FOUNDATIONS. SAW OWNER.
- 9.3 SAW OWNER. READY TO COMPLETE FOUNDATION POUR.
- 9.8 FRAMING BASMT. STORY.
- 9.10 CK. WITH ENG. HILL WHO ALLOWED MOVING DIAG. SHEATHING AT REAR & 2x6 ROOF JOISTS TO 32" O.C. WITH 2-2" x 10" GIRDERS FOR ROOF. SAW OWNER. EXPLAINED CORRECTIONS.
- 9.14 FRAMING 1ST STORY.
- 9.22 FRAMED TO STREET LEVEL.
- 9.26 RAT-PROOF. BRACING. FRAMING.
- 10.7 FRAMING ROOF. CHECKED WITH CARPENTER ON CALL FOR INFORMATION.
- 10.15 FRAMED.
- 10.20 CONSULTED FOREMAN, ROOFING.
- 10.29 ROOFING. CHECKED WITH OWNER.
- 11.5 OWNER REQUESTED TRUSSEL CHANGE. TOLD HIM TO SUBMIT CHANGE SKETCH. SHEATHING.

DISTRICT NO. *10*

F. L. Schultz

INSPECTOR OF BUILDINGS

DEPARTMENT OF PUBLIC WORKS

BUREAU OF BUILDING INSPECTION

Reported *7/24/39* CITY AND COUNTY OF SAN FRANCISCO

JR



WONDERLITE NEON PRODUCTS
170 OHS STREET
UNION CITY, CALIF.
BLDG. FORM.

No. 67820
APPLICATION OF
K. Zohar Owner

FOR PERMIT TO MAKE
ADDITIONS, ALTERATIONS OR REPAIRS
TO BUILDING

Location 840 Whittier Ave

Cost \$1000

Filed FEB 5 1942

APPROVED: [Signature]
Superintendent
Bureau of Building Inspection

Permit No. 657060

Issued FEB 10 1942

WONDERLITE NEON PRODUCTS
170 OHS STREET
UNION CITY, CALIF.

Favorable

-2-6-42

A. G. Menard

APPROVED:

Superintendent
Bureau of Building Inspection

APPROVED: FEB - 7 1942

[Signature]
City Planning Commission

APPROVED:

Director of Public Health

APPROVED:

Department of Electricity

APPROVED:

Bureau of Engineering

APPROVED:

Art Commission

BUREAU OF FIRE PREVENTION AND INVESTIGATION

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

Wet Standpipes

Hose Reels

Tanks

Downpipes

Automatic Fire Pumps

Automatic Sprinkler System

Water Service Connection

Groundfloor Pipe Casings

Refrigeration

Incinerators

APPROVED:

FRANK P. KELLY, CHIEF

Division of Fire Prevention and Investigation

By *[Signature]* 2/7/42



CENTRAL PERMIT BUREAU F NO 490

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM

CENTRAL PERMIT BUREAU

APPLICATION FOR BUILDING PERMIT

3

ALTERATION

FEB 5 1942

19

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:

- (1) Location 840 Jones Ave
- (2) For what purpose is present building now used? Retail Store
- (3) For what purpose will building be used hereafter: " "
- (4) Total Cost \$ 100.00
- (5) Description of work to be done To install one double face horizontal neon sign

All work in accordance with ordinance 40818

- (6) Contractor (DOES) carry Workmen's Compensation Insurance.
- (7) Supervision of construction by WONDERLITE NEON PRODUCTS CO.
170 OTIS STREET UNDERHILL 4080
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 said 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.

- (8) Architect _____
Certificate No. _____ License No. _____
State of California _____ City and County of San Francisco _____
Address _____

- (9) Engineer _____
Certificate No. _____ License No. _____
State of California _____ City and County of San Francisco _____
Address _____

- (10) Plans and specifications prepared by _____
Other than Architect or Engineer WONDERLITE NEON PRODUCTS CO.
170 OTIS STREET UNDERHILL 4080
Address WONDERLITE NEON PRODUCTS CO.

- (11) Contractor 170 OTIS STREET UNDERHILL 4080
License No. 29264 License No. 450
State of California _____ City and County of San Francisco _____
Address _____

- (12) Owner K. Zuker
Address 840 Jones St
By _____
WONDERLITE NEON PRODUCTS CO.
170 OTIS STREET UNDERHILL 4080
Owner's Authorized Agent

THE DEPARTMENT WILL CALL UP TELEPHONE NO. Edw Adams
IF ANY ALTERATIONS OR CHANGES ARE NECESSARY ON THE PLANS SUBMITTED.



National Home Bldg. Co.

BLDG. FORM

4

No. 133054

APPLICATION OF

M. P. Currago

FOR PERMIT TO

ERECT SIGN OR BILL BOARD

Location 840 - James Ave

Cost \$ 495.00

Filed 11 - 28 1950

Approved:

APPROVED
Alfred Public Works

Superintendent Bureau of Building Inspection

Permit No. 120733

DEC 6 - 1950

Issued 1950

REFER TO:
Bureau of Engineering
BBB Struct. Engineer
Boiler Inspector
Art Commission
Dept. of Public Health

Approved 11/29 1950

H. E. Pateman
Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments named hereon.

Owner's Authorized Agent

Approved:
Department of Public Health

Approved:
Department of Electricity

Approved:
Art Commission

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:

(a) No one to be employed
(b) Casual labor only to be employed
(c) Services or labor to be performed in return for aid or sustenance only, received from any religious, charitable or relief organization

Approved:
Zona
CPC Selback
Approved on 11/29/50 James Selback
Approved on 11/29/50
Department of City Planning

Approved:
Bureau of Fire Prevention & Public Safety
11/29/50

Approved:
Structural Engineer, Bureau Building Inspection
11/30/50
Bureau of Engineering

OFFICIAL COPY

SAN FRANCISCO



Central Permit Bureau Form No. 437

RECEIVED
NOV 10 1958

Write in Ink — File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS

CENTRAL PERMIT BUREAU

BLDG. FORM

4

APPLICATION FOR PERMIT
SIGNS — BILL BOARDS

11-78 1958

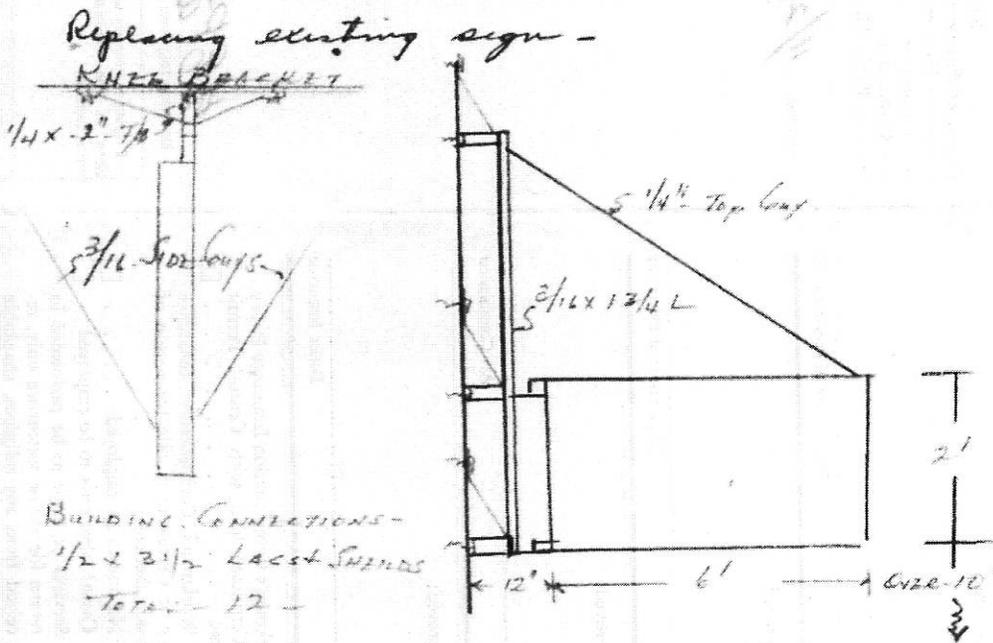
Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description, and for the purpose hereinafter set forth:

ELECTRIC SIGN NON-ELECTRIC SIGN BILL BOARD

- (1) Location 840 - Jones Avenue -
- (2) Total Cost \$ 49500 (3) Number of stories in building 1 story
- (4) Present use of building Restaurant (5) Type of building Concrete
1, 2, 3, 4, or 5
- (6) If Sign give: Style Double face horizontal
Thickness 1 1/2" Size 2' x 6' Ft. Weight 110 lbs Lbs.

SKETCH OF SIGN OR BILL BOARD

(Method of attachment to structure must be given)



(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 National Neon Corp -

License No. 104268 License No. 806
State of California City and County of San Francisco
Address 1201 - Tennessee St - S/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. Cuzzo

Address 840 - Jones Phone No. 666-3463
(For Contact by Bureau)

By Fred R. Schmitt Address 1201 - Tennessee
Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor



BLDG. FORM

No. 3

APPLICATION OF

Owner

FOR PERMIT TO MAKE
ADDITIONS, ALTERATIONS or REPAIRS
TO BUILDING

Location 846 James Ave.

Total Cost \$ 90⁰⁰

Filed 12/8 DEC 8 1950 10 570

Approved:

APPROVED
A. Dept. Public Works

Superintendent, Bureau of Building Inspection

Permit No. 120837

Issued 12/13/50

REFER TO:

- Bureau of Engineering
- BBI Struct. Engineer
- Boiler Inspector
- Art Commission
- Dept. of Public Health

Approved 12/12/50
concrete foundation 12'
above sidewalk footing
all studs 2x4 @ 16" centers

J.P. Atkinson
Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

J.P. Atkinson
Owner's Authorized Agent

Approved:

Zone
CPC Setbacks
It located on side of
space between road &
Griffith
Department of City Planning

Approved:

Approved:

L.A.C.
12/12/50
Bureau of Fire Prevention & Public Safety

Approved:

Structural Engineer, Bureau Building Inspection

Approved:

Bureau of Engineering

- 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:
 - (a) No one to be employed
 - (b) Casual labor only to be employed
 - (c) Services or labor to be performed in return for aid or sustenance only, received from any religious, charitable or relief organization

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

OFFICIAL COPY

SAN FRANCISCO



CENTRAL PERMIT BUREAU 6435

Write in Ink—File Two Copies

RECEIVED DEC 1 1950

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM

DEPARTMENT OF BUILDING INSPECTION
CENTRAL PERMIT BUREAU

3

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

Application is hereby made to the Department of Public Works 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:

- (1) Location 840 James Ave -
- (2) Total Cost \$ 90⁰⁰ (3) No. of stories - (4) Basement - Yes or No
- (5) Present use of building None (6) No. of families -
- (7) Proposed use of building 2 story Beer Cases and (8) No. of families -
garbage cans
- (9) Type of construction Frame (10) Building Code Occupancy Classification
- (11) Any other building on lot no (Must be shown on plot plan if answer is Yes.)
Yes or No
- (12) Does this alteration create an additional floor of occupancy no
Yes or No
- (13) Does this alteration create an additional story to the building no
Yes or No
- (14) Electrical work to be performed None Plumbing work to be performed None
Yes or No Yes or No
- (15) Ground floor area of building 75 sq. ft. (16) Height of building 7 ft.
- (17) Detailed description of work to be done Small shack to remove
empty Beer Cases + garbage cans adjacent to
restaurant.

(18) 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 Penal Code.

(19) Supervision of construction by Mike Cuzzo Address 830 James Ave -

(20) General contractor ? California License No. -
Address -

(21) Architect - California Certificate No. -
Address -

(22) Engineer - California Certificate No. -
Address -

(23) 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 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 sidewalk 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.

(24) Owner John J. Winters (Phone 0U1-0430)
Address 1117 Jackson St (For Contact by Bureau)

By J. J. Winters Address J. J. Winters
Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.

PERMIT OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF HOTEL OR APARTMENT HOUSE PURSUANT TO SEC. 808 SAN FRANCISCO BUILDING CODE.

If the image of this document appears less sharp than this notice, it is due to the quality of the original.

Approved: _____

Zone LT 100

CPC Setbacks _____

Approved: Edward M. Malachuk
MAR 11 1958
Department of City Planning

Approved: _____

Approved: [Signature]
Department of Fire Prevention & Public Safety

Approved: _____

Approved: _____

D. Blank

April 3, 1958

Approved: ELLIS D. SOX
Department of Public Health

Approved: _____

Electrical Inspector _____

Approved: _____

Art Commission _____

Approved: _____

Boiler Inspector _____

Approved: _____

Approved: _____
Bureau of Engineering

REFER TO:

- Bureau of Engineering
- RBI Struct. Engineer
- Boiler Inspector
- Art Commission
- Dept. of Public Health

Approved: 3-13 1958

MAJOR
PROVIDED NO STRUCTURAL
CHANGES TO BUILDING FRAME

BLDG. FORM

3

No. 207970

APPLICATION OF

CARL K. TILLEY Owner

FOR PERMIT TO MAKE
ADDITIONS, ALTERATIONS or REPAIRS
TO BUILDING

Location 840 FRANKS AVE - SE

Total Cost \$ 6000.00

MAR - 7 1958

Filed _____ 19__

Approved: **APPROVED**
APR - 7 1958

[Signature]
SUPERVISOR

Superintendent, Bureau of Building Inspection

Permit No. 187357

Issued 4/2/58 19__

Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

Owner or Authorized Agent

OFFICIAL COPY

SAN FRANCISCO

DEPARTMENT OF BUILDING INSPECTION

CENTRAL PERMIT BUREAU FORM

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO, OF PUBLIC WORKS

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM

RECEIVED
CENTRAL PERMIT BUREAU
1958 MARCH 11 PM 3:14

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

3

7 MARCH

19 58

Application is hereby made to the Department of Public Works 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:

If the image of this document appears less sharp than this notice, it is due to the quality of the original.

- (1) Location 842 INNES AVE - S.F.
- (2) Total Cost \$ 1000⁰⁰ (3) No. of stories ONE (4) Basement YES
Yes or No
- (5) Present use of building CAFE - DWELLING (6) No. of families ONE
Yes or No
- (7) Proposed use of building CAFE (8) No. of families NONE
Yes or No
- (9) Type of construction STUCCO - FRAME (10) 16-2
1, 2, 3, 4, or 5 Building Code Occupancy Classification
- (11) Any other building on lot NO (Must be shown on plot plan if answer is Yes.)
Yes or No
- (12) Does this alteration create an additional floor of occupancy NO
Yes or No
- (13) Does this alteration create an additional story to the building NO
Yes or No
- (14) Electrical work to be performed NO Plumbing work to be performed NO
Yes or No Yes or No
- (15) Ground floor area of building _____ sq. ft. (16) Height of building APPROX 20 ft.
- (17) Describe Work to be done (in addition to reference to drawings & specifications) CONVERT LIVING AREA TO CAFE - APPROX OCCUPANT LOAD WHEN ENLARGED TO 45. - OPENING THRU WALL AS SHOWN ON SHEET 2.

(18) No portion of building or structure or scaffolding used during construction, to be closer than 60' to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

(19) Supervision of construction by _____ Address _____

(20) General contractor _____ California License No. _____
Address _____

(21) Architect permit California Certificate No. _____
Address _____

(22) Engineer _____ California Certificate No. _____
Address _____

(23) 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 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.

(24) Owner Carl L. Della (Phone VA 6-4761)
Address 840 Innes Ave - SF (For Contact by Bureau)

By _____ Address _____
Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor



DEPARTMENT OF BUILDING INSPECTION

NATIONAL NEEDS
1960 DIVISION
SAN FRANCISCO

BLDG. FORM

4 APPLICATION OF

Coast-Cala Bottling Co., Owner

FOR PERMIT TO ERECT SIGN

Location Hunters Point Rest.

838 F.M.A.'s

Cost \$ 300.00

Filed FEB 20 1962

APPROVED
Dist. Public Works

MAR 5 1962

THOMAS C. JAY
SUPERINTENDENT
BUREAU OF BUILDING INSPECTION

Superintendent, Bureau of Building Inspection

Permit No. WFR 34681

Issued 19.....

REFER TO:

- Bureau of Engineering
- BBI Civil Engineer
- Parking Authority
- Art Commission

[Handwritten signatures]

3/1 1962

Approved:

Provided the following Conditions are Complied with:

Parking Authority

Approved:

Art Commission

Approved:

Approved: C-M
Zone

CPC Setback

2/28/62 Vatali
Department of City Planning

Approved:

Ed. Bull 3/15/62
Bureau of Fire Prevention & Public Safety

Approved:

Tom Van Rensie 3/15/62
Civil Engineer,
Bureau of Building Inspection

[Handwritten signature]
Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

[Handwritten signature]
Owner or Owner's Authorized Agent

Bureau of Engineering



Central Permit Bureau F. No. 452

Write in Ink - File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM

RECEIVED
DEPT. OF PUBLIC WORKS
CENTRAL PERMIT BUREAU
1962 FEB 28 PM 2:30
BUILDING INSPECTION

4

APPLICATION FOR PERMIT
TO ERECT SIGN

Date 2-26 1962

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:

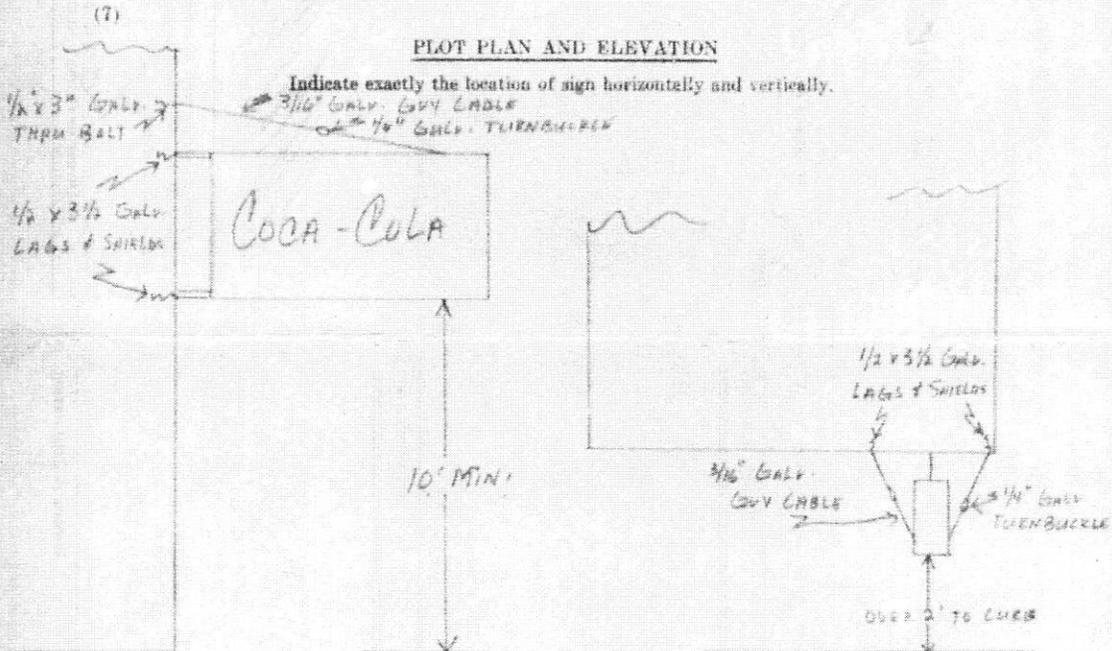
ELECTRIC SIGN

NON-ELECTRIC SIGN

- (1) Location 838 FINNES
- (2) Total Cost \$ 300.00
- (3) Number of stories in building 1 - COOP STORE
- (4) Present use of building RESTAURANT
- (5) Type of building 1 2 3 4 5
Indicate
- (6) Class of sign, per Art. 47, S. F. Building Code.
Thickness 10" Size 4' x 6' Ft. Weight 150 lbs.
Total Area of Advertising Surface 48 Sq. Ft.

PLOT PLAN AND ELEVATION

Indicate exactly the location of sign horizontally and vertically.



- (8) Drawings in duplicate showing methods of attachments must be submitted with this application.
- (9) Where top guy wire is required, anchor with 1/2" dia. through-bolt (minimum), to the structural frame of the building below the parapet wall.
- (10) 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.
- (11) Contractor NATIONAL NEON CORP.
California License No. 7566 104268
San Francisco Registration No. 15660
Address 1500 DAVIDSON AVE. Phone No. VA 6-3463
- (12) Engineer or Architect _____ California License No. _____
Address _____ Phone No. _____
- (13) 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 sidewalk 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.
- (14) Owner COCA-COLA BOTTLING CO
Address 1500 DAVIDSON AVE Phone No. VA 6-3463
(For contact by Bureau)
By Kornin Address 1500 DAVIDSON AVE
Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor



APPROVED
Dept. of Building Insp.
MAY 06 2010

Vivian L. Day
DIRECTOR CHIEF BUILDING OFFICIAL
DEPT. OF BUILDING INSPECTION

APPROVED FOR ISSUANCE

APR 26 2010

BLDG. FORM 318

APPLICATION NUMBER
2009-16-1866

OSHA APPROVAL RECORD

N/V

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

FORM 3 [X] OTHER AGENCIES REVIEW REQUIRED
FORM B [] OVER-THE COUNTER ISSUANCE
NUMBER OF PLAN SETS 12/31/09

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
HEREINAFTER SET FORTH.

DO NOT WRITE ABOVE THIS LINE

Table with fields: DATE FILED (31610), FILING FEE RECEIPT NO. (10034503), STREET ADDRESS OF JOB (840 JONES AVE), BLOCK & LOT (4645/008), PERMIT NO. (1211173), ISSUED (MAY 06 2010), ESTIMATED COST OF JOB (\$1,500), REVISED COST (\$1,500), DATE (4/26/2010)

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING
(4A) TYPE OF CONSTR. (WOOD)
(5A) NO. OF STORIES OF OCCUPANCY (2)
(6A) NO. OF BASEMENTS AND CELLARS (0)
(7A) PRESENT USE (COMMERCIAL/RESTAURANT)
(8A) OCCUP. CLASS (B S-1)
(9A) NO. OF DWELLING UNITS (0)
DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION
(4) TYPE OF CONSTR. (WOOD)
(5) NO. OF STORIES OF OCCUPANCY (2)
(6) NO. OF BASEMENTS AND CELLARS (0)
(7) PROPOSED USE (COMMERCIAL/RESTAURANT)
(8) OCCUP. CLASS (B S-1)
(9) NO. OF DWELLING UNITS (0)
(11) ELECTRICAL WORK TO BE PERFORMED? YES
(12) PLUMBING WORK TO BE PERFORMED? YES
(14) GENERAL CONTRACTOR: WINTERSTEIN - MOUSSIER ELIZABETH 2315 PARADISE DR TIBURON CA 94920
(15) OWNER - LESSEE (GROSS OUT ONE): WINTERSTEIN - MOUSSIER ELIZABETH 2315 PARADISE DR TIBURON CA 94920
(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)
Remove 6'x12' ADVERTISING SIGN PER DCP NOV 10 5 8 2

ADDITIONAL INFORMATION

(17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING? NO
(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT NA FT.
(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING? NO
(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA NA SQ. FT.
(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? YES
(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES
(23) ANY OTHER EXISTING BLDG. ON LOT? IF YES, SHOW ON PLOT PLAN NO
(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES
(25) ARCHITECT OR ENGINEER (DESIGN) [] CONSTRUCTION [] ADDRESS N/A
(26) CONSTRUCTION LEADER (ENTER NAME AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LEADER, ENTER "UNKNOWN") ADDRESS N/A

IMPORTANT NOTICES

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.
No portion of building or structure or scaffolding used during construction, to be closer than 6' to any wire containing 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 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.
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 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 (19) (11) (12) (13) (22) OR (24).

NOTICE TO APPLICANT

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 claim, 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 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 (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 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 self-insure for worker's compensation, as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.
[X] 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: RAVELLES PROPERTY
Policy Number: C2561 SA12D 618 9-TR07
() III. The cost of the work to be done is \$100 or less.
() IV. 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 therewith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked.
() V. I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau.

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.

Signature of Applicant for Permit
MAY 05 2010
Date

OFFICIAL COPY

SAN FRANCISCO

DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

Call 415-658-6578, to schedule inspections for building electrical and/or plumbing. This detailed plumbing or electrical plan review and does not constitute an approval of the building. Work authorized must be done in strict accordance with all applicable codes. Any electrical or plumbing work shall require its own separate permits.

By TOM HUI
TOM C. HUI, DBI
APR 26 2011

<input type="checkbox"/>	BUILDING INSPECTOR, DEPT. OF BLDG. INSP.	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: TO PERMANENTLY REMOVE 6x12 GENERAL ADVERTISING SIGN (ORIG 920) PER NOV #10502. <u>C. LAMORENA</u> 4.22.10 DEPARTMENT OF CITY PLANNING	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: N/A TWA BUREAU OF FIRE PREVENTION & PUBLIC SAFETY	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: MECHANICAL ENGINEER, DEPT OF BLDG. INSPECTION	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: CIVIL ENGINEER, DEPT. OF BLDG INSPECTION	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: BUREAU OF ENGINEERING	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: DEPARTMENT OF PUBLIC HEALTH	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: REDEVELOPMENT AGENCY	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: HOUSING INSPECTION DIVISION	DATE: _____ REASON: _____ NOTIFIED MR. _____

HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments

[Signature]
OWNER'S AUTHORIZED AGENT



REFER TO: APPROVED: DEPARTMENT OF BUILDING INSPECTION

By AL SMITH, DBI

JUN 10 2010

THE CONDITIONS AND STIPULATIONS

Call 415-361-6676, to schedule inspections for building, electrical and /, or plumbing. This application is approved without site inspection, detailed plumbing or electrical plan review and does not constitute an approval of the building. Work authorized must be done in strict accordance with all applicable codes. Any electrical or plumbing work shall require appropriate separate permits.

BUILDING INSPECTOR, DEPT. OF BLDG. Insp.

DATE: 6.10.10 REASON: OK TO PROCESS

NOTIFIED MR.

APPROVED:

N/A AS

DEPARTMENT OF CITY PLANNING

DATE: REASON:

NOTIFIED MR.

APPROVED:



BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE: REASON:

NOTIFIED MR.

APPROVED:

ofc repls cement windows w/ max u-factor JEFF LAI, DBI JUN 10 2010 plus terminate per cmc 802.6.2

MECHANICAL ENGINEER, DEPT OF BLDG. INSPECTION

DATE: REASON:

NOTIFIED MR.

APPROVED:

N/A AS

CIVIL ENGINEER, DEPT. OF BLDG INSPECTION

DATE: REASON:

NOTIFIED MR.

APPROVED:

BUREAU OF ENGINEERING

DATE: REASON:

NOTIFIED MR.

APPROVED:

DEPARTMENT OF PUBLIC HEALTH

DATE: REASON:

NOTIFIED MR.

APPROVED:

REDEVELOPMENT AGENCY

DATE: REASON:

NOTIFIED MR.

APPROVED:

HOUSING INSPECTION DIVISION

DATE: REASON:

NOTIFIED MR.

HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or department noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments

OWNER'S AUTHORIZED AGENT



REROOFING

APPROVE

PLEASE CALL THE INSPECTION SERVICES AT 558-8570. FOR A FINAL INSPECTION APPOINTMENT NEW OR REPLACEMENT SHEATING AND SKYLIGHTS REQUIRES A SEPARATE BUILDING PERMIT.

SEP 22 2010

VIVIAN L. DAY INSTRUCTOR CHIEF BUILDING OFFICIAL

NOV. 22/10 50409/BZP. OK FOR REROOFING

BLDG. FORM 3/8 2010 09 22 13 89

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

FORM 3 OTHER AGENCIES REVIEW REQUIRED

FORM 8 OVER-THE-COUNTER ISSUANCE

0 NUMBER OF PLAN SETS

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 HEREINAFTER SET FORTH.

DO NOT WRITE ABOVE THIS LINE

Table with permit details: DATE FILED (9-22-10), FILING FEE RECEIPT NO., (1) STREET ADDRESS OF JOB (840 INNES AVE), BLOCK & LOT (4645 06), PERMIT NO. (1221812), ISSUED (9/22/10), (2A) ESTIMATED COST OF JOB (1900), (2B) REVISED COST (\$1,000), DATE (9-22-10)

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING

Table with legal description: (4A) TYPE OF CONSTR. (WOOD-FR), (5A) NO. OF STORIES OF OCCUPANCY (2), (6A) NO. OF BASEMENTS AND CELLARS (0), (7A) PRESENT USE (COMMERCIAL-RESTAURANT), (8A) OCCUP. CLASS (M, R-3), (9A) NO. OF DWELLING UNITS (1)

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

Table with description of building after alteration: (4) TYPE OF CONSTR. (V-R), (5) NO. OF STORIES OF OCCUPANCY (2), (6) NO. OF BASEMENTS AND CELLARS (0), (7) PROPOSED USE (RESTAURANT-1-RESIDENTIAL), (8) OCCUP. CLASS (M, R-3), (9) NO. OF DWELLING UNITS (1)

Table with construction details: (10) IS AUTO RAILWAY TO BE CONSTRUCTED OR ALTERED? (NO), (11) WILL STREET SPACE BE LINED DURING CONSTRUCTION? (NO), (12) ELECTRICAL WORK TO BE PERFORMED? (NO), (13) PLUMBING WORK TO BE PERFORMED? (NO)

Table with contractor information: (14) GENERAL CONTRACTOR (ADDRESS: 0009122), (15) OWNER - LESSEE (ROSS OUT ONE) (ADDRESS: 2315 PARADISE DR TIBURON CA 94920), PHONE (415-713-1120)

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)

Replace existing roof, Torch on Flat Roofing Product - DIBITANE at front flat portion only.

ADDITIONAL INFORMATION

Table with additional information: (17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING? (NO), (18) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING? (NO), (19) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? (NO), (20) ARCHITECT OR ENGINEER (DESIGN/CONSTRUCTION) (ADDRESS), (21) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER 'UNKNOWN')

IMPORTANT NOTICES

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.

No portion of building or structure or scaffolding used during construction, to be closer than 6' to any wire containing more than 780 volts. See Sec 388, 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 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.

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 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) (18) 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 inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX: OWNER, 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 THERE TO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT

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 claim, 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 against all such claims, demands or actions.

In conformity with the provisions of Section 2600 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 compliance below.

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.
() 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:
() III. The cost of the work to be done is \$100 or less.
() IV. 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 therewith with the provisions of Section 2600 of the Labor Code, that the permit herein applied for shall be deemed revoked.

I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau.

Signature of Applicant or Agent: J. J. Winters 9-22-10

OFFICIAL COPY

SAN FRANCISCO

DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

REFER TO: APPROVED:

DAVID RANG
JDR
9-22-10

Call 415-458-8570, to schedule inspections for building, electrical and / or plumbing. This application is approved without site inspection, detailed plumbing or electrical plan review and does not constitute an approval of the building. Work authorized must be done in strict accordance with all applicable codes. Any other plumbing work requires separate permits.

DATE: _____
REASON: _____

NOTIFIED MR. _____

APPROVED:

JDR

DEPARTMENT OF CITY PLANNING

DATE: _____
REASON: _____

NOTIFIED MR. _____

APPROVED:

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE: _____
REASON: _____

NOTIFIED MR. _____

APPROVED:

MECHANICAL ENGINEER, DEPT OF BLDG. INSPECTION

DATE: _____
REASON: _____

NOTIFIED MR. _____

APPROVED:

CIVIL ENGINEER, DEPT. OF BLDG INSPECTION

DATE: _____
REASON: _____

NOTIFIED MR. _____

APPROVED:

BUREAU OF ENGINEERING

DATE: _____
REASON: _____

NOTIFIED MR. _____

APPROVED:

DEPARTMENT OF PUBLIC HEALTH

DATE: _____
REASON: _____

NOTIFIED MR. _____

APPROVED:

REDEVELOPMENT AGENCY

DATE: _____
REASON: _____

NOTIFIED MR. _____

APPROVED:

HOUSING INSPECTION DIVISION

DATE: _____
REASON: _____

NOTIFIED MR. _____

HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or department noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments

OWNER'S AUTHORIZED AGENT _____

900 INNES AVENUE

SAN FRANCISCO DEPT. OF BUILDING INSPECTION APPROVED

OK TO PROCESS REROOFING 5/14/13

MAY 14 2013 TOM C. HUI, S.E. ACTING DIRECTOR

PLEASE CALL THE INSPECTION SERVICES AT 558-8570. FOR A FINAL INSPECTION APPOINTMENT, NEW OR REPLACEMENT SHEATING AND SKYLIGHTS REQUIRES SEPARATE BUILDING PERMIT.

RODOLFO B. PADILLA MAY 14 2013

BLDG. FORM 318

APPLICATION NUMBER 20130514827

APPROVAL NUMBER:

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS. FORM 3 OTHER AGENCIES REVIEW REQUIRED. FORM 8 OVER-THE COUNTER ISSUANCE. NUMBER OF PLAN SETS 114.

DATE FILED 5-14-13. PERMIT NO. 1293476. (1) STREET ADDRESS OF JOB 900 Innes Ave. BLOCK & LOT 4646-003. (2A) ESTIMATED COST OF JOB 6,800. (2B) REVISED COST \$ 6,800. DATE 5/14/13.

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING. (4A) TYPE OF CONSTR. 5. (4B) NO. OF STORIES OF OCCUPANCY 1. (4C) NO. OF BASEMENTS AND CELLARS 0. (7A) PRESENT USE SFD. (6A) OCCUP. CLASS R3. (6B) NO. OF DWELLING UNITS 1.

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION. (4A) TYPE OF CONSTR. 5. (4B) NO. OF STORIES OF OCCUPANCY 1. (4C) NO. OF BASEMENTS AND CELLARS 0. (7) PROPOSED USE (LEGAL USE) SFD. (6) OCCUP. CLASS R3. (6B) NO. OF DWELLING UNITS 1.

(10) IS AUTO HIGHWAY TO BE CONSTRUCTED OR ALTERED? YES NO. (11) WILL STREET SPACE BE USED DURING CONSTRUCTION? YES NO. (12) ELECTRICAL WORK TO BE PERFORMED? YES NO. (13) PLUMBING WORK TO BE PERFORMED? YES NO.

(14) GENERAL CONTRACTOR Ramirez Roofing LLC 486-45th Ave 94121 822-3058 487373 2-28-14. (15) OWNER - LESSEE (CHECK ONE) Ramirez Tenderborn Homes 900 Innes Ave 94014 415-596-2564.

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT).

Strip all existing roofs and install new roof consisting of one layer 2x30 LB felt and new 40 year shingles. Sloped shingle roof. Shipwright's cottage Historical #250 - Roofing membrane only in scope of work.

ADDITIONAL INFORMATION

(17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING? YES NO. (18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT FT. (19) DOES THIS ALTERATION CREATE DECK OR PORCH, EXTERIOR BUILDINGS? YES NO. (20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA SQ. FT.

(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? YES NO. (22) WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES NO. (23) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLOT PLAN) YES NO. (24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES NO.

(25) ARCHITECT OR ENGINEER (DESIGN OR CONSTRUCTION) ADDRESS CALIF. CERTIFICATE NO. (26) CONSTRUCTION LEADER (ENTER NAME AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LEADER, ENTER 'UNKNOWN') ADDRESS.

IMPORTANT NOTICES. No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. No portion of building or structure or scaffolding used during construction, to be closer than 60" to any wire containing more than 750 volts. 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. 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 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) (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 inches from all electrical wires or equipment. CHECK APPROPRIATE BOX: OWNER, LESSEE, CONTRACTOR, ARCHITECT, AGENT, ENGINEER. 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 THERE TO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT. 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 claim, 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 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 (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 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 self-insure for worker's compensation, as provided by Section 3700 of the Labor Code, for the performance of 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 State Fund, Policy Number 7325018611. (III) The cost of the work to be done is \$100 or less. (IV) 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 herewith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked. (V) I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau. Signature of Applicant or Agent Paul Rey Date 5-14-13

OFFICIAL COPY

SAN FRANCISCO

DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

REFER TO: Roofing APPROVED: [Signature]
 BUILDING INSPECTOR, DEPT. OF BLDG. INSPECTION

DATE: 5/14/13
 REASON: OK to process
if CEO
 NOTIFIED MR. _____

APPROVED: RODOLFO B. PADA, DBI
 APPROVED
 PER PLANS AND APPLICATION 5/14/13
 PLANNING DEPARTMENT DEPARTMENT OF CITY PLANNING
ROOF REPAIR AND REPLACEMENT PER CONTRACTORS APPROVED STAMPED SPECIFICATIONS NO CHANGE TO STRUCTURE CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW

DATE: _____
 REASON: OK TO ISSUE
 NOTIFIED MR. _____

APPROVED: _____

 BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE: 5/14/13
 REASON: Need fireman
5/14/13
 NOTIFIED MR. _____

APPROVED: _____

 MECHANICAL ENGINEER, DEPT OF BLDG. INSPECTION

DATE: _____
 REASON: _____
 NOTIFIED MR. _____

APPROVED: _____

 CIVIL ENGINEER, DEPT. OF BLDG INSPECTION

DATE: _____
 REASON: _____
 NOTIFIED MR. _____

APPROVED: _____

 BUREAU OF ENGINEERING NA, TP.

DATE: _____
 REASON: _____
 NOTIFIED MR. _____

APPROVED: _____

 DEPARTMENT OF PUBLIC HEALTH

DATE: _____
 REASON: _____
 NOTIFIED MR. _____

APPROVED: _____

 REDEVELOPMENT AGENCY

DATE: _____
 REASON: _____
 NOTIFIED MR. _____

APPROVED: _____

 HOUSING INSPECTION DIVISION

DATE: _____
 REASON: _____
 NOTIFIED MR. _____

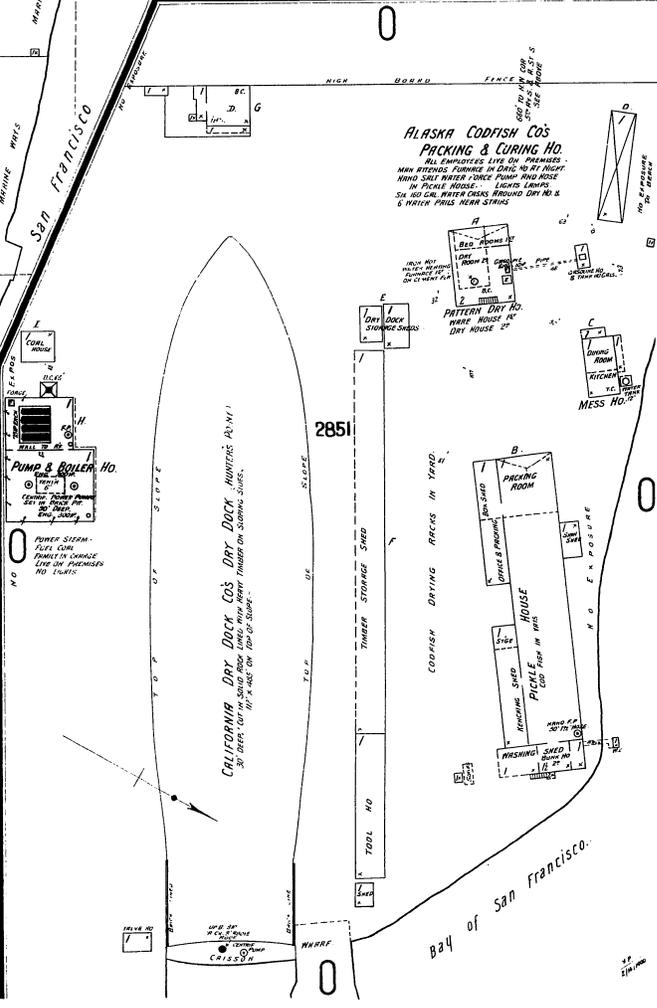
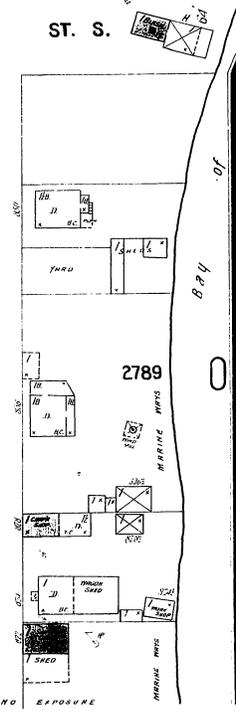
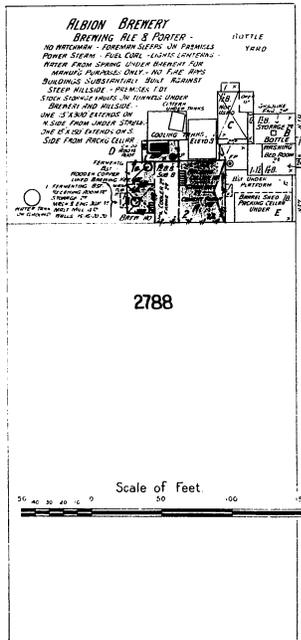
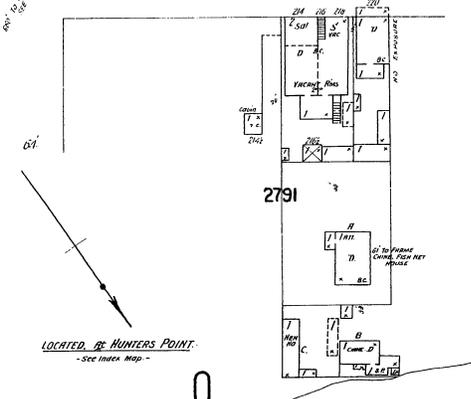
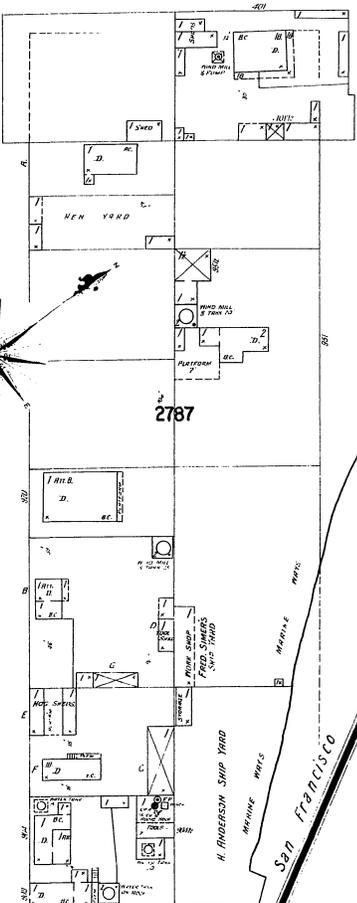
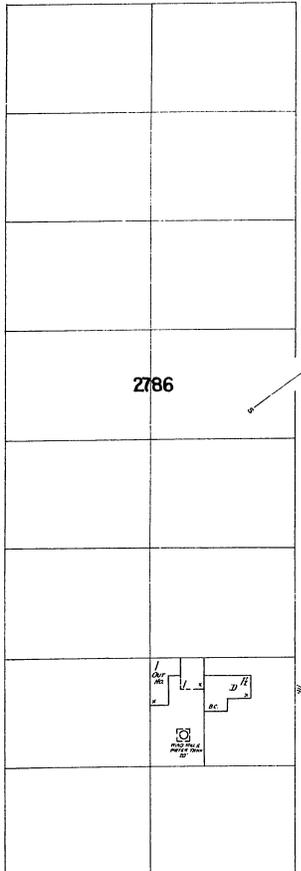
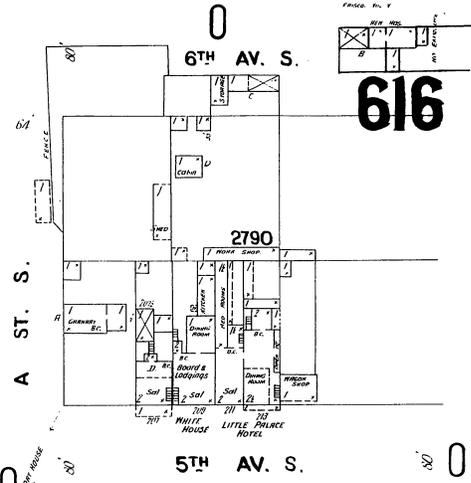
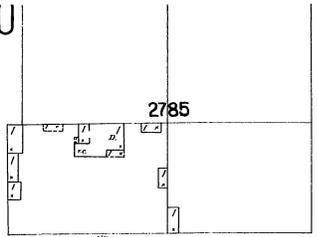
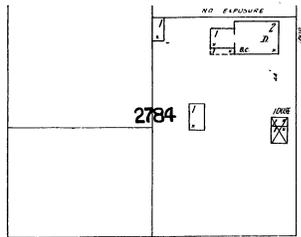
HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or department noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments

OWNER'S AUTHORIZED AGENT _____

APPENDIX B. SANBORN FIRE INSURANCE COMPANY MAPS



10TH AV. S.
9TH AV. S.
8TH AV. S.
6TH AV. S.

H
ST. S.
A ST. S.

8TH AV. S.

6TH AV. S.
5TH AV. S.

ST. S.

ALASKA CODFISH CO'S
PACKING & CURING HO.
ALL EMPLOYEES LIVE ON PREMISES.
MAN FRIENDS FURNISH IN DARK HD BY NIGHT
HAND SLED PULLER FORCE PULLS ANCHORS
IN PICKLE HOUSE - LIGHT LAMPS
SHUT OFF WHEN CODES BLOWN OFF HD &
6 WATCH THIS NEAR STRIPS

CALIFORNIA DRY DOCK CO'S DRY DOCK HUNTERS Pt. CA
30' DEEP, 140' W. SAND FLOOR, LARGEST THIN WHEAT THINNER ON SLABBING SHEDS.
10' X 40' HD ON TOP OF SLAB.

COOPISH DRYING TRACKS IN YARD II
PICKLE HOUSE
HOUSE COOPISH
MESS HO.

BAY of San Francisco

Scale of feet
0 10 20 30 40 50 60 70 80 90 100

0
NO EXPOSURE
4672

806

0

HAWES

80'

80'

64'

NO EXPOSURE

4671

4653
(2786)

4646
(2787)

4629

JERROLD AV.

INNES AV.

HUDSON AV.

B a y

GALVEZ AV.

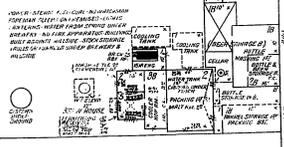
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Scale of Feet.

GRIFFITH

HUDSON AV. 806

ALBION BREWERY
- BREWING BLE & PORTER -



4645
(2789)

4647
(2785)

4670

4654
(2788)

4652
(2784)

JERROLD AV. 806

HAWES

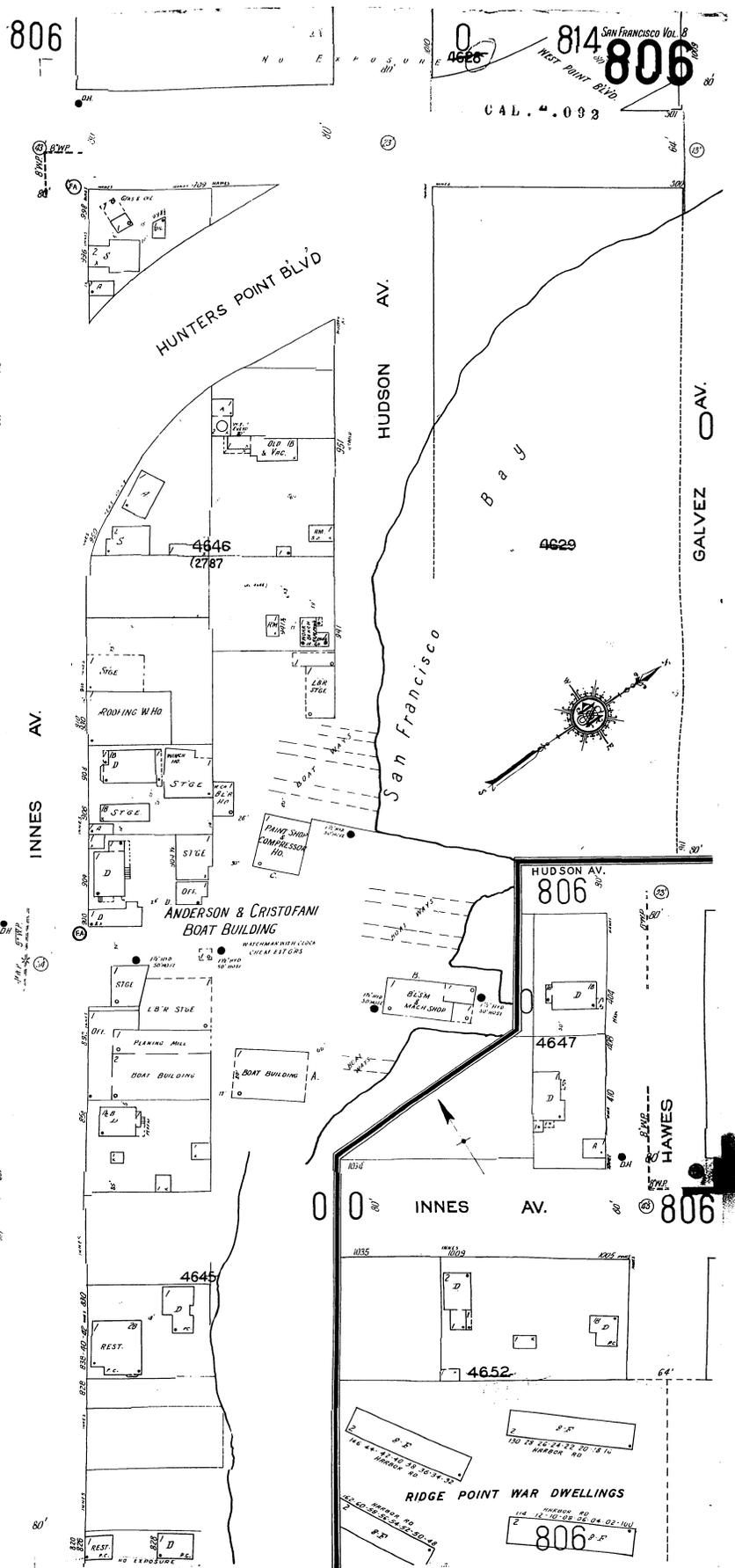
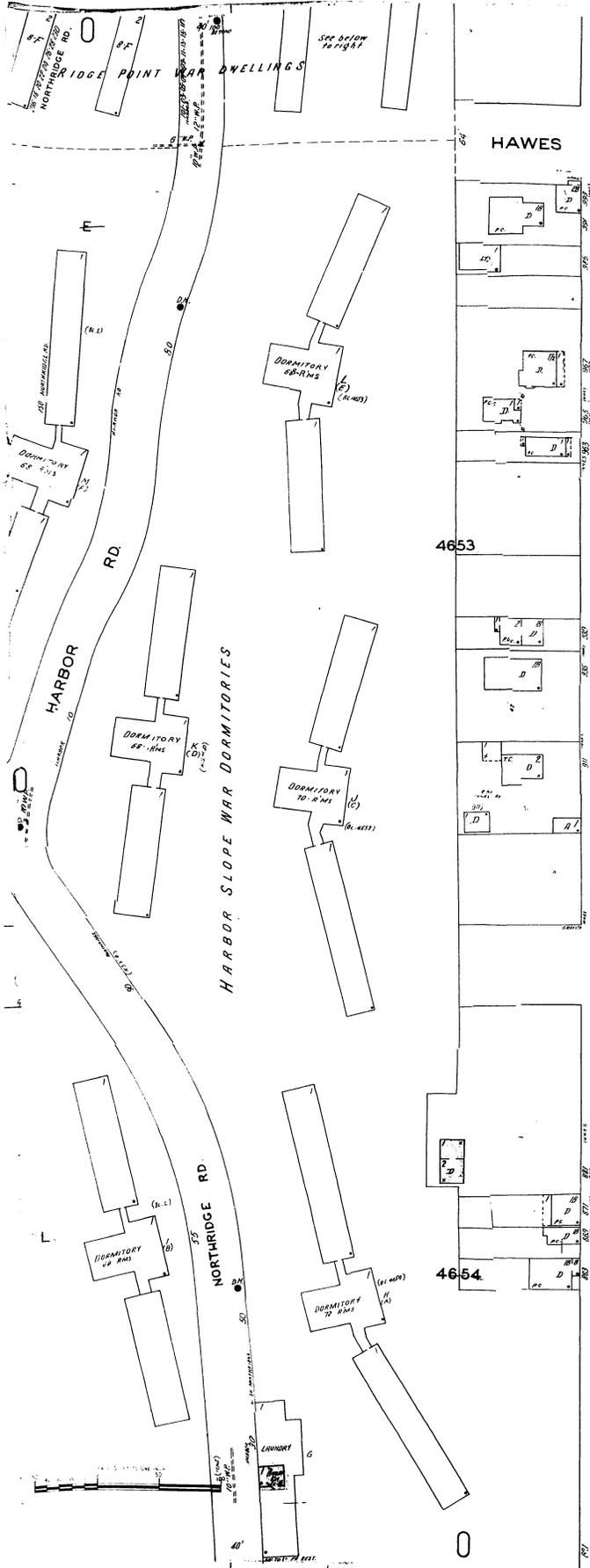
INNES AV. 806

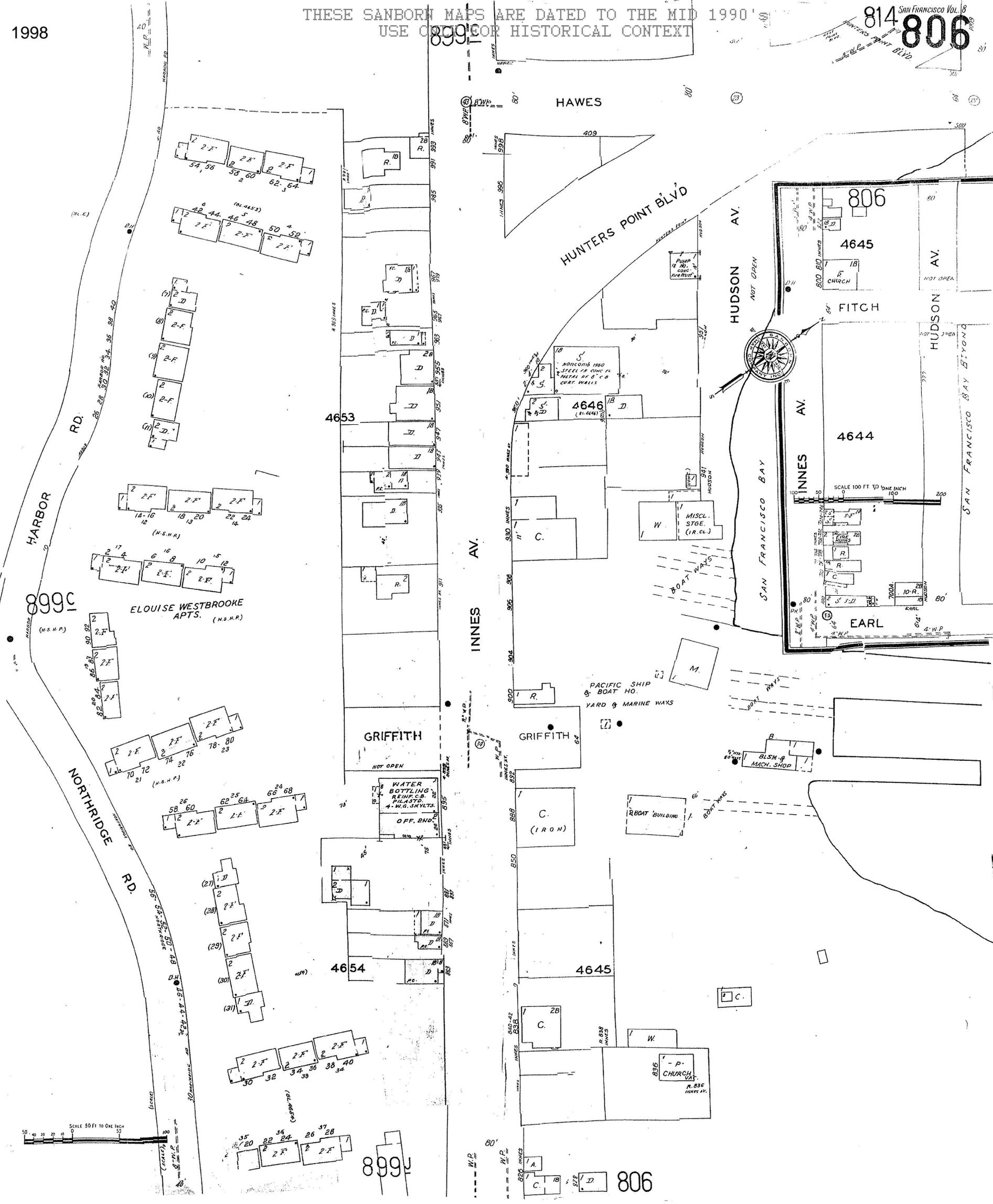
806

64'

80'

C.R.





SCALE 50 FT TO ONE INCH

SCALE 100 FT TO ONE INCH

8994

806

899C

8991

ARCHITECTURE
PLANNING & RESEARCH
PRESERVATION TECHNOLOGY

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INDIA BASIN MIXED-USE PROJECT
PRESERVATION ALTERNATIVES REPORT

SAN FRANCISCO, CA

[14290E]

PREPARED FOR:

BUILD, INC. AND RPD



PAGE & TURNBULL

imagining change in historic environments through design, research, and technology

SEPTEMBER 13, 2017

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I. INTRODUCTION

This Preservation Alternatives Report has been prepared for India Basin Mixed-Use Project (**Figure 1**). The project site lies within the Bayview Hunters Point neighborhood, in the southeast quadrant of San Francisco. The site is generally bounded by the Bay on the north, Earl Street and the Candlestick Point–Hunters Point Phase I and Phase II Shipyard Development Plan areas 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 in the project boundary.

The parcels collectively referred to as the India Basin Shoreline Park, 900 Innes, and India Basin Open Space properties are owned by the City, by and through the SF Port, the San Francisco Recreation and Parks Department (RPD), and San Francisco Public Works (SFPW) (**Figure 2**). These parcels are all managed by RPD and total 13.6 acres. The parcels that are collectively referred to as the 700 Innes property are owned or optioned by BUILD, except for a small parcel of land adjacent to Griffith Street that BUILD intends to acquire (depicted in yellow as the “Zebra” site in Figure 2). The 700 Innes property totals 17.12 acres, excluding 5.94 acres of public right-of-way (ROW) bisecting the red-colored 700 Innes property (shown in blue in Figure 2), and 1.58 acres of public ROW bisecting the India Basin Shoreline Park and 900 Innes properties (also shown in blue). In combination, the project site has a total of 7.52 acres of public ROW. As part of the project’s development agreement, certain parcels currently owned by BUILD shall be transferred to RPD and/or the City. Some parcels currently owned by the City and/or RPD shall be transferred to BUILD.

A Historic Resource Evaluation (HRE) was completed in March 2017 by Page & Turnbull and covers the entire India Basin Mixed-Use Project area. The findings of the HRE were reviewed and confirmed by the San Francisco Planning Department. Page & Turnbull’s HRE evaluated five properties, or subareas, that were determined to be more than 50 years in age, and thus considered potentially eligible for listing in the California Register of Historical Resources (CRHR). These subareas are the Shipwright’s Cottage at 900 Innes Avenue; the India Basin Scow Schooner Boatyard site at 900 Innes Avenue; 702 Earl Street; 838-840 Innes Avenue; and the Allemand Brothers Boatyard site. The findings in the HRE report indicated that three CRHR-eligible properties exist in the study area: the Shipwright’s Cottage on the 900 Innes property; the India Basin Scow Schooner Boatyard and the scavenged ship hulls of the Hunters Point Ship Graveyard as a vernacular cultural landscape; and the former boatyard building at 702 Earl Street. These properties are therefore considered historical resources for the purpose of review under CEQA.

The proposed project and variant will demolish contributing features of the India Basin Scow Schooner Boatyard cultural landscape, and thus impact that historic resource’s ability to remain eligible for listing in the CRHR. The scope of the proposed project and variant are the same with regard the treatment of historic resources. Impacts to the Shipwright’s Cottage and 702 Earl Street are less-than-significant with mitigation and therefore are not considered in the preservation alternatives. The preservation alternatives analyzed in this technical report include a No Project Alternative as well as a Full Preservation Alternative and a Partial Preservation Alternative for the India Basin Scow Schooner Boatyard cultural landscape.¹

¹ Other alternatives are considered in the EIR, including a Code Compliant Alternative and Reduced Development Alternative. They do not differ from the project in regard to historical resources, and thus, are not discussed further in this report.



Figure 1. Project Site. Source: Figure provided by SOM in 2017.

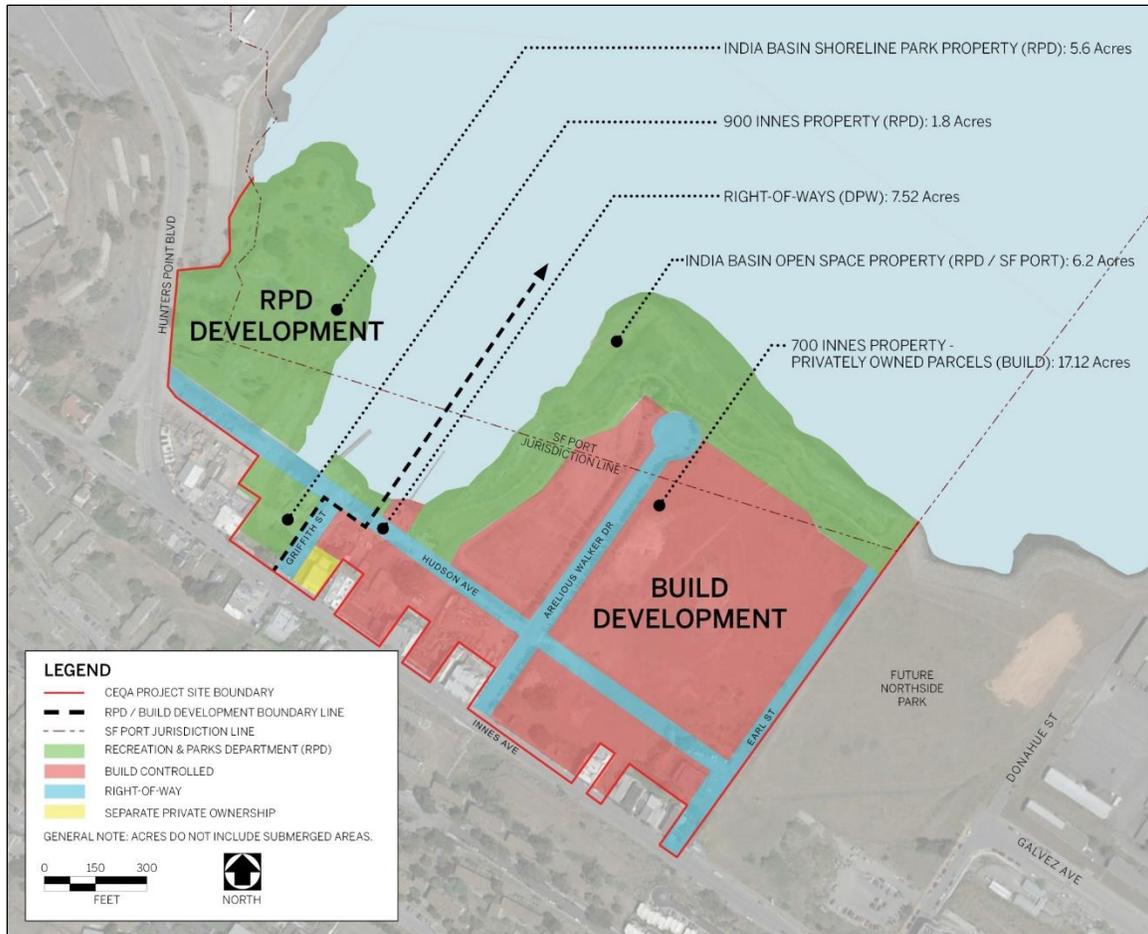


Figure 2. Project Site. Source: Figure provided by SOM in 2017.

METHODOLOGY

This report follows the scope provided by the San Francisco Planning Department for preservation alternative reports, and includes a summary of the India Basin Scow Schooner Boatyard cultural landscape’s significance, character-defining features, and proposed project and variant descriptions. Following guidance provided by Historic Preservation Commission Resolution No. 0746, this report analyzes a Full Preservation Alternative and Partial Preservation Alternative pursuant to CEQA. Page & Turnbull referred to the “India Basin Project: Historic Resource Evaluation Parts 1 & 2,” completed on March 8, 2017 by Page & Turnbull.

The descriptions and analyses of the proposed project and variant, as well as the Full Preservation and Partial Preservation Alternatives and the No Project Alternative, are excerpted from the draft Alternatives chapter of the forthcoming DEIR. The language has a collaboration between Page & Turnbull, AECOM, Planning Department, and RPD staff.

Determination of Significant Adverse Change Under CEQA

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.”² 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

² CEQA Guidelines subsection 15064.5(b).

historic resource would be materially impaired.”³ 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 a local register of historical resources pursuant to local ordinance or resolution.⁴ 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.

³ CEQA Guidelines subsection 15064.5(b)(1).

⁴ CEQA Guidelines subsection 15064.5(b)(2).

II. SUMMARY OF HISTORIC RESOURCES

OVERVIEW

Historic architectural/built environment resources in the study area are discussed below. Page & Turnbull's HRE report evaluated five properties, or subareas, in the architectural history study area that have been determined to be more than 50 years in age, and thus considered potentially eligible for listing in the CRHR. These subareas are the Shipwright's Cottage at 900 Innes Avenue; the India Basin Scow Schooner Boatyard site at 900 Innes Avenue; 702 Earl Street; 838-840 Innes Avenue; and the Allemand Brothers Boatyard site. Four additional properties under study in the HRE report included the 700 Innes Avenue (undeveloped study area), 888 Innes Avenue, India Basin Shoreline Park, and India Basin Open Space property (**Figure 3**).

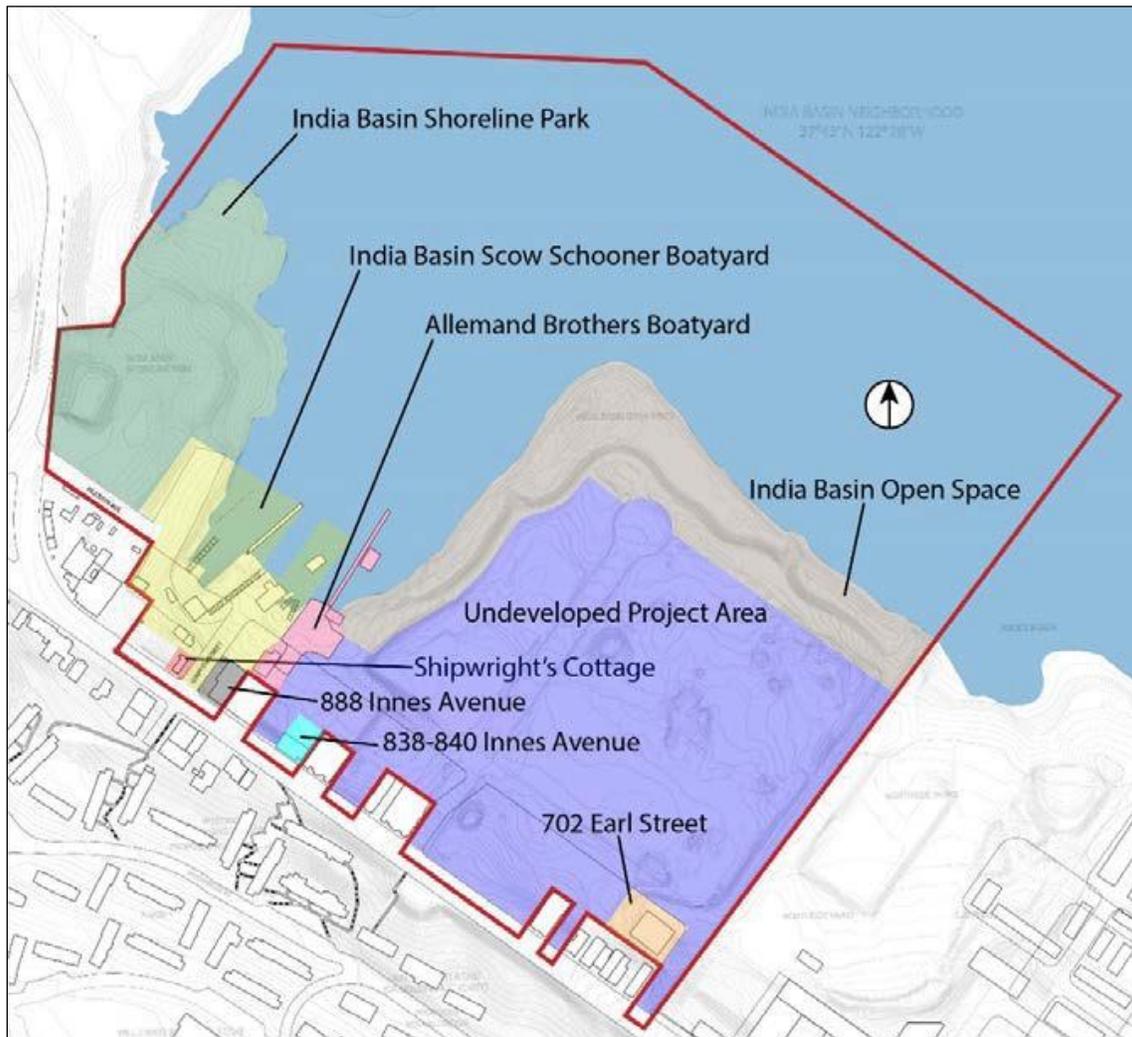


Figure 3. Subareas and Properties of the Project Site under Study for Historic Architectural Resources;
Source: San Francisco, 2017b; compiled by AECOM in 2017

The findings in the HRE report indicated that three CRHR-eligible properties exist in the study area: the Shipwright's Cottage on the 900 Innes property; the India Basin Scow Schooner Boatyard and the scavenged ship hulls of the Hunters Point Ship Graveyard as a vernacular cultural landscape; and the former boatyard building at 702 Earl Street. These properties are therefore considered historical

resources for the purpose of review under CEQA. See Table 1 for a summary of the historical resource status of each property.

Table 1: Summary of Historic Architectural Properties in the Study Areas as Potential Historical Resources

Project Identifier / Location	Resource Identifier	Address/Resource Name or Type and Description	Period of Significance	Historical Resource for CEQA (yes/no)	Historical Resource Applicable Criteria
900 Innes property	Shipwright's Cottage	900 Innes Avenue, San Francisco/vacant residence	1875	Yes	CRHR Criterion 1 (Events), Criterion 3 (Architecture); Article 10 San Francisco Landmark #250. Note: Also a contributor to India Basin Scow Schooner Boatyard Vernacular Cultural Landscape
900 Innes property	India Basin Scow Schooner Boatyard	900 Innes Avenue, San Francisco/vernacular cultural landscape	1875–1936	Yes	CRHR Criterion 1 (Events)
700 Innes property	702 Earl Street	702 Earl Street, San Francisco/former boatyard building	1935–1936	Yes	CRHR Criterion 3 (Architecture)
700 Innes property	838-840 Innes Avenue	838-840 Innes Avenue, San Francisco/mixed-use building	N/A	No	Not eligible as a historical resource
700 Innes property	Allemand Brothers Boatyard	Assessor's Parcel Number 4630/006, 4645/010	N/A	No	Not eligible as a historical resource
700 Innes property	700 Innes Avenue/undeveloped land area	Assessor's Parcel Number Blocks 4606, 4607, 4620, 4621, 4630, 4631, 4644, 4655/undeveloped land	N/A	No	Not eligible as a historical resource
700 Innes property	888 Innes Avenue	888 Innes Avenue, San Francisco	N/A	No	Not eligible as a historical resource
India Basin Shoreline Park	Hunters Point Ship Graveyard	Assessor's Parcel Number Blocks 4605, 4622, 4629/park/vernacular cultural landscape	1875–1936	Yes	CRHR Criterion 1 (Events). The hulls that comprise the Hunters Point Ship Graveyard including the <i>Caroline</i> and <i>Bay City</i> are

Project Identifier / Location	Resource Identifier	Address/Resource Name or Type and Description	Period of Significance	Historical Resource for CEQA (yes/no)	Historical Resource Applicable Criteria
					contributors to the India Basin Scow Schooner Boatyard Vernacular Cultural Landscape
India Basin Open Space	India Basin Open Space	Assessor's Parcel Number Blocks 4596, 4597, 4606, 4621, 4630/open space	N/A	No	Not eligible as a historical resource

Notes: CEQA = California Environmental Quality Act; CRHR = California Register of Historical Resources;
N/A = not applicable

Three CRHR-eligible properties have been identified in the study area: the Shipwright's Cottage (previously designated as San Francisco Landmark #250 under Article 10 of the San Francisco Planning Code); the India Basin Scow Schooner Boatyard site including the hulls of the Hunters Point Ship Graveyard, as a vernacular cultural landscape; and the former boatyard building at 702 Earl Street. These properties are therefore considered historical resources for the purpose of review under CEQA. The following discusses the CRHR evaluation criteria, historic integrity, and contributing/noncontributing features for the India Basin Scow Schooner Boatyard. Additional information regarding the Shipwright's Cottage and 702 Earl Street are included in the HRE.

INDIA BASIN SCOW SCHOONER BOATYARD

The India Basin Scow Schooner Boatyard Vernacular Cultural Landscape includes the following features: the Bay, roads and paths, structures such as marine ways and docks, staging and storage areas, and buildings, including the aforementioned Shipwright's Cottage, that were in use between 1875 and 1936. In addition, it should be noted that any historical maritime archeological resources identified in the study areas,⁵ specifically those related to the local boatbuilding industry during this period, are considered contributing features to the India Basin Scow Schooner Boatyard Vernacular Cultural Landscape. As mentioned above, the remains of the *Bay City* and *Caroline* discovered within the limits of India Basin Shoreline Park and the immediate offshore area have been recorded as archeological contributing elements to the cultural landscape (San Francisco, 2017a and 2017b).

The boatyard's period of significance begins in 1875, the year that Johnson Dircks established a boatyard at the site, and extends to 1936, when the Bay Bridge between San Francisco and Oakland was completed. The bridge represents the expansion of vehicle transportation and the decline of the local shipping industry in the Bay Area, and thus also marks the end of the era in which wood watercraft (the boatyard's specialty) were integral to the Bay Area's transport economy.

The property's character is expressed by a range of built and natural features that date to its decades-long use as a boatbuilding and repair yard, including six buildings, four structures, and several small-scale features in addition to topography, views, and bodies of water (see **Figure 4** and Table 2). These features continue to convey the spatial and functional relationships that defined the yard's operations and can be internal to or external to the property boundaries. As a result, the boatyard site is most appropriately defined as a vernacular cultural landscape, a type of property that has "evolved

⁵ The remnants of the Hunters Point Ship Graveyard, including the hulls of the *Bay City* and *Caroline*, are not situated within the 900 Innes property, but within the confines of India Basin Shoreline Park immediately to the north (see Figure 3.4-10).

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” (NPS). Accordingly, the various physical attributes and ecological characteristics of the property have the potential to convey its historical qualities including spatial organization and land patterns, topography, vegetation, circulation, water features, structures, site furnishings, buildings, structures, and objects.

Cultural landscapes are composed of a collection of features that are organized in space. Individual features in the landscape should never be viewed in isolation, but in relationship to the landscape as a whole. Each situation may vary, and some features may often be more important than others. For example, circulation may be an important historical element in one landscape, while in another it may have little if any significance. Overall, it is the arrangement and the interrelationship of these character-defining features as they existed during the period of significance that is most critical to consider before treatment. As such, landscape features should always be assessed as they relate to the property as a whole (NPS).

Table 2: Character-Defining Features of the India Basin Scow Schooner Boatyard Vernacular Cultural Landscape

Number in Figure 3 and Name of Feature	Year Constructed	Character-defining? Y/N
1. India Basin/San Francisco Bay	N/A	Yes
2. Griffith Street right-of-way	Pre-1935	Yes
3. Path between Griffith Street and west marine ways	Pre-1935	Yes
4. West storage and staging yard	1979–1989	No
5. Historic storage and staging yard	Pre-1935	Yes
6. West marine way tracks	Pre-1935	Yes
7. East marine way tracks	1938–1946	No
8. Poured concrete ramp surfaces at east and west marine ways	ca. 1940s	No
9. Central construction way ramp and marine way foundation	1959–1969 (ramp); 1997–2005(foundation)	No
10. Circulation routes and water access at marine ways	Pre-1900	Yes
11. Blacksmith and machine shop	1938–1946	No
12. Paint shop and compressor house	1938–1946	No
13. Boatyard office building	1919–1935	Yes
14. Tool shed and water tank building	Before 1900	Yes
15. Shipwright’s Cottage	ca. 1875	Yes
16. Storage building	1979–1989	No
17. Concrete wharf	1989–1997	No

Number in Figure 3 and Name of Feature	Year Constructed	Character-defining? Y/N
18. Modern dock	ca. 1980s	No
19. East outfitting dock	1938–1946	No
20. Steel road undergirding	1938–1946	No
21. Water fence posts	Pre-1935	Yes
22. Sewer standpipe	Unknown (does not appear age-eligible)	No
Construction debris throughout site	ca. 2000s	No
Views east toward San Francisco Bay and the East Bay hills	N/A (natural feature)	Yes
Gradual slope from Innes Avenue to India Basin	N/A (natural feature)	Yes
23. Hunters Point Ship Graveyard (archeological)	ca. 1920s–1930s	Yes

Notes: ca. = circa; N/A = not applicable; Source: Page & Turnbull, India Basin Project HRE (2017).

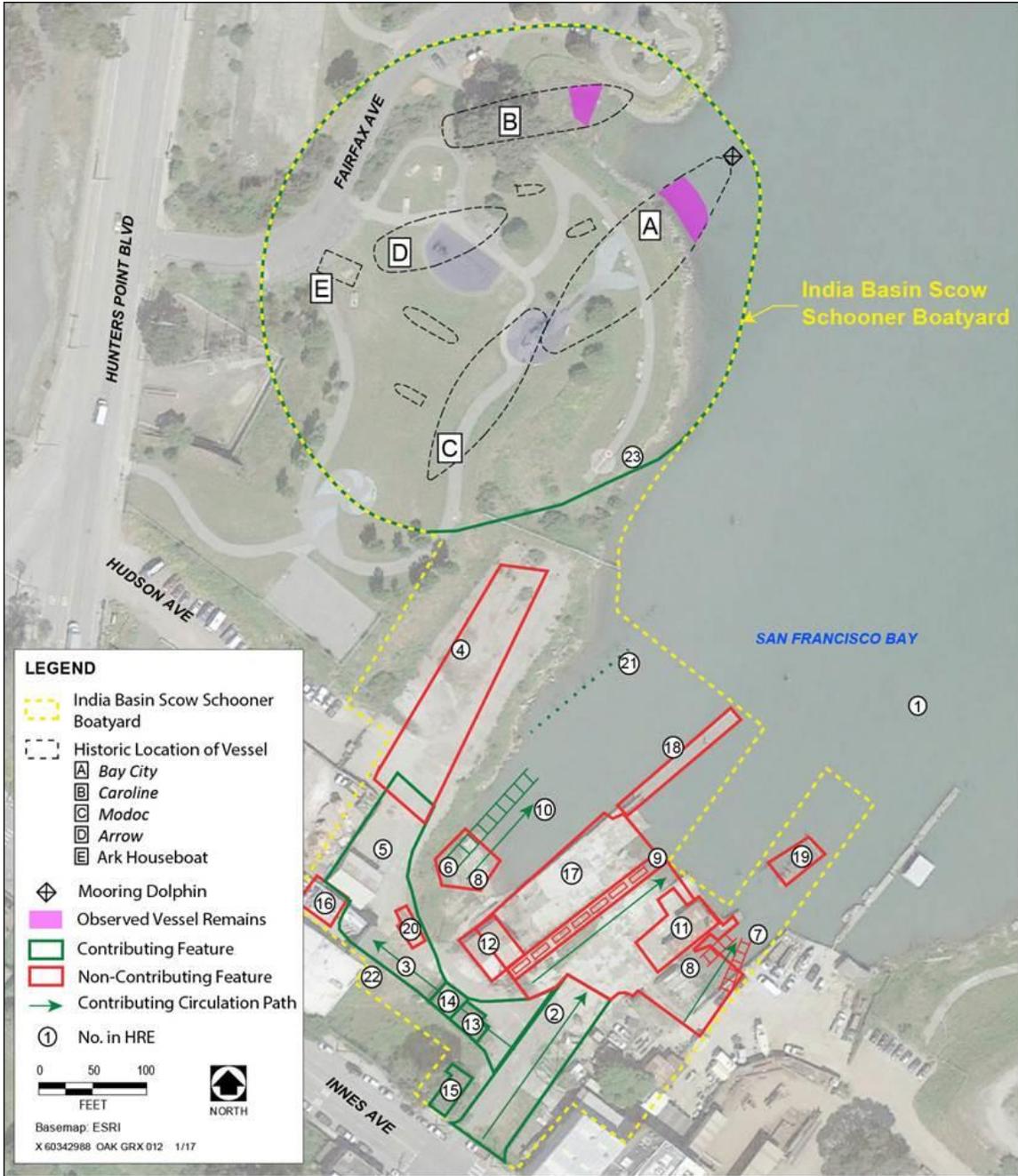


Figure 4. India Basin Scow Schooner Boatyard Vernacular Cultural Landscape Sources: Google Earth 2017; compiled by AECOM in 2017.

Evaluation/Historical Resource Status: California Register of Historical Resources Criterion 1.

The India Basin Scow Schooner Boatyard site, a boatbuilding and boat repair yard in operation beginning in the 1870s, is a historically significant site under CRHR 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 Bay Area during the late 19th and early 20th centuries, before 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. Because of 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 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 to 1936, 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 end of the era in which wood watercraft (the boatyard's specialty) were integral to the Bay Area's transport economy.

Integrity: 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, enough features remain at the site to convey the important 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 and is considered a historical resource for the purposes of CEQA.

Character-Defining Features: The character-defining features of the India Basin Scow Schooner Boatyard Vernacular Cultural Landscape include the India Basin/San Francisco Bay location itself, with a gradual slope from Innes Avenue to India Basin; views east toward the Bay and the East Bay hills; and circulation patterns including the Griffith Street ROW, the path between Griffith Street and the west marine ways, and the circulation routes between the water access at the marine ways. Character-defining buildings and structures include the Boatyard office building, tool shed and water tank building, the Shipwright's Cottage, the west marine way tracks, water fence posts, the Hunters Point Ship Graveyard, and the historic storage and staging yard area. See Table 2 for full list of character-defining and non-character-defining elements within the boundary of the India Basin Scow Schooner Boatyard Vernacular Cultural Landscape.

III. PROJECT DESCRIPTION SUMMARY

The project summary below is derived from the DEIR. It provides an overview of the San Francisco Recreation and Parks Department (RPD) portion of development at India Basin Shoreline Park and 900 Innes Avenue, as well as the BUILD portion of development at India Basin Open Space and 700 Innes Avenue. Following the overview, the description focuses on the RPD portion of the development that affects features of the India Basin Scow Schooner Boatyard cultural landscape. It focuses on proposed project activities at 900 Innes Avenue but also discusses India Basin Shoreline Park where activities may affect the buried ship hulls that contribute to the cultural landscape.

OVERVIEW

RPD, together with the City and County of San Francisco (City) and the privately owned real estate development company BUILD, have proposed a public-private partnership to redevelop their respective adjacent parcels located along the India Basin shoreline of San Francisco Bay into an integrated network of new public parks, wetland habitat, and a mixed-use urban village. The combined project site encompasses publicly and privately owned dry land parcels, including existing unaccepted rights-of-way (ROW), totaling approximately 38.24 acres. Additional submerged parcels in the Bay are owned by the City, BUILD, and other private parties; however, no development is proposed on these submerged parcels, with the exception of the pier and floating dock proposed at India Basin Shoreline Park.

RPD would redevelop approximately 8.98 acres of publicly owned parcels along the shoreline to create a new publicly accessible network of improved parkland and open space. The RPD development area comprises the existing 5.6-acre India Basin Shoreline Park, the 1.8-acre 900 Innes/Historic Boatyard site, and 1.58 acres of unimproved ROW. This new shoreline park network would provide space for active and passive recreation, picnicking, and water access; extend the Blue Greenway (a portion of the San Francisco Bay Trail); rehabilitate and celebrate the historic India Basin Scow Schooner Boatyard; and provide pedestrian and bicycle connections to and along the shoreline, fronting the Bay. The RPD development represents approximately 23.5 percent of the project area (**Figure 5**).



Figure 5. Proposed project building heights at RPD’s India Basin Shoreline Park and 900 Innes Properties. Source: SOM, 2017.

BUILD would redevelop approximately 29.26 acres of privately and publicly owned parcels along the shoreline to create a new publicly accessible network of improved parkland and open space and a mixed-use urban village. The BUILD development area comprises 17.12 acres of privately owned parcels, the existing 6.2-acre India Basin Open Space, and 5.94 acres of partially unimproved and unaccepted ROW. Approximately 14 acres of the BUILD development area would be into privately owned buildings as part of a mixed-use urban village. The remainder of the BUILD development,

approximately 15.26 acres, would be developed into a mix of improved ROW, new public parkland and open space, new public plazas, new private gardens and open space, and restored and enhanced wetland habitat.

Two options for the BUILD mixed-use urban village are being considered: a residentially focused version, referred to in the DEIR as the “proposed project” (**Figure 6**), and a more commercially intensive variant with fewer dwelling units and more commercial space than the proposed project, referred to in the DEIR as the “variant” (**Figure 7**). In both versions (the proposed project and the variant), the urban village would contain a mix of residential, retail, commercial, office, research and development (R&D), institutional, flex space,⁶ and recreational and art uses. As part of the BUILD development, BUILD would also redesign the existing 6.2 acres⁷ of RPD property located along the shoreline into enhanced wetlands, a boardwalk, a beach and beach deck, and kayak launch among other features (the “India Basin Open Space”). The BUILD development represents approximately 76.5 percent of the project area. The RPD component of the project would remain the same under both the proposed project and the project variant and therefore would have similar impact to India Basin Scow Schooner Boatyard cultural landscape.

⁶ Space that can be used for small local retail or office and residents.

⁷ The 6.2-acre India Basin Open Space is included in the approximately 15.26 acres described early in the paragraph that is dedicated solely to parkland and open space.



Figure 6. Proposed project site and land use plan for BUILD's 700 Innes and India Basin Open Space. Source: SOM, 2017.



Figure 7. Proposed variant site and land use plan for BUILD's 700 Innes and India Basin Open Space. Source: SOM, 2017.

DEMOLITION, RELOCATION, RESTORATION, AND REMEDIATION

India Basin Shoreline Park Property

The existing structures and landscaping on the India Basin Shoreline Park property would be demolished. Most of the current shoreline, composed of riprap and vegetated berm, would be removed and replaced or restored as a 0.64-acre improved tidal marsh wetland. Care would be taken,

however, to avoid disturbing the existing remains of the *Bay City*, the historic ship hull that is partially visible off the shoreline of the existing India Basin Shoreline Park. The proposed Marineway crosses over the identified remains of the *Caroline* and the proposed viewing deck is proposed over the hull of the *Bay City*. Both hulls are significant features to the India Basin Scow Schooner Boatyard cultural landscape. The foundation system of these park elements have not been fully developed, but the potential exists for piles required for the structures to be driven through the vessels.

In addition to retaining the visible *Bay City* resources, the project would include an interpretive exhibit explaining the history of the India Basin Scow Schooner Boatyard, including the remains of the *Bay City*, the *Caroline*, and the shipbuilding industry. This interpretive exhibit would be developed and installed in India Basin Shoreline Park and the 900 Innes Property. It is anticipated that a component of the interpretive exhibit would be installed on the Marineway and on the deck outlining the hull of the *Bay City*, so that park visitors could read about the vessel while simultaneously viewing its remains from the deck.

900 Innes Property

Following site remediation, RPD would undertake site redevelopment within the India Basin Scow Schooner Boatyard cultural landscape. The historic Shipwright's Cottage would be retained and restored in accordance with the Secretary of the Interior's Standards for Rehabilitation and would be required to receive a Certificate of Appropriateness from the San Francisco Historic Preservation Commission (HPC). A Certificate of Appropriateness is the entitlement required to alter an individual landmark and any property within a landmark district. Specifically, the building's exterior would be restored to its 1920s appearance, and the interior would be adaptively reused as a welcome center and public exhibition space.

The building would require construction of a new foundation, excavation of the lower level to increase the ceiling height by approximately 18 inches to comply with current regulations, and structural strengthening of the walls and roof framing for improved seismic performance. An existing addition at the northwest corner would be converted to a single-accommodation restroom on each level. Other later additions and interior partitioning would be removed. An existing interior stairway would be removed and the floor opening infilled. An existing window on the west façade of the upper level would be converted to a doorway to provide a second means of egress to the adjacent garden terraces. The existing brick chimney would be seismically reinforced and retained for its historic appearance, but would not be functional. The historic bargeboard will be replicated and installed on the primary façade and all replacement doors and windows that cannot be repaired will match historic doors and windows per historical photographs.

North of the Shipwright's Cottage on the 900 Innes property, the former Boatyard Office building may be retained, demolished, moved, and/or replaced depending on final project design. The condition of the building is not fully known at this time; depending on the final project design, the project may include retention or replacement in-kind of a portion of the roof form, a portion of the wood frame structure, and a portion of the wood cladding so that the massing of the building is still expressed. The Tool Shed and Water Tank building that directly abuts the office building would be removed. An open-sided structure that interprets the building's massing and roof form and reuses original material and retains the foundation walls, where feasible, may be installed at the original building location. The extent of the character-defining features to be retained or replaced in-kind in the Boatyard Office building and/or Tool Shed and Water Tank building will depend upon additional condition assessments of the buildings, public safety concerns, ADA accessibility, seismic requirements, visibility and sight lines in relation to park design, and RPD programming needs and project goals. The project would include an interpretive exhibit explaining the history of the India Basin Scow Schooner Boatyard; the interpretive exhibit would be developed and installed in India Basin Shoreline Park and the 900 Innes Property.

The paint shop, a non-historic structure located approximately 32 feet north of the tool shed, would be removed and replaced with an open-sided structure that would interpret the building shape and roof form and reference the outline of the building footprint, reusing original material where feasible. The other two non-historic existing structures on the 900 Innes property—the blacksmith and machine shop, located at the end of the pier on the northeast end of the site, and the storage building—would be demolished. Material from these buildings may be salvaged and reused for new construction within the cultural landscape, if feasible.

A 0.2-acre tidal marsh would be created and approximately 12 creosote-treated piles, which are part of the historical water fence post located in the Bay adjacent to this property, would be removed. However, an attempt would be made to replace these piles in place, if possible. In addition, two dilapidated piers and 20 other creosote-treated piles would be removed and replaced with new piers. Treated wood piles were historically used to support piers, wharves, bridges, and navigational aids. Many of these wooden piles were injected with creosote, a substance used from the mid-1800s into the 1950s to preserve wooden marine structures from decay. Creosote is a complex mixture of chemicals, many of which are toxic to fish and other marine organisms.

If possible, depending on other considerations, the original wood portions of the west marine way tracks would be replaced because they are contaminated. The original metal portion of the west marine way tracks would be remediated and left in place. The west marine way was historically used to haul watercraft onto and off of dry land via horse team or capstan and winch.⁸ Within BCDC's 100-foot jurisdiction shoreline band at the 900 Innes property, RPD proposes to remove a large portion of an existing concrete wharf, resulting in the removal of 963 sq. ft. of fill associated with hard structures. Within BCDC's jurisdictional area, approximately 41,600 sq. ft. of proposed cut material associated with the remediation activities would be removed. An equivalent volume of approximately 41,600 sq. ft. of fill/shading would be necessary to provide a final protective cover and restore the site to existing grades. These volumes are subject to the review and approval of the project's remedial action plan (RAP) by the San Francisco Bay RWQCB.

Overall, grading activities at the 900 Innes property would involve off-hauling approximately 9,000 CY of sediment and soil, and approximately 12,000 CY of import would be necessary for site restoration and construction of final surfaces to the required elevations. To the extent feasible, the imported material would be derived from materials excavated from India Basin Shoreline Park, or other beneficial reuse sources would be used in compliance with the San Francisco Bay RWQCB's adopted waste discharge requirements and remedial action goals.

Work related to tidal marsh creation, removal of treated wood piles, and other in-Bay and shoreline work would be governed by San Francisco Bay RWQCB Section 401 certification and the conditions of USACE Section 404/Section 10 and BCDC permits.

900 INNES AVENUE USES

Approximately 2,750 gsf of park-serving commercial uses (specifically concessions in the “overlook pavilion”) would be developed on the 900 Innes property and would range up to 20.5 feet in height. No residential units would be built on the 900 Innes property.

On the 900 Innes property, approximately 1,700 gsf of institutional uses at the welcome center and public exhibition space would be created inside the renovated Shipwright's Cottage; 1,830 square feet

⁸ A capstan and winch is a revolving cylinder with a vertical axis used for winding a rope or cable, powered by either a motor or levers.

in the “shop building” would be created on the footprint of the former paint shop and compressor house; a 1,500 square foot maintenance building would be created northwest of the bike path; and an up to 300 square foot structure may be retained and/or created on the location of the former Boatyard Office Building. In addition, a shade structure of up to 940 square feet may be created on the footprint of the former Tool Shed and Water Tank building.

The 900 Innes property would be developed as a waterfront park providing a connection between India Basin Shoreline Park and the India Basin Open Space. This park also would provide a connection for the Blue Greenway/Bay Trail, the Class 1 bikeway, and pedestrian and bicycle access to the shoreline. Other potential project elements for this property include piers, fishing areas, plazas, event areas, tidal marshes, facilities for concessions, drinking fountains, restrooms, passive recreational areas for picnicking, shade structures, bicycle parking, wayfinding signage, and historical and educational displays.

ARCHITECTURE AND DESIGN

Anchored by use of the restored historic Shipwright’s Cottage as a welcome center and gallery space, the proposal for the 900 Innes property aims to preserve the character of the existing boatyard and honor the site’s past while allowing direct access to the water at the original shoreline and floating docks. The Shipwright’s Cottage would be retained and rehabilitated to the SOI Standards. The Boatyard office building may be retained or may be demolished. Both are character-defining features of the India Basin Scow Schooner Boatyard Vernacular Cultural Landscape.⁹ The project may demolish or may interpret the third remaining significant building (the tool shed and water tank building) by keeping or replacing in-kind portions of the foundation and structural elements, where feasible, to reflect the building’s massing, to construct in-kind a roof that matches the existing roof form, and to reuse or replace in-kind some cladding materials. The storage yard would be retained as an open area, and scale and materials would distinguish historic circulation paths from non-historic paths. If possible, depending on other considerations, the original wood portions of the west marine way tracks would be replaced because they are contaminated. The original metal portion of the west marine way tracks would be remediated and left in place.

Along Innes Avenue, the proposed ADA-accessible entry path into the park would be flanked by two small structures, the Shipwright’s Cottage to the east (right) of the ADA-accessible path and the new overlook pavilion to the west (left). The overlook pavilion would have both an enclosed building space and a covered open-air space overlooking the boatyard. The Innes Avenue level of the overlook pavilion would provide room for food vendor operations and an ADA-accessible restroom. A larger set of multi-stall public restrooms and park storage would be provided on the lower level facing the boatyard. The boatyard’s former paint shop would be repurposed into the shop building, an open-air space for uses such as boatbuilding and other carpentry that also would store tools and equipment for repair workshops. A maintenance building is proposed northwest of the bike path.

LANDSCAPING

On the 900 Innes property, the proposed Scow Schooner Boatyard area would feature shoreline plantings, water feature, seating and picnic tables, and restored artifacts from the boatyard, such as the marine way rails and potentially the tool shed interpretive structure. The existing concrete surface at the boatyard would remain in place wherever possible and resurfaced to create an ADA-compliant surface, and selected areas of crumbling concrete could be replaced with tidal marsh wetlands.

⁹ The India Basin Scow Schooner Boatyard Vernacular Cultural Landscape is a CRHR-eligible resource and includes the following features: the Bay; roads and paths; structures such as marine ways and docks; and buildings, including the aforementioned Shipwright’s Cottage, that were in use between 1875 and 1936.

Historic pathways would be retained and highlighted through the use of scale and materials and the historic yard areas would be retained as an open area with minimal plantings.

SHORELINE AND IN-WATER USES

India Basin Shoreline Park Property

On the India Basin Shoreline Park property, RPD would construct a new 12-foot wide pier that would extend 480 feet into the Bay. Directly adjacent to this pier, a 50-foot by 100-foot floating dock would feature an ADA-accessible boat launch area that would provide access to the Bay for human-powered boats. A barge may be needed to build portions of the pier offshore in deeper waters of the Bay.

RPD would also partially or wholly replace the riprap edge on the India Basin Shoreline Park property with tidal wetlands. The wetlands would be created from the land side during low tide. Care would be taken, however, to avoid physically disturbing the existing remains of the *Bay City* and *Caroline*, historic ship hulls that are partially visible off the shoreline of the existing India Basin Shoreline Park. The proposed Marineway crosses over the identified remains of the *Caroline* and the proposed viewing deck is proposed over the hull of the *Bay City*. An interpretive exhibit explaining the history of the India Basin Scow Schooner Boatyard, including the remains of the *Bay City* and other buried ship hulls, would be developed and installed in India Basin Shoreline Park so that park visitors could learn about the vessel while simultaneously viewing its remains from above. Finally, a gravel beach would be created at the end of the grass Marineway for people to sit or kayakers to launch boats during higher tides.

900 Innes Property

RPD would replace two piers on the 900 Innes property, one measuring 12-foot wide and 125 foot long and another that has nearly collapsed into the Bay. The structures would be replaced by two floating docks, both of which would be laterally supported by concrete piles. One replacement dock would measure approximately 12 feet wide and 120 feet long, and the other approximately 18 feet wide and 50 feet long. Adjacent to the smaller dock, a fixed pier measuring approximately 6 feet wide by 104 feet long would be constructed. The piers and docks would include minor furnishings such as benches, and would be used solely for pedestrian access. Boat access would not be available on any of the 900 Innes piers.

In addition, an attempt would be made to restore and enhance the eroded west marine way tracks, which were historically used to haul watercraft onto and off of dry land via horse team or capstan and winch.¹⁰ If possible, depending on other considerations, the original wood portions of the west marine way tracks would be replaced because they are contaminated. The original metal portion of the west marine way tracks would be remediated and left in place.

VEHICULAR ACCESS AND CIRCULATION

The 900 Innes property would include an improved roadway on the Griffith Street ROW with one sidewalk on the southeastern side, connected to the new Hudson Avenue roadwork proposed for the BUILD development and intersecting Innes Avenue. The Griffith Street/Innes Avenue intersection would remain in its current location; however, Griffith Street between Innes Avenue and Hudson Avenue would be reoriented southeastward to connect to New Hudson Avenue north of the 900 and 700 Innes bicycle path.

¹⁰ A capstan and winch is a revolving cylinder with a vertical axis used for winding a rope or cable, powered by either a motor or levers.

IV. PRESEVATION ALTERNATIVES DEVELOPMENT AND SUMMARY

The table below presents a summary of square footage and unit counts for the proposed project and variant compared to the preservation alternatives, which are described in later sections of this report.

Table 3. Summary of Proposed Project and Variant and Preservation Alternatives

Proposed Feature	Proposed Project	Variant	No Project Alternative	Full Preservation Alternative	Partial Preservation Alternative
Residential Space (# of units)	1,240,100 gsf (1,240 units)	417,300 gsf (500 units)	6,935 gsf (4 units)	1,240,100 gsf (1,240 units)	1,240,100 gsf (1,240 units)
Commercial Space—retail, office, research and development	275,330 gsf	1,000,000 gsf	18,162 gsf	275,330 gsf	275,330 gsf
Institutional/Educational Space	50,000 gsf	50,000 gsf	0 gsf	50,000 gsf	50,000 gsf
Parking Space (# of spaces)	679,900 gsf (1,800 spaces)	717,365 gsf (1,932 spaces)	20,340 gsf (113 spaces)	679,900 gsf (1,800 spaces)	679,900 gsf (1,800 spaces)
TOTAL BUILT SPACE	2,245,330 gsf	2,184,665 gsf	45,437 gsf	2,245,330 gsf	2,245,330 gsf
Publicly Accessible Recreation/Open Space (# of acres) ¹	1,067,220 sq. ft. (24.5 acres)	1,067,220 sq. ft. (24.5 acres)	514,008 sq. ft. (11.8 acres)	1,067,220 sq. ft. (24.5 acres)	1,067,220 sq. ft. (24.5 acres)
Zoning Districts	SUD	SUD	M1, M2, NC2, P	SUD	SUD
Height and Bulk Districts	165X, OS	165X, OS	40X, OS	165X, OS	165X, OS
Building Heights (# of floors)	160 feet (14 floors)	160 feet (14 floors)	40 feet (4 floors)	160 feet (14 floors)	160 feet (14 floors)
Building Footprint (# of acres)	422,532 gsf (9.7 acres)	422,532 gsf (9.7 acres)	15,539 gsf (.36 acres)	422,532 gsf (9.7 acres)	422,532 gsf (9.7 acres)

Proposed Feature	Proposed Project	Variant	No Project Alternative	Full Preservation Alternative	Partial Preservation Alternative
# of Bike Spaces	1,240 spaces	500 spaces	0 spaces	1,240 spaces	1,240 spaces

Notes: EIR = environmental impact report; gsf = gross square feet; OS = Open Space; M-1 = Light Industrial; M-2 = Heavy Industrial; NC-2 = Small-Scale Neighborhood Commercial; P = Public; sq. ft. = square feet; SUD = Special Use District

¹ The open space for the No Project Alternative, Code Compliant Alternative, and Reduced Development Alternative is the existing open space of India Basin Shoreline Park and India Basin Open Space; no additional open space would be created. The existing parks would not be enhanced under the No Project Alternative.

Source: Compiled by AECOM in 2017

In preparing the preservation alternatives, a variety of concepts were considered regarding the full or partial retention or demolition of the Boatyard Office building and Tool Shed and Water Tank building, both significant features of the India Basin Scow Schooner Boatyard cultural landscape. The proposed project, the Full Preservation Alternative, and a range of Partial Preservation Alternative options for Boatyard Office building and Tool Shed and Water Tank building are shown in graphics in the following sections. In all alternatives and the proposed project and variant, the Shipwright’s cottage would be restored to the Secretary of the Interior’s (SOI) Standards.

CHALLENGES OF INTERPRETING THE TOOL SHED AND WATER TANK BUILDING

RPD has identified some challenges with including an interpretive structure of the Tool Shed and Water Tank Building. RPD has determined that a frame-only structure is the only way they can achieve the appropriate grade for the proposed ADA-compliant entry path as the path would be required to passing through the structure. Therefore, only some cladding could be included because the entry path passes through the building’s current location.

Another significant challenge with the location of the shed building relative to the proposed ADA-compliant entry path is that the project will raise the grade between the front and the back of the existing shed footprint such that the new grade would be about 6 feet up the back of the shed wall. If RPD is to maintain the existing shed concrete footprint location, this would require a retaining wall at the back of the building that could create a trough like effect on the floor of the building. The grade of the floor of the existing building is lower than the grade of the ADA path, and there is no way to bring the path down to the grade of the building floor without redesigning the path and likely not achieving ADA-compliance. This is an issue for the Full Preservation Alternative and any Partial Preservation Alternative that proposes to retain the existing shed footprint.

RPD considered reconstructing the interpretive structure from the elevation of the proposed ADA path. RPD felt that it did not represent the building’s function and character within the landscape if the height of the interpretive structure was reduced by six feet.

Finally, the doors of the shed, which face the water, do not have adequate clearance for people to walk into the space. Raising the structure to provide the clearance would exacerbate the view impacts as well as change the building form.

V. NO PROJECT ALTERNATIVE

DESCRIPTION

The No Project Alternative would involve no construction and no provision of new residential, commercial (retail, office, R&D), and recreational uses. As such, the existing riprap, dilapidated piers, and creosote-treated piles would remain in place on the project site. Furthermore, no hazardous-materials remediation activities and preservation of historic resources would occur at the project site.

ANALYSIS OF IMPACTS UNDER CEQA

Since the No Project Alternative would not demolish or make any modifications to cultural landscape, it would not cause material impairment. Under the No Project Alternative, existing archeological resources on the project site would not be affected. Because the No Project Alternative would not result in any excavation or ground disturbance, there would not be any disturbance of potential archeological resources, including the two identified buried ships on the property, or of potential tribal cultural resources or human remains that may be present. Compared to the proposed project or variant, which would result in less-than-significant impacts with mitigation, the No Project Alternative would not result in any project-level impact or contribute to any cumulative impact related to archeological resources.

Under the No Project Alternative, existing historic architectural resources on the project site would not be altered, rehabilitated, or demolished. Compared to the proposed project or variant, which would result in less-than-significant impacts with mitigation, the No Project Alternative would not result in any project-level impacts and would not contribute to any cumulative impact related to historic architectural resources.

VI. FULL PRESERVATION ALTERNATIVE

DESCRIPTION

This alternative would have nearly the same components as the proposed project and variant to 900 Innes Avenue and India Basin Shoreline Park except that cultural resources associated with the India Basin Scow Schooner Boatyard cultural landscape would be preserved.

The Full Preservation Alternative seeks to rehabilitate and retain significant features of the India Basin Scow Schooner Boatyard cultural landscape, which is eligible for listing in the California Register of Historical Resources, in order to maintain the historical significance of the cultural landscape while allowing for modest alterations to accommodate a new park and recreation area. Similar to the proposed project and variant, the Full Preservation Alternative would rehabilitate the San Francisco Landmark Shipwright's Cottage to the Secretary of the Interior's Standards for the Treatment of Historic Resources (SOI Standards) and retain the following significant features of the landscape: circulation pathways, storage and staging areas, marine way metal rails, ship hulls associated with the Hunters Point Ship Graveyard, views, and general site grade.

The Full Preservation Alternative, similar to the proposed project and variant, would remove the water fence posts and replace them in kind, if feasible, with nontoxic substitutes. The original circulation paths and the site's topography would be altered with new surface materials, stepped grading and general site grading, and plantings for use in a new park. However, the character-defining circulation pathways would be maintained and distinguished from the new circulation paths, and the general slope of the landscape would be maintained. The Full Preservation Alternative might entail driving piles into the archeological remains of the Hunters Point Ship Graveyard to support the proposed park features but would ensure that portions of at least one of the hulls was visible to the public and would be included in a public interpretation program.

Under the Full Preservation Alternative, Boatyard Office Building and Tool Shed and Water Tank Building would be rehabilitated according to the SOI Standards. This would include maintaining the character-defining features of both buildings, such as their massing, roof forms, wood cladding, and window and door openings. Both buildings would be rehabilitated for reuse as functioning buildings and would convey their historical uses within the cultural landscape. Proposed plantings would be low-scale native plants along the hillside that would retain the industrial character of the cultural landscape. New park furniture, such as park benches and pathways, would be designed to reflect the industrial character of the landscape. The Griffith Street right-of-way alignment and width would be maintained and would be designed as a stepped path rather than wood stairs. Both the new Overlook Building and the new "maker space"/shop building would utilize material salvaged from the non-contributing buildings within the cultural landscape that are proposed for demolition and their design would maintain the industrial character of the cultural landscape.

The Full Preservation Alternative maintains the integrity of design, materials, association, and feeling of the landscape by retaining significant features of the landscape and rehabilitating the three significant buildings to the SOI Standards.



Figure 8. Full Preservation Alternative, showing rehabilitation of Boatyard Office Building and Tool Shed and Water Tank Building at center, looking west. Source: TGH Architects, 2017.

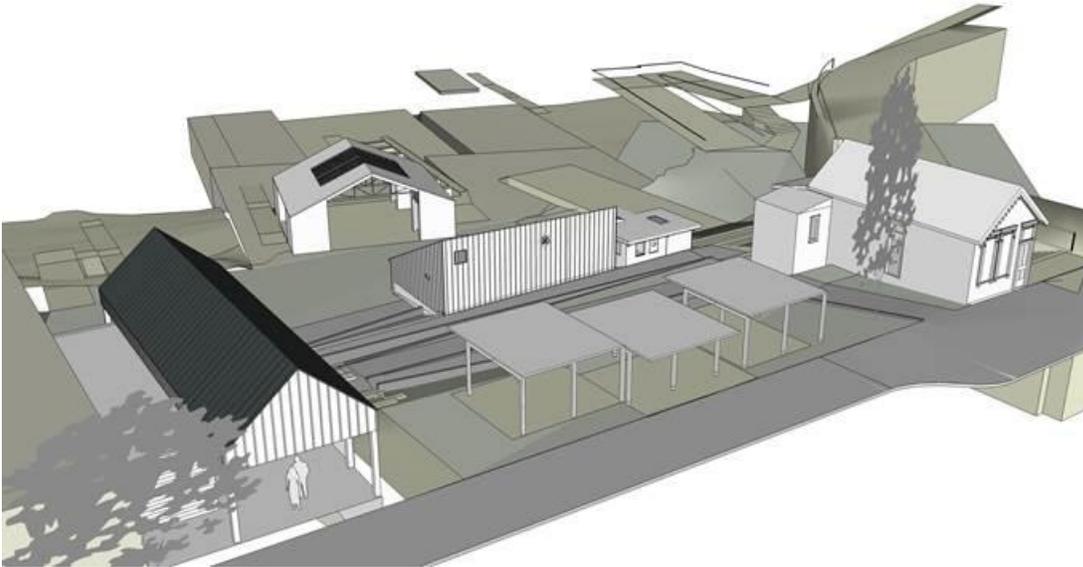


Figure 9. Full Preservation Alternative, showing rehabilitation of Boatyard Office Building and Tool Shed and Water Tank Building at center, looking east. Source: TGH Architects, 2017.

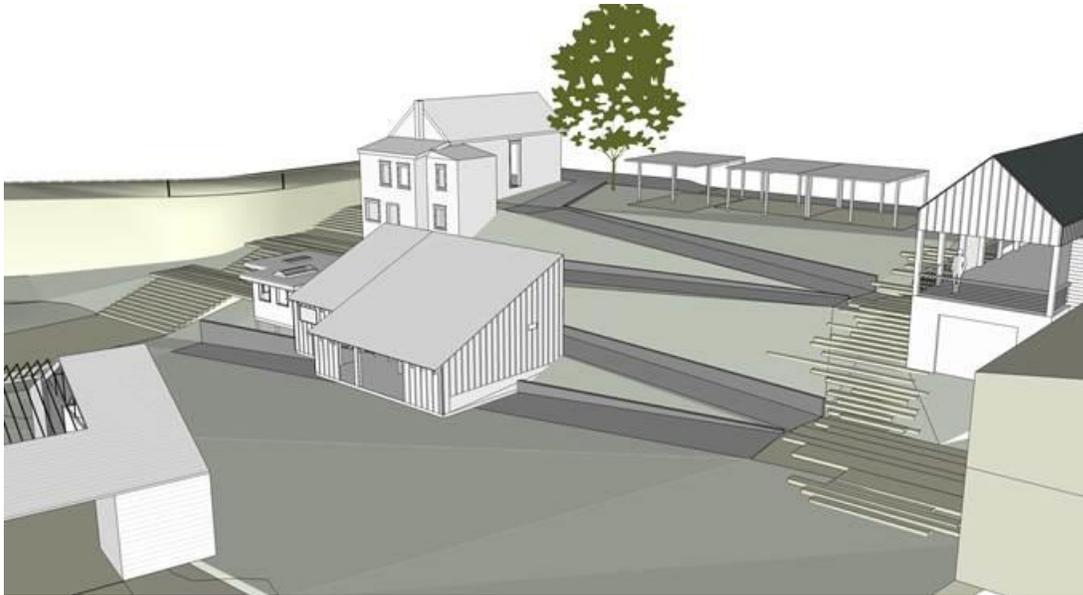


Figure 10. Full Preservation Alternative, showing rehabilitation of Boatyard Office Building and Tool Shed and Water Tank Building left of center, looking south. Source: TGH Architects, 2017.

ANALYSIS OF IMPACT UNDER CEQA

There are no architectural historical resources on the India Basin Shoreline Park or the India Basin Open Space properties. The Full Preservation Alternative differs from the proposed project and variant in the treatment of the India Basin Scow Schooner Boatyard cultural landscape at 900 Innes Avenue. The treatment of 702 Earl Street and the Shipwright’s Cottage as individual historic resources would remain the same as under the proposed project and variant.

Under the Full Preservation Alternative, all significant buildings that contribute to the India Basin Scow Schooner Boatyard cultural landscape would be rehabilitated to the SOI Standards and new construction and plantings would be designed to maintain the industrial character of the landscape.

Table 4: Impacts of the Full Preservation Alternative on Character-Defining Features of the India Basin Scow Schooner Boatyard Cultural Landscape

No. in HRE	Name of Feature/Address	Impact of the Full Preservation Alternative
1	India Basin/San Francisco Bay	Shoreline retained
2	Griffith Street right-of-way	Altered; portion realigned, grade change, stepped path
3	Path between Griffith Street and west marine ways	Retained
5	Historic storage and staging yard	Retained
6	West marine way tracks (wood)	Wood elements replaced; metal portions retained
10	Circulation routes and water access at marine ways	Routes and access alignment retained
13	Boatyard office building	Retained; rehabilitated to the SOI Standards

No. in HRE	Name of Feature/Address	Impact of the Full Preservation Alternative
14	Tool shed and water tank building	Retained; rehabilitated to the SOI Standards
15	Shipwright's Cottage	Retained; rehabilitated to the SOI Standards
21	Water fence posts	Would be removed; attempt would be made to replace these piles in place
N/A	Views east toward San Francisco Bay and the East Bay hills	Views retained
N/A	Gradual slope from Innes Avenue to India Basin	Slope retained; site would be graded
23	Hunters Point Ship Graveyard (archeological)	Retained; Piles would be installed to support the Marineway

Notes: HRE = historical resource evaluation; N/A = not applicable; Source: Compiled by AECOM in 2017

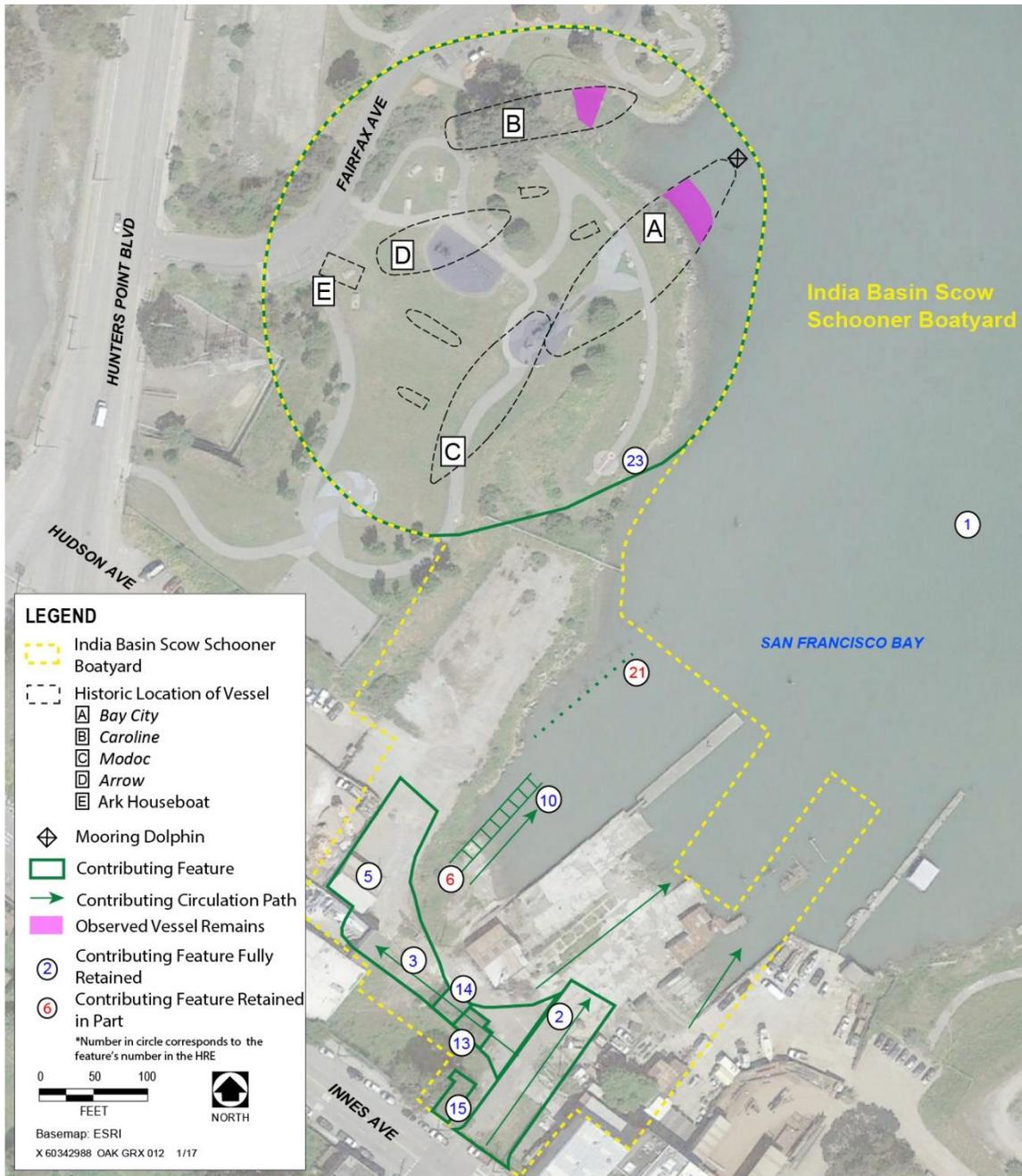


Figure 11. Full Preservation Alternative site plan showing contributing features to the India Basin Scow Schooner Boatyard cultural landscape that are retained in full and in part. Numbers correspond to Table 4. Source: AECOM. 2017.

The character-defining features of the Boatyard Office Building are the following: the location of the building within the landscape, the flat roof with wide eaves and broad fascia boards, one-story L-shaped massing, wood-clad wood-frame construction, and small circular porthole window openings. The character-defining features of the Tool Shed and Water Tank building are the following: the location of the building within the landscape, the prominent shed roof, one-story rectangular massing, wood-clad wood-frame construction, and wide door opening facing east. For both buildings under the Full Preservation Alternative, all of these features would be retained or replaced-in-kind per the SOI Standards.

Under this alternative, new plantings would be native and planted naturalistically on the hillside in order to maintain the historic character of the waterfront site. Additionally, Griffith Street ROW would be interpreted by a stepped path that more closely matches the existing gravel roadway rather than a wood staircase as with the proposed project and variant.

Under the Full Preservation Alternative, most of the character-defining features of the cultural landscape would be rehabilitated to the SOI Standards or retained. However, the introduction of new buildings, structures, and pathways along with some removal of and alteration to significant features would affect the landscape's integrity of setting, design, and materials. Additionally, as with the proposed project and the variant, construction activities have the potential to damage significant features of the cultural landscape.

Mitigation measures, as outlined in the DEIR, are included in the **Appendix**. Implementation of Mitigation Measures M-CR-1a, M-CR-1b, M-CR-1c, and M-CR-1e would lessen impacts of the Full Preservation Alternative on the India Basin Scow Schooner Boatyard cultural landscape to such a degree that the resource would still be able to convey the characteristics that justify its eligibility for listing in the CRHR. Thus, the overall impact on the India Basin Scow Schooner Boatyard cultural landscape would be less than significant with mitigation, instead of significant and unavoidable with mitigation for the proposed project and the variant.

VII. PARTIAL PRESERVATION ALTERNATIVE

DESCRIPTION

The Partial Preservation Alternative would be similar to the components as the proposed project and variant except that cultural resources associated with the India Basin Scow Schooner Boatyard cultural landscape would be partially preserved.

The Partial Preservation Alternative seeks to rehabilitate and retain significant features of the California Register of Historical Resources-eligible India Basin Scow Schooner Boatyard cultural landscape, in order to maintain the historical significance of the cultural landscape while allowing for the creation of a new accessible park and recreation area. Similar to the proposed project and variant, the Partial Preservation Alternative would rehabilitate the San Francisco Landmark Shipwright's Cottage to the SOI Standards and retain the following significant features of the landscape: circulation pathways, storage and staging areas, marine way metal rails, ship hulls associated with the Hunters Point Ship Graveyard, views, and general site grade.

The Partial Preservation Alternative, similar to the proposed project and variant, would remove the water fence posts and replace them in kind, if feasible, with nontoxic substitutes. The original circulation paths and the site's topography would be altered with new surface materials, stepped grading and general site grading, and plantings for use in a new park. However, the character-defining circulation pathways would be maintained and distinguished from the new circulation paths and the general slope of the landscape would be maintained. The proposed pedestrian path and stairs located in the historic Griffith Street alignment would be wider than, and use a different material treatment than, the two new pedestrian pathways northwest of the Griffith Street/Innes Avenue intersection that would connect Innes Avenue to the park interior. The Partial Preservation Alternative might entail driving piles into the archeological remains of the Hunters Point Ship Graveyard to support the proposed park features but would ensure that portions of at least one of the hulls was visible to the public and would be included in a public interpretation program.

Differing from the proposed project and variant, the Partial Preservation Alternative would retain the Boatyard Office Building, a significant feature of the landscape. While the building may not be rehabilitated to the SOI Standards under this alternative, some character-defining features of the Boatyard Office building would be retained in order to ensure that the building remains a significant feature of the cultural landscape. At a minimum, this would include retention or replacement-in-kind of a portion of the roof form, wood frame structure, and wood cladding so that the massing of the building is still expressed. If possible, the porthole openings on the southeast and southwest façade would be retained.

The Partial Preservation Alternative proposes to demolish the significant Tool Shed and Water Tank Building and to interpret it within the landscape. This may include interpreting the location of the building by incorporating an outline of the building into the ADA path and park design, keeping all or a portion of the foundation, or retaining or replacing-in-kind a portion of the building in order to convey the building's massing, roof form and materials as feasible.

Compared to the proposed project and variant, the Partial Preservation Alternative aims to maintain the integrity of location, design, association, and feeling of the cultural landscape by retaining the Boatyard Office Building as a significant structure to the cultural landscape and interpreting the Tool Shed and Water Tank Building in order to maintain the relationship between the Shipwright's Cottage and the significant landscape features along the shoreline.

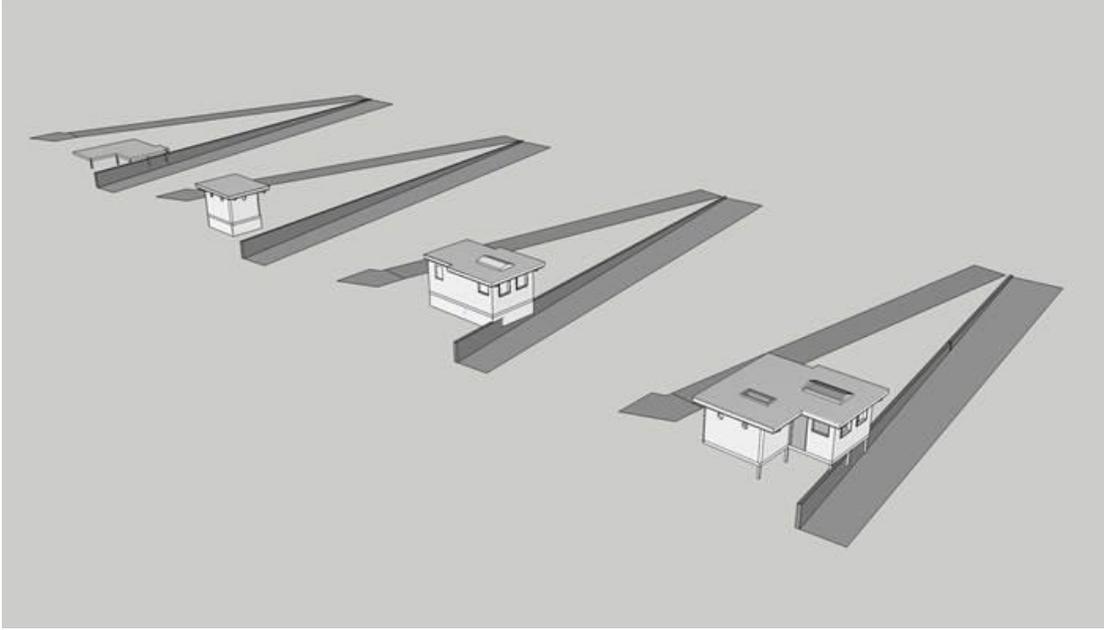


Figure 12. Partial Preservation Alternative, composite of scenarios that RPD has explored for retaining portions of the Boatyard Office Building. Source: TGH Architects, 2017.



Figure 13. Partial Preservation Alternative, showing a scenario to retain or reconstruct the north portion of the Boatyard Office Building, looking west. Source: TGH Architects, 2017.



Figure 14. Partial Preservation Alternative, showing a scenario to retain or reconstruct the south portion of the Boatyard Office Building, looking west. Source: TGH Architects, 2017.

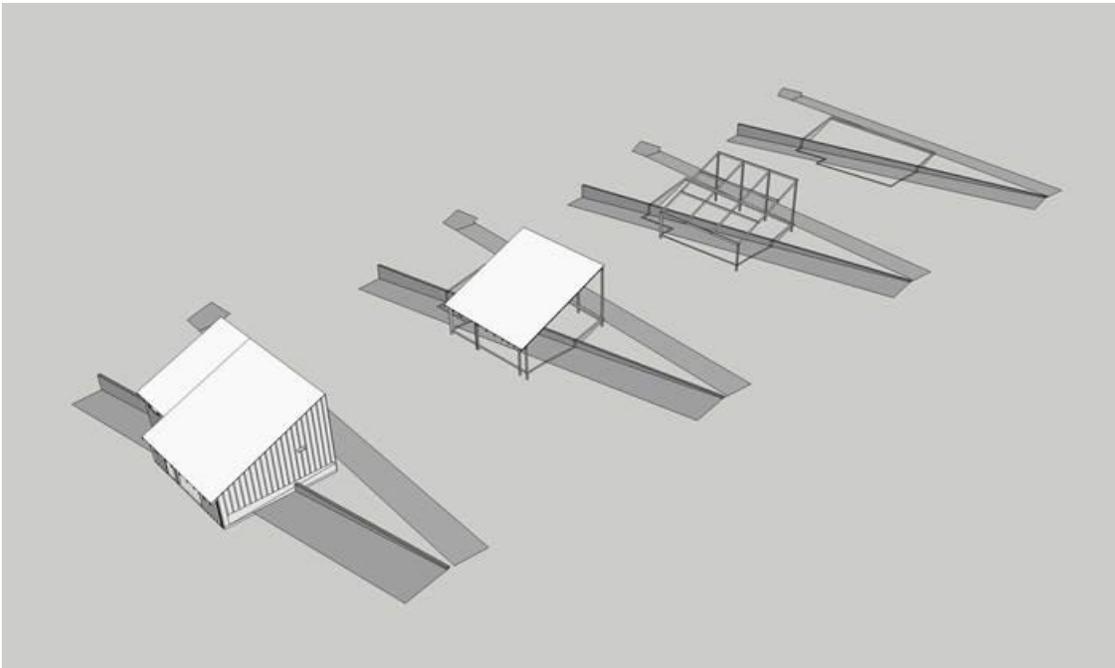


Figure 15. Partial Preservation Alternative, composite of scenarios that RPD has explored for retaining portions of the Tool Shed and Water Tank Building. Source: TGH Architects, 2017.



Figure 16. Partial Preservation Alternative, showing a scenario RPD has explored for interpreting the the Tool Shed and Water Tank Building by using framing on footings. Looking west. Source: TGH Architects, 2017.

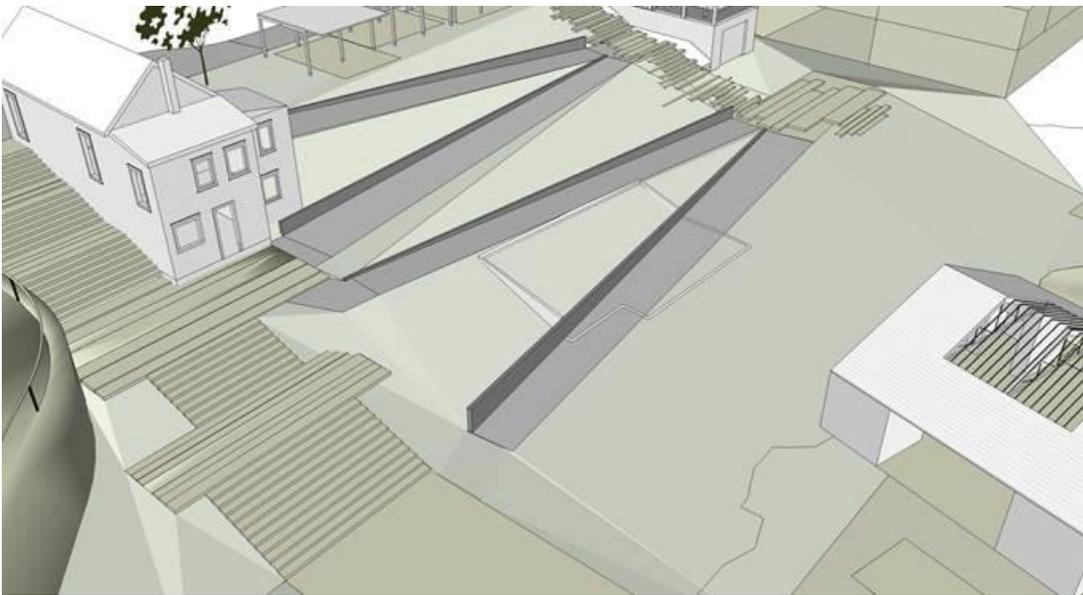


Figure 17. Partial Preservation Alternative, showing a scenario RPD has explored for interpreting the the Tool Shed and Water Tank Building by using outlining the foundation. Looking west. Source: TGH Architects, 2017.

ANALYSIS OF IMPACT UNDER CEQA

There are no architectural historical resources on the India Basin Shoreline Park or the India Basin Open Space properties. The Partial Preservation Alternative differs from the proposed project and variant in the treatment of the India Basin Scow Schooner Boatyard cultural landscape at 900 Innes Avenue. The treatment of 702 Earl Street and the Shipwright's Cottage as individual historic resources would remain the same as under the proposed project and variant.

Under the Partial Preservation Alternative, the significant features of the India Basin Scow Schooner Boatyard cultural landscape would receive the same treatment as with the proposed project and variant except for the retention of the Boatyard Office Building and an interpretation of the Tool Shed and Water Tank building. Table 5 summarizes the proposed changes to the character-defining features of the historical resource under the Partial Preservation Alternative.

Table 5: Impacts of the Partial Preservation Alternative on Character-Defining Features of the India Basin Scow Schooner Boatyard Cultural Landscape

No. in HRE	Name of Feature/Address	Impact of the Partial Preservation Alternative
1	India Basin/San Francisco Bay	Shoreline retained
2	Griffith Street right-of-way	Altered; portion realigned, grade change, partial stairs
3	Path between Griffith Street and west marine ways	Retained
5	Historic storage and staging yard	Retained
6	West marine way tracks (wood)	Wood elements replaced; metal portions retained
10	Circulation routes and water access at marine ways	Routes and access alignment retained
13	Boatyard office building	Retained (See variants 1-4)
14	Tool shed and water tank building	Demolished; interpreted (See variants 1-4)
15	Shipwright's Cottage	Retained; rehabilitated
21	Water fence posts	Would be removed; attempt would be made to replace these piles in place, if possible
N/A	Views east toward San Francisco Bay and the East Bay hills	Views retained
N/A	Gradual slope from Innes Avenue to India Basin	Slope retained; site would be graded
23	Hunters Point Ship Graveyard (archeological)	Retained; Piles would be installed to support the Marineway

Notes: HRE = historical resource evaluation; N/A = not applicable
Source: Compiled by AECOM in 2017

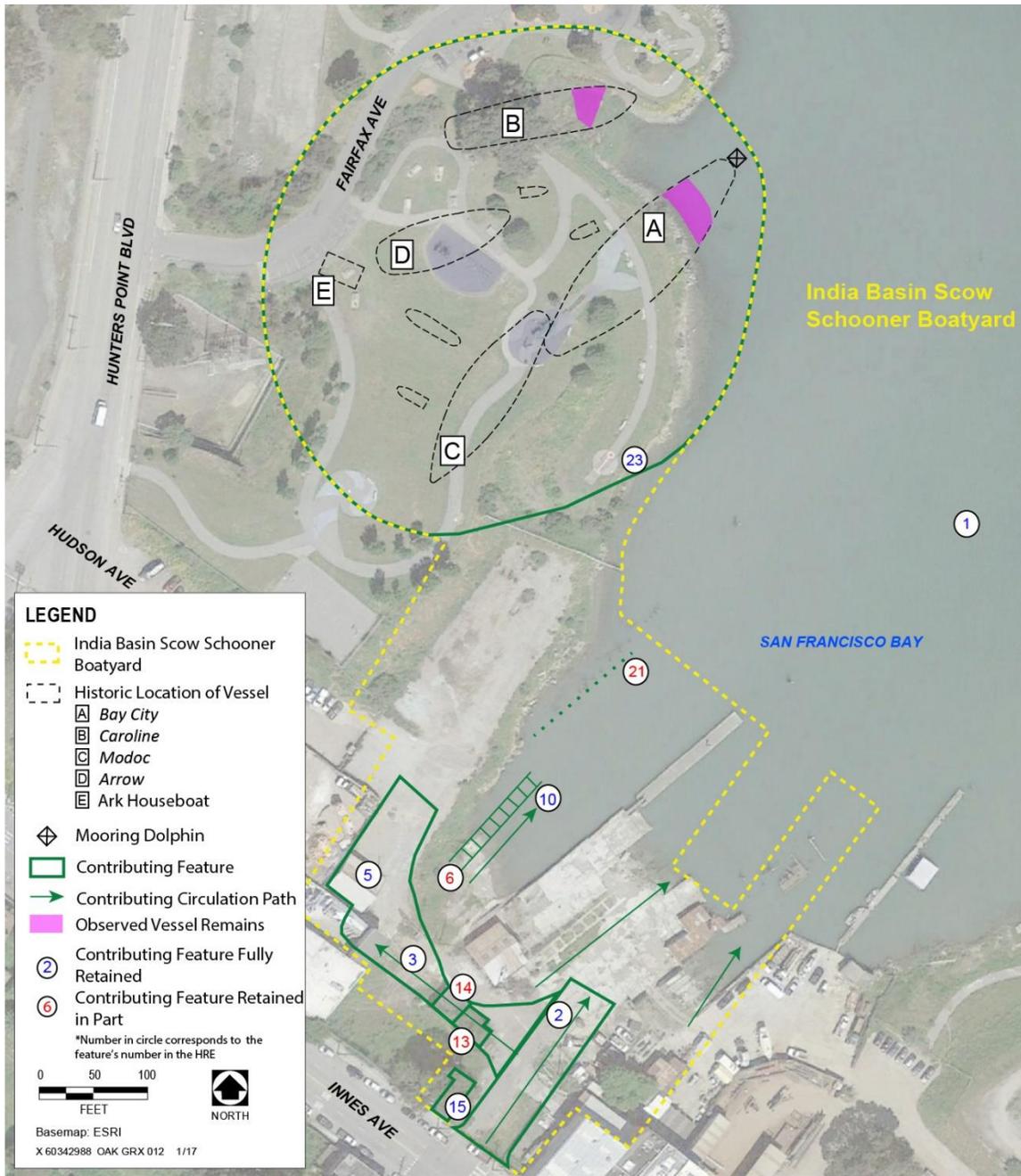


Figure 18. Partial Preservation Alternative, site plan showing contributing features to the India Basin Scow Schooner Boatyard cultural landscape that are retained in full and in part. Number correspond to Table 5. Source: AECOM, 2017.

The Partial Preservation Alternative proposes to retain character-defining features of the Boatyard Office building so that it would remain a significant feature of the cultural landscape. The character-defining features of the Boatyard Office Building, based on the description in the HRE, are the following: the location of the building within the landscape, the flat roof with wide eaves and broad fascia boards, one-story L-shaped massing, wood-clad wood-frame construction, and small circular porthole window openings. Under the Partial Preservation Alternative, at minimum, a portion of the roof form, a portion of the wood frame structure, and a portion of the wood cladding would be retained or replaced-in-kind, so that the massing and materials of the building is still expressed. For

example, this may include the retention of an open-frame or partially open-frame roof structure with wide eaves supported by a wood frame structure with a portion of the structure clad in retained or replaced-in-kind wood cladding.

Similar to the proposed project and variant, under the Partial Preservation Alternative, alteration of character-defining features of the landscape and the introduction of new buildings, structures, pathways, and plantings would affect the landscape's integrity of setting, design, materials, feeling, and association. However, retention of the Boatyard Office Building and interpretation of the Tool Shed and Water Tank Building would help to retain integrity of location, design, association, and feeling of the cultural landscape by supporting the connection between the Shipwright's Cottage and the significant landscape features along the shoreline. Additionally, as with the proposed project and the variant, construction activities have the potential to damage significant features of the cultural landscape.

Mitigation measures, as outlined in the DEIR, are included in the **Appendix**. Implementation of Mitigation Measures M-CR-1a, M-CR-1b, M-CR-1c, and, M-CR-1e would lessen impacts of the Partial Preservation Alternative on the India Basin Scow Schooner Boatyard cultural landscape to such a degree that the resource would still be able to convey the characteristics that justify its eligibility for listing in the CRHR. Thus, the overall impact on the India Basin Scow Schooner Boatyard cultural landscape would be less than significant with mitigation, instead of significant and unavoidable with mitigation for the proposed project and the variant.

VIII. CONCLUSION

The proposed project and variant will both demolish significant features to the India Basin Scow Schooner Boatyard cultural landscape, considered a historical resource for the purpose of review under CEQA. This report has found that a No Project Alternative would not cause any impact to the historic resources under CEQA; the Full Preservation Alternative would cause a less-than-significant impact to historic resources; and the Partial Preservation Alternative (variants 1-4) would cause a less-than-significant impact to historic resources. See table 6 for a summary of impact conclusions.

Table 6: Summary of Impact Conclusions of the Preservation Alternatives Compared to the Proposed Project and Variant

Proposed Project (PP)	Variant (PV)	No Project Alternative	Full Preservation Alternative	Partial Preservation Alternative
SUM	SUM	NI (less than PP & PV)	LSM (less than PP & PV)	LSM (less than PP & PV)

Notes: LSM = less than significant with mitigation; LTS = less than significant; N/A = not applicable; NI = no impact; PP = proposed project; PV = variant; SUM = significant and unavoidable with mitigation
Source: Compiled by AECOM in 2017

The parcels collectively referred to as the India Basin Shoreline Park, 900 Innes, and India Basin Open Space properties are managed by RPD and total 13.6 acres. Of RPD's 23 project objectives, which are summarized in Table 7, the proposed project and variant both meets all 23; the No Project Alternative meets zero; the Full Preservation Alternative meets 18; and the Partial Preservation Alternative meets 19 fully and meets three partially.

Table 7: Ability of Alternatives to Meet RPD's Project Objectives

Project Sponsors' Objectives	Proposed Project	Variant	No Project	Full Preservation Alternative	Partial Preservation Alternative
Neighborhood & Community					
Create a neighborhood center that stimulates meaningful and inclusive local, citywide, and regional community engagement.	Yes	Yes	No	Yes	Yes
Develop a seamless park user experience along India Basin that ensures a high level of waterfront and recreation access for neighborhood users, and create a significant amenity on the Bayview/Hunters Point recreation loop/waterfront.	Yes	Yes	No	Yes	Yes
Construct more open space to address the population growth in a high-need and emerging neighborhood, and improve recreational amenities to existing residents.	Yes	Yes	No	Yes	Yes

Project Sponsors' Objectives	Proposed Project	Variant	No Project	Full Preservation Alternative	Partial Preservation Alternative
Create an opportunity for the City to address issues of environmental justice, equity, and inclusion in parks and open space for the India Basin and greater Bayview Hunters Point communities.	Yes	Yes	No	Yes	Yes
Stimulate local hiring through job training for construction activities, park-related concession opportunities, and recreation leadership positions.	Yes	Yes	No	Yes	Yes
Create a safe environment for park users that includes increased visibility of park spaces, including direct sightlines from bordering streets to the water.	Yes	Yes	No	No	Partially, retention of the Boatyard Office building in its current location would affect sightlines to the waterfront.
Environment & Sustainability					
Prioritize environmental cleanup to promote public health, safety, and welfare.	Yes	Yes	No	Yes	Yes
Design a landscape that will be adaptive and resilient alongside anticipated sea-level rise.	Yes	Yes	No	Yes	Yes
Conserve and strengthen natural resources, and increase biodiversity and interconnectivity on City parkland, through the expansion of shoreline wetlands and redevelopment of natural upland landscaping.	Yes	Yes	No	Yes	Yes
Provide on-site stormwater treatment infrastructure to promote improved Bay water quality.	Yes	Yes	No	Yes	Yes
History & Cultural					
Preserve and celebrate historic and cultural resources, including the restoration of the historic Shipwright's Cottage and revitalization and interpretation of the historic boatyard cultural landscape at 900 Innes and the ship hulls at India Basin Shoreline Park.	Yes	Yes	No	Yes	Yes

Project Sponsors' Objectives	Proposed Project	Variant	No Project	Full Preservation Alternative	Partial Preservation Alternative
Create a Welcome Center featuring the site's shipbuilding heritage and surrounding neighborhood/community history, complemented by a food and beverage concession to serve as a community gathering space and to promote local hiring.	Yes	Yes	No	Yes	Yes
Create an entry experience from Innes Avenue that highlights the features of both the cultural and natural landscape, maintains sightlines to the waterfront, and contributes to a seamless park user experience and sense of place as a neighborhood center.	Yes	Yes	No	No	Partially, retention of the Boatyard Office building in its current location would require revisions to site access from Innes and affect sightlines to the waterfront.
Recreation & Education					
Create a center for waterfront programming with a variety of active and passive recreational opportunities, and strengthen the quality of existing parks and facilities.	Yes	Yes	No	No	Yes
Expand public access to the Bay and accelerate the development of the Blue Greenway/Bay Trail, by connecting India Basin Shoreline Park, 900 Innes, and India Basin Open Space with all seven properties along the India Basin cove.	Yes	Yes	No	Yes	Yes
Provide active recreational programming such as a human-powered boating center, basketball courts, skateboard ramps, bike paths, children's playground, and public beach access.	Yes	Yes	No	Yes	Yes
Provide passive recreational programming such as bird-watching, barbeque and picnic areas, landscaped/natural hiking paths, and a great lawn.	Yes	Yes	No	Yes	Yes
Construct an educational/"makers" building (the "Shop"), intended to provide recreational arts and shop programming focused on the historic shipbuilding industry.	Yes	Yes	No	Yes	Yes

Project Sponsors' Objectives	Proposed Project	Variant	No Project	Full Preservation Alternative	Partial Preservation Alternative
Design park spaces that are safe and inviting and that follow departmental best practices for successful maintenance.	Yes	Yes	No	No	No
Transportation & Infrastructure					
Provide Class 1 bicycle lane infrastructure to enhance community transportation alternatives.	Yes	Yes	No	Yes	Yes
Create publicly accessible Griffith Street site access, linking the neighboring community and new retail to the sites south of 900 Innes.	Yes	Yes	No	Yes	Yes
Construct enhanced/signalized crosswalks to park entrances for easier and safer pedestrian access.	Yes	Yes	No	Yes	Yes
Create Americans with Disabilities Act (ADA)– accessible pathways providing waterfront access and safe interactions with highly trafficked routes such as the Class 1 bicycle path.	Yes	Yes	No	No	Partially, retention of the Boatyard Office building in its current location would require revisions to site access from Innes and may impact the ADA pathway.

Notes: Bay = San Francisco Bay; Bay Trail = San Francisco Bay Trail; City = City and County of San Francisco; R&D = research and development; RPD = San Francisco Recreation and Parks Department
Source: Compiled by AECOM in 2017

IX. APPENDIX: MITIGATION MEASURES

The following cultural resource mitigation measures are excerpted from the DEIR.

MITIGATION MEASURE M-CR-1A: PREPARE AND IMPLEMENT HISTORIC PRESERVATION PLANS AND ENSURE THAT REHABILITATION PLANS MEET PERFORMANCE CRITERIA

The project sponsors shall retain a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History and is on the Planning Department's qualified consultant list. This professional shall prepare, and the project sponsors shall implement, a historic preservation plan (HPP) for each of the three historical resources identified on the project site. Each HPP shall consider the historic resource evaluation reports prepared for this project.

The HPPs shall incorporate rehabilitation recommendations for protecting character-defining features of the historical resources to be retained and shall include the following elements:

- **Historic Preservation Protective Measures.** Each HPP shall be prepared and implemented to aid in preserving those portions of the historical resource that would be retained and/or rehabilitated as part of the project. The HPP shall establish measures to protect the character-defining features from construction equipment that may inadvertently come in contact with the resource. If deemed necessary upon further assessment of the resource's condition, the plan shall include the preliminary stabilization before construction to prevent further deterioration or damage. Specifically, the protection measures shall incorporate construction specifications for the proposed project that require the construction contractor(s) to use all feasible means to avoid damage to historical resources, including but not necessarily limited to the following:
 - staging equipment and materials as far as possible from historic buildings to avoid direct impact damage;
 - maintaining a buffer zone when possible between heavy equipment and historical resource(s) as identified by the Planning Department;
 - appropriately shoring excavation sidewalls to prevent movement of adjacent structures;ensuring adequate drainage; and ensuring appropriate security to minimize risks of vandalism and fire.
- **Relocation Plan for 702 Earl Street.** The HPP for 702 Earl Street shall include a relocation plan to be reviewed and approved by the Planning Department to ensure that character-defining features of the building will be retained. The relocation plan shall include required qualifications for the building relocation company ensuring that the relocation is undertaken by a company that is experienced in moving historic buildings of a similar size and/or structural system as 702 Earl Street. The relocation plan shall ensure that the building will be moved without disassembly and that the building will be separated from its existing foundation without irreparably damaging the character-defining historic fabric of the building.
- **Rehabilitation and Retention Plan for India Basin Scow Schooner Cultural Landscape.** The HPP for the cultural landscape shall finalize the designs for the Shipwright's Cottage, and the Tool Shed interpretative structure, if included in the final design. It shall also include a plan for rehabilitation of the Marineway rails.
- **New Construction and Maintenance Guidelines for the India Basin Scow Schooner Cultural Landscape.** The HPPs for the India Basin Scow Schooner Cultural Landscape

shall establish protocols for the ongoing protection of the character-defining features of the cultural landscape and guidelines to evaluate all future development proposals within the cultural landscape. These guidelines shall include the following:

- New construction and site development within or adjacent to the India Basin Scow Schooner Boatyard Vernacular Cultural Landscape shall be compatible with the character of the cultural landscape and shall maintain and support the landscape's character-defining features.
- New construction shall draw its form, materials, and color palette from the historic texture and materials of the cultural landscape.
- New construction shall be contextually appropriate in terms of massing, size, scale, and architectural features, not only with the remaining historic buildings, but with one another.
- New construction shall comply with the Secretary of the Interior's Rehabilitation Standard No. 9: "New Addition, exterior alterations, or related new construction shall 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 integrity of the property and its environment."
- A building and structural maintenance plan shall be developed to ensure that the character-defining structures of the cultural landscape are maintained.
- A planting and landscape maintenance plan shall be developed to provide ongoing protection of character-defining landscape features of the cultural landscape that will be rehabilitated and/or protected by the project, such as open areas and circulation routes. The plan shall provide guidelines for landscape design within the cultural landscape that maintains the historic and industrial character of the landscape.
- **Salvage.** Each HPP for the Shipwright's Cottage and the India Basin Scow Schooner Cultural Landscape shall further investigate and incorporate preservation recommendations regarding the salvage of historic materials for reuse and/or interpretation. The recommendations in the HPPs shall include but not be limited to the following:
 - Materials to be salvaged from the interior of the Shipwright's Cottage and recommendations for reusing those materials.
 - Materials to be salvaged from both contributing and noncontributing features of the India Basin Scow Schooner Boatyard Vernacular Cultural landscape, and recommendations for either incorporating such materials into the proposed new construction on the India Basin Shoreline Park property or otherwise reusing those materials.

For each HPP, the HPP, including any specifications, monitoring schedule, and other supporting documents, shall be incorporated into the site permit application's plan sets. Planning Department Preservation staff shall review and approve the HPP before a site permit, demolition permit, or any other permit is issued by the San Francisco Department of Building Inspection for the rehabilitation of historical resources.

The Planning Department shall not issue building permits associated with historical resources until Preservation staff concur that the designs conform to the SOI Standards for Rehabilitation. Should alternative materials be proposed for replacement of historic materials, they shall be in keeping with the size, scale, color, texture, and general appearance, and shall be approved by Planning Department Preservation staff. The performance criteria shall ensure retention of the character-defining features

of each historical resource, as identified in the HPP, which in turn shall be developed in accordance with the HRE developed for the project (San Francisco, 2017b).

The project sponsors shall ensure that the contractor(s) follows the HPP. Furthermore, in accordance with the HPP's reporting and monitoring requirements, the consultant architectural historian shall conduct regular periodic inspections of the historical resources under rehabilitation during project construction activities to ensure compliance with the HPP and adherence to the SOI Standards for Rehabilitation. The consultant architectural historian shall provide progress reports to the Planning Department throughout the construction period.

MITIGATION MEASURE M-CR-1B: DOCUMENT HISTORICAL RESOURCES

To reduce adverse effects on historical resources, before the start of demolition, rehabilitation, or relocation, the project sponsors shall retain a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History. This professional shall prepare written and photographic documentation of the three historical resources identified on the project site. The specific scope of the documentation shall be reviewed and approved by the Planning Department but shall include the following elements:

Measured Drawings. A set of measured drawings shall be prepared that depict the existing size, scale, and dimension of the historical resources. Planning Department Preservation staff will accept the original architectural drawings or an as-built set of architectural drawings (e.g., plan, section, elevation). Planning Department Preservation staff will assist the consultant in determining the appropriate level of measured drawings.

Historic American Buildings/Historic American Landscape Survey–Level Photograph.

Either Historic American Buildings/Historic American Landscape Survey (HABS/HALS) standard large-format or digital photography shall be used. The scope of the digital photographs shall be reviewed by Planning Department Preservation staff for concurrence, and all digital photography shall be conducted according to the latest National Park Service (NPS) standards. The photography shall be undertaken by a qualified professional with demonstrated experience in HABS photography. Photograph views for the data set shall include:

- contextual views;
- views of each side of the building and interior views, where possible;
- oblique views of the building; and
- detail views of character-defining features, including features on the interior.

All views shall be referenced on a photographic key. This photographic key shall be on a map of the property and shall show the photograph number with an arrow to indicate the direction of the view. Historic photographs shall also be collected, reproduced, and included in the data set.

HABS/HALS Historical Report. A written historical narrative and report shall be provided in accordance with the HABS Historical Report Guidelines.

In addition, video recordation shall be undertaken before demolition or site permits are issued. The project sponsor shall undertake video documentation of the affected historical resource and its setting. The documentation shall be conducted by a professional videographer, one with experience recording architectural resources. The documentation shall be narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate) set forth by the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulations Part 61). The documentation shall include as much information as possible—using visuals in combination with narration—about the materials, construction methods, current condition, historic use, and historic context of the historical resource. Archival copies of the video documentation shall be submitted to the Planning Department, and to repositories including but not limited to the San

Francisco Public Library, the Northwest Information Center of the California Historical Information Resource System, and the California Historical Society.

Further, a Print-on-Demand softcover book shall be produced that includes the content from the historical report, historical photographs, HABS/HALS photography, measured drawings, and field notes. The Print-on-Demand book shall be made available to the public for distribution.

The project sponsor shall transmit such documentation to the History Room of the San Francisco Public Library, San Francisco Architectural Heritage, the Planning Department, the San Francisco Maritime National Historic Park, and the Northwest Information Center. The HABS/HALS documentation scope will determine the requested documentation type for each facility, and the projects sponsors will conduct outreach to identify other interested groups. All documentation will be reviewed and approved by the Planning Department's Preservation coordinator before any demolition or site permit is granted for the affected historical resource.

MITIGATION MEASURE M-CR-1C: DEVELOP AND IMPLEMENT AN INTERPRETATIVE PLAN

The project sponsors shall facilitate the development of an interpretive program focused on the history and environmental setting of each historical resource identified on the project site. This program shall be initially outlined in an interpretive plan subject to review and approval by the Planning Department.

The interpretative program shall include but not be limited to the installation of permanent on-site interpretive displays or screens in publicly accessible locations. The plan shall include the proposed format and location of the interpretive content, as well as high-quality graphics and written narratives to be incorporated. Historical photographs, including some of the large-format photographs required by Mitigation Measure M-CR-1b, may be used to illustrate the history. Salvaged materials as required by Mitigation Measure M-CR-1a should also contribute to the interpretative program.

The interpretative program should also coordinate with other interpretative displays currently proposed along the Bay, specifically those that focus on shipbuilding at Potrero Point to the north. The interpretative program should also coordinate with maritime or other relevant interpretation programs in San Francisco, such as the San Francisco Maritime National Historic Park and its sailing program that includes the 1891 scow schooner *Alma*. The interpretative plan should also explore contributing to digital platforms that are publicly accessible, such as the History Pin website or an iPhone application. The primary goal is to educate visitors about the property's historical themes, associations, and lost contributing features within broader historical, social, and physical landscape contexts.

MITIGATION MEASURE M-CR-1D: RETAIN THE BOATYARD OFFICE BUILDING

If feasible, character-defining features of the Boatyard Office building shall be retained by RPD in order to ensure that the building remains a significant feature of the cultural landscape. This would include retention of a portion of the roof form, wood frame structure, and wood cladding so that the massing of the building is still expressed. For example, this may include retention of an open-frame or partially open-frame roof structure with wide eaves supported by a wood frame structure with a portion of the structure clad in retained or replaced-in-kind wood cladding. If possible, the porthole openings on the southeast and southwest façade shall be retained. The amount of the wood cladding and roof structure to be retained will depend upon additional condition assessments of the building, public safety concerns, seismic requirements, visibility and sight lines in relation to park design, and RPD programming.

MITIGATION MEASURE M-CR-1E: VIBRATION PROTECTION PLAN

Where construction activity involving pile driving and other heavy equipment and vehicles would occur in proximity to any historical resources, the project sponsors shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 150 feet where pile driving would be used and within 35 feet of other heavy equipment operation, shall include the following components:

- Prior to the start of any ground-disturbing activity, the project sponsors shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the San Francisco Planning Department within 150 feet of planned construction to document and photograph the buildings' existing conditions. The qualified consultant shall conduct regular periodic inspections of each historical resource within 150 feet of planned construction during ground-disturbing activity on the project site in concert with a qualified acoustical/vibration consultant or structural engineer and shall submit monitoring reports to San Francisco Planning Department Preservation staff. The qualified consultant shall submit an existing conditions documentation scope and vibration monitoring plan to San Francisco Planning Department Preservation staff for review and approval.
- Based on the construction and condition of the resource(s), a structural engineer or other qualified entity shall establish a maximum vibration level that shall not be exceeded at each historical resource, based on existing conditions, character-defining features, soils conditions and anticipated construction practices in use at the time (0.12 inch per second, peak particle velocity [PPV], consistent with Federal Transit Administration guidance).
- To ensure that vibration levels do not exceed the established standard, a qualified acoustical/vibration consultant shall monitor vibration levels at each historical resource within 150 feet of planned construction and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard. Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice. (For example, pre-drilled piles could be substituted for driven piles, if soil conditions allow; smaller, lighter equipment could possibly also be used in some cases.) The consultant shall conduct regular periodic inspections of each historical resource within 150 feet of planned construction during ground-disturbing activity on the project site. Should damage to a historical resource occur as a result of ground-disturbing activity on the site, the building(s) shall be remediated to its preconstruction condition at the conclusion of ground-disturbing activity on the site.

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