

INDIA BASIN PROJECT
HISTORIC RESOURCE EVALUATION PARTS 1 AND 2

SAN FRANCISCO, CA
[14290B]

PREPARED FOR:
BUILD, INC.



PAGE & TURNBULL

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

MARCH 8, 2017

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.

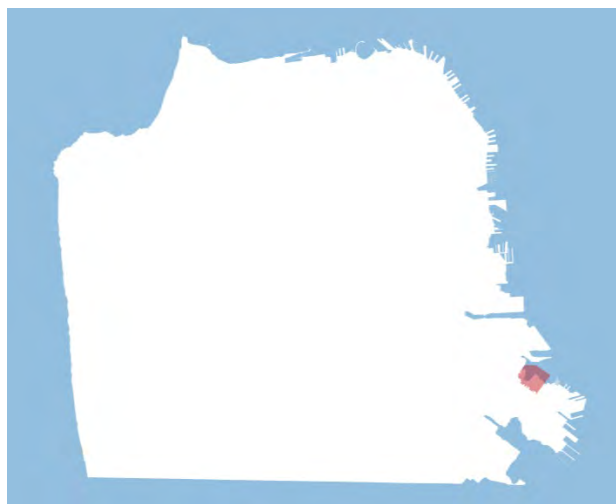


Figure 1. Location of the project area, shaded, within the boundaries of the City of San Francisco
Source: Page & Turnbull

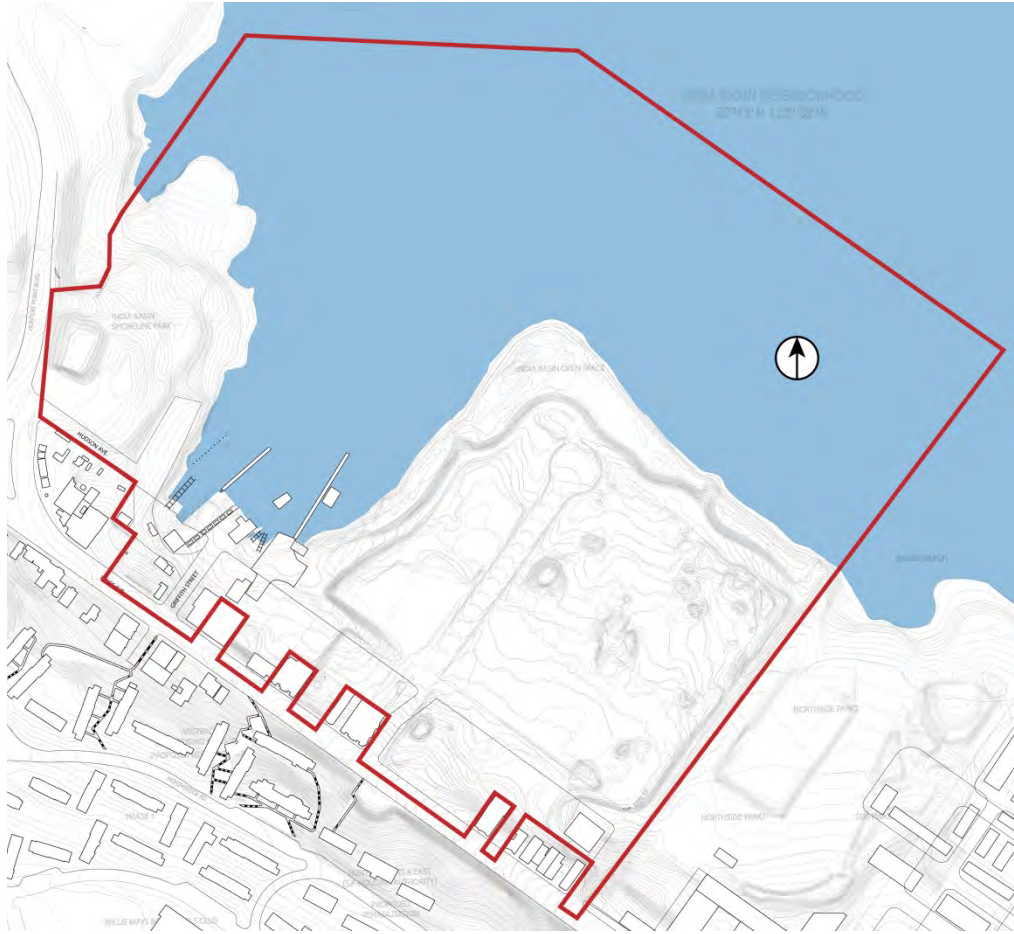


Figure 2. Boundaries of the project area

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

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

METHODOLOGY

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

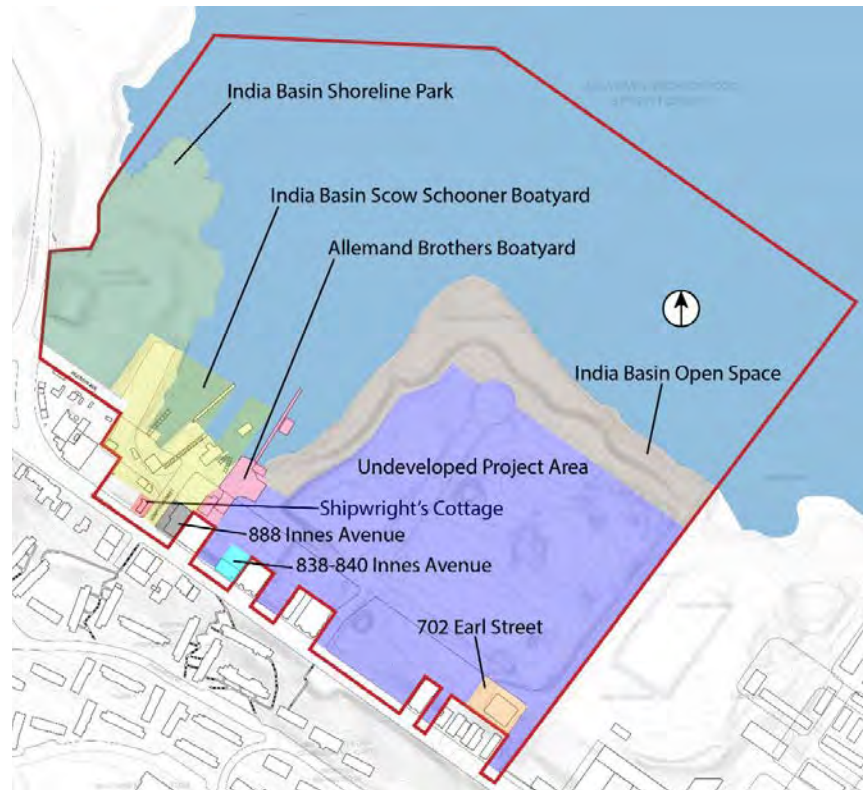


Figure 3. Map of project area, showing the sub-areas that will be described and evaluated in this document

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

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

SUMMARY OF FINDINGS

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

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

II. CURRENT HISTORIC STATUS

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

NATIONAL REGISTER OF HISTORIC PLACES

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

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

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

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

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

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

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

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 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

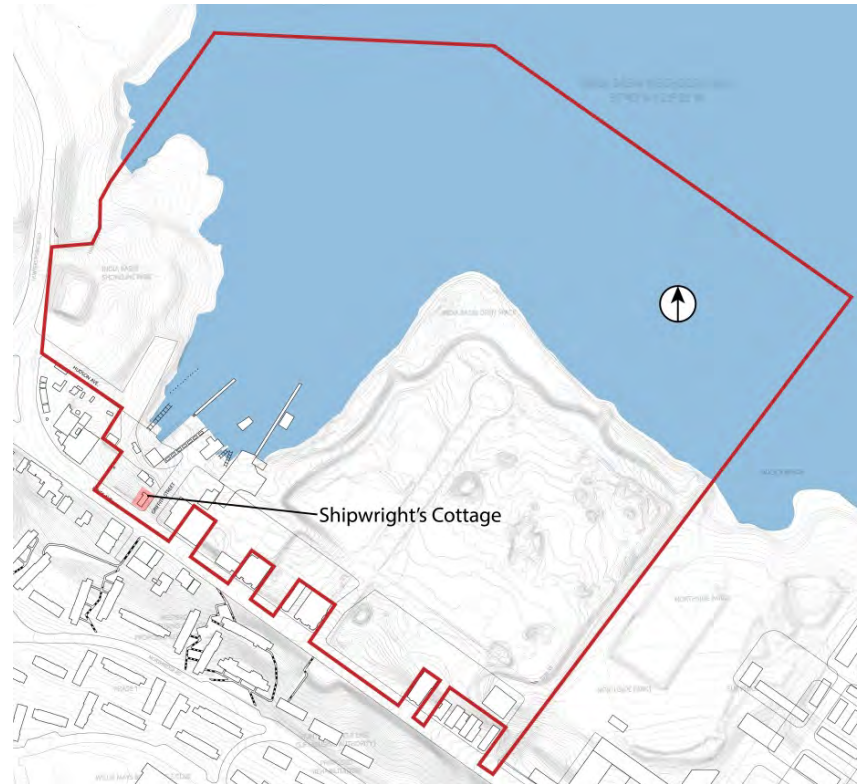


Figure 4. Location of the Shipwright's Cottage in relation to the boundaries of the project area
Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

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

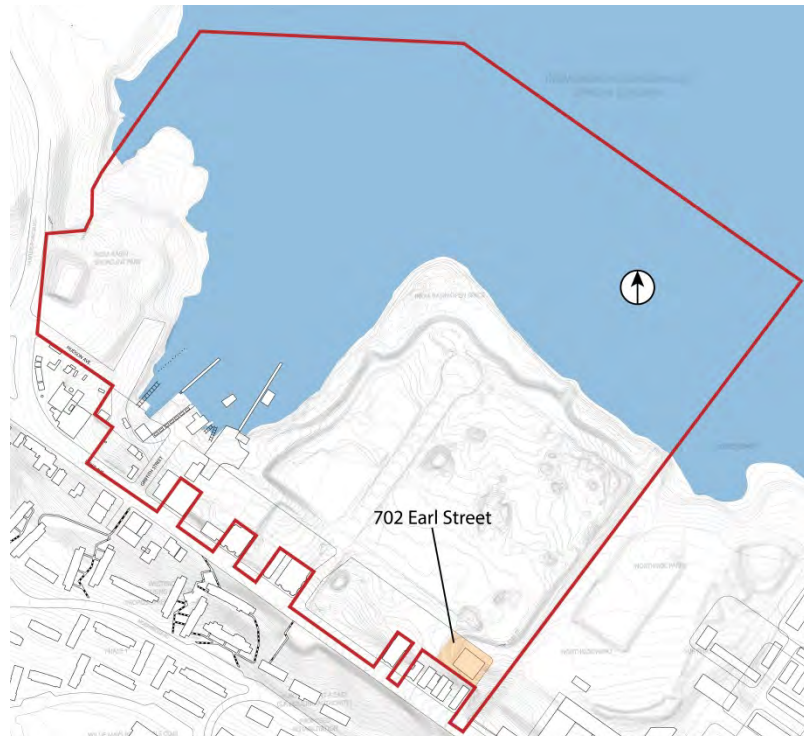


Figure 16. Location of 702 Earl Street in relation to the boundaries of the project area
Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

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

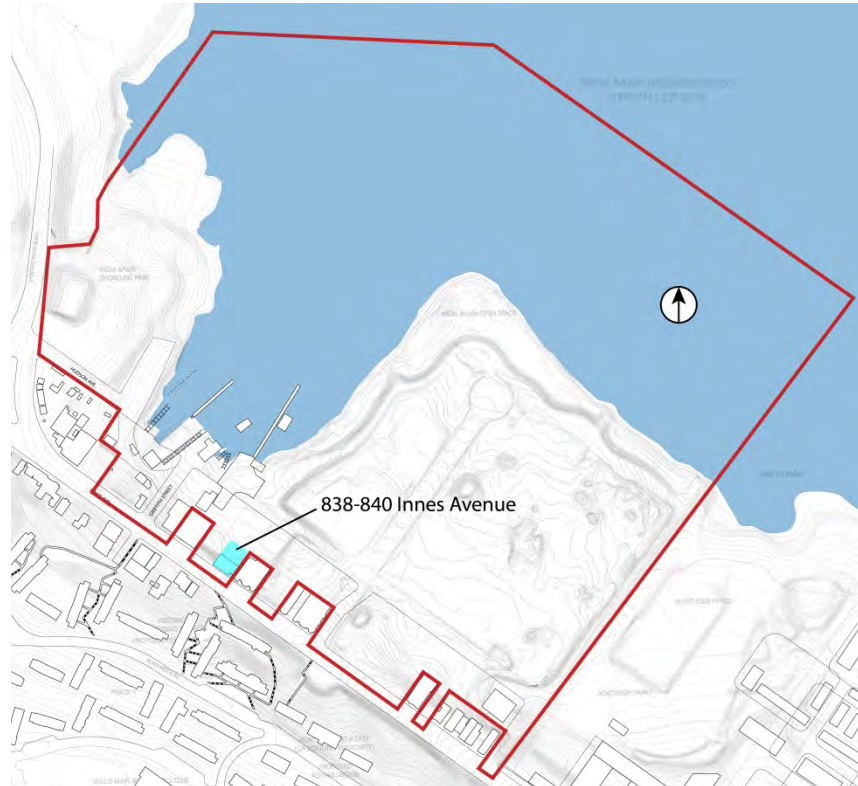


Figure 26. Location of 838-840 Innes Avenue in relation to the boundaries of the project area
Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

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

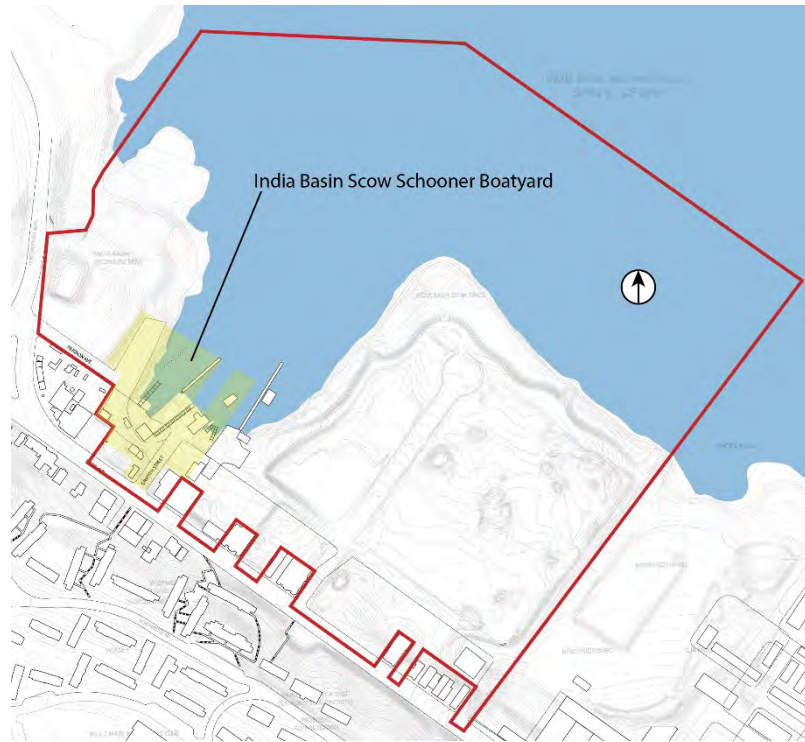


Figure 31. Location of the India Basin Scow Schooner Boatyard in relation to the boundaries of the project area

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-protect/briefs/36-cultural-landscapes.htm>.

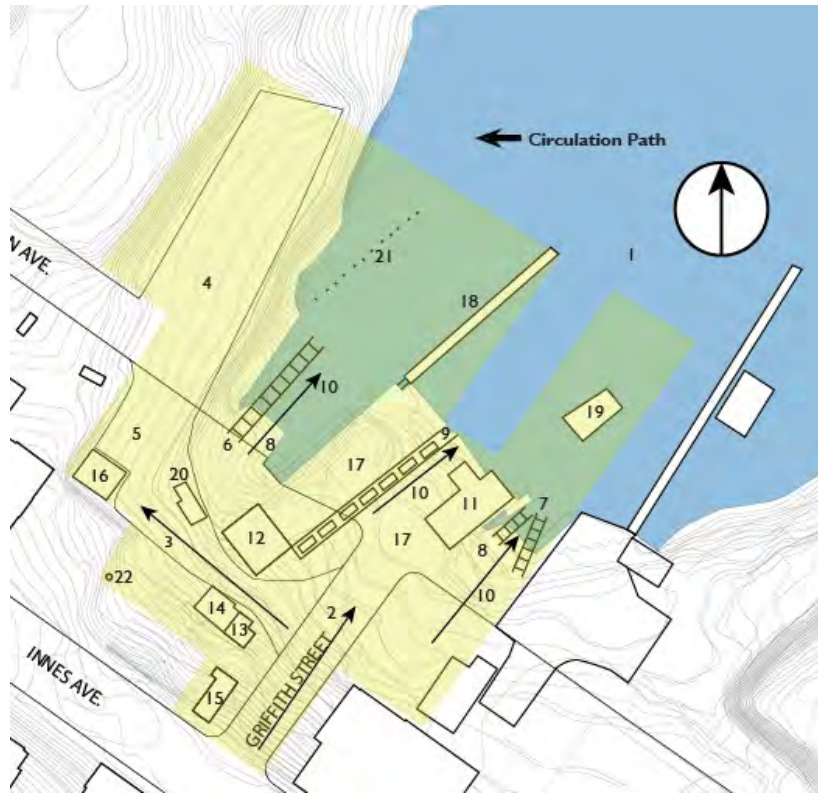


Figure 32. Constituent landscape features of the India Basin Scow Schooner Boatyard site; the numbers used in the map and table below are referenced in the narrative description of landscape features that follows.

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.

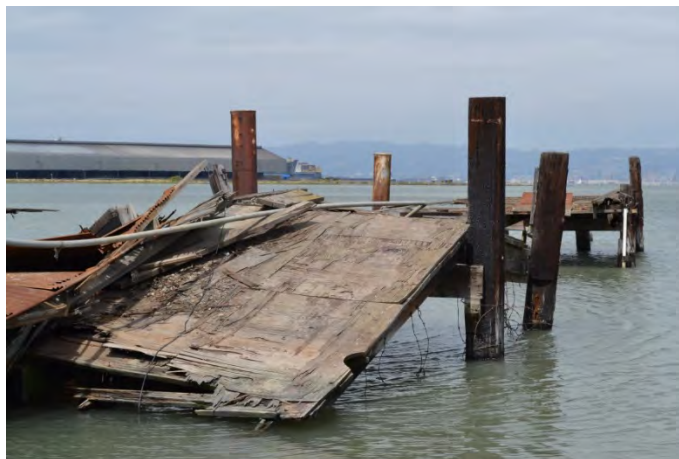


Figure 60. Extant portion of the east outfitting dock, viewed facing north

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

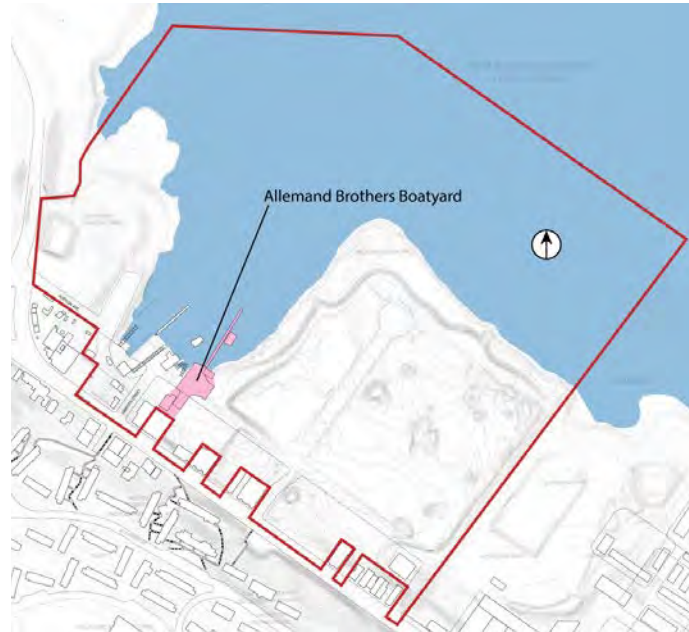


Figure 68. Location of Allemand Brothers Boatyard in relation to the boundaries of the project area
Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

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.

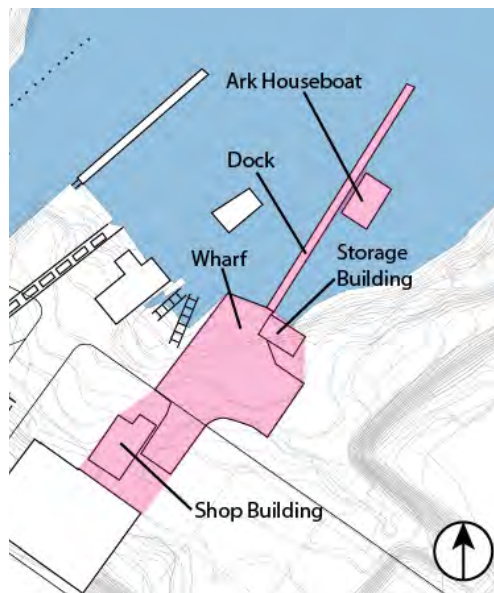


Figure 69. Features of the Allemand Brothers Boatyard site
Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

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



Figure 81. Northeast façade, viewed facing south



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

888 INNES AVENUE

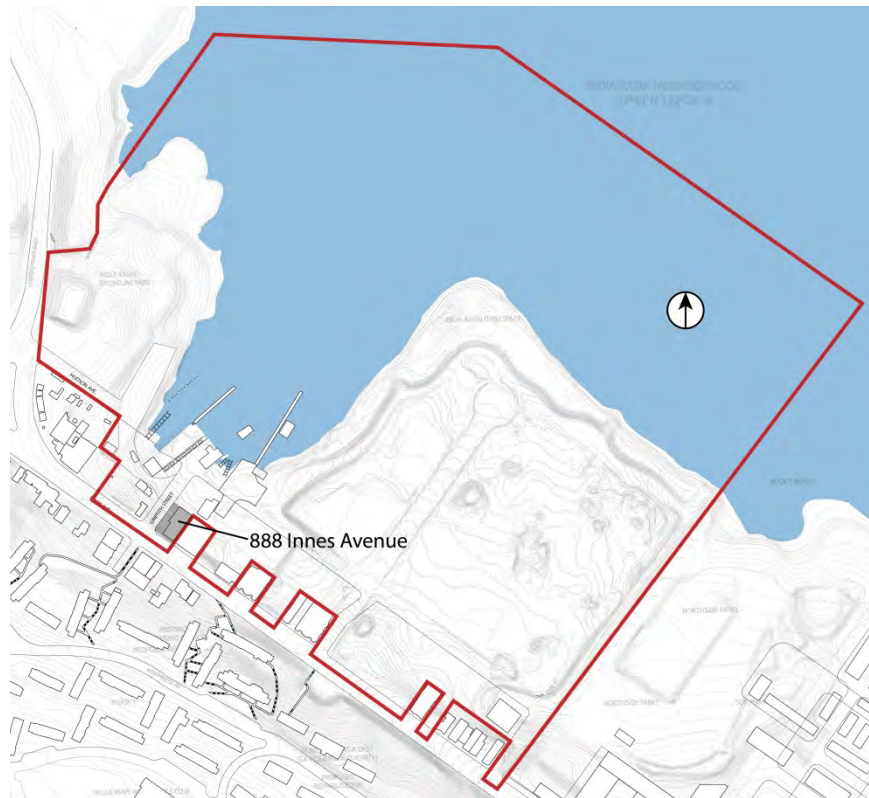


Figure 83. Location of 888 Innes Avenue in relation to the boundaries of the project area
Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

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

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

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



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



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

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



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

INDIA BASIN SHORELINE PARK

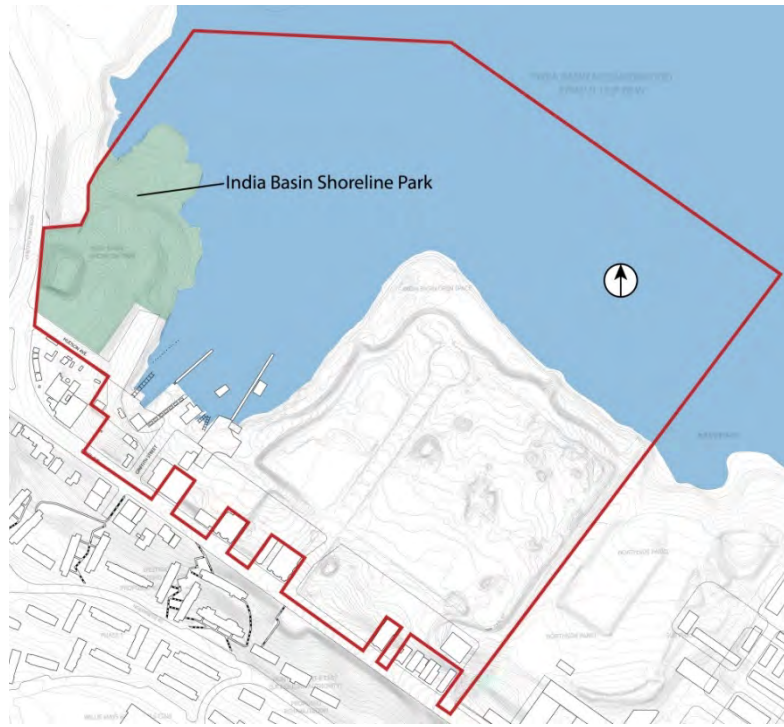


Figure 87. Location of India Basin Shoreline Park in relation to the boundaries of the project area
Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

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

INDIA BASIN OPEN SPACE

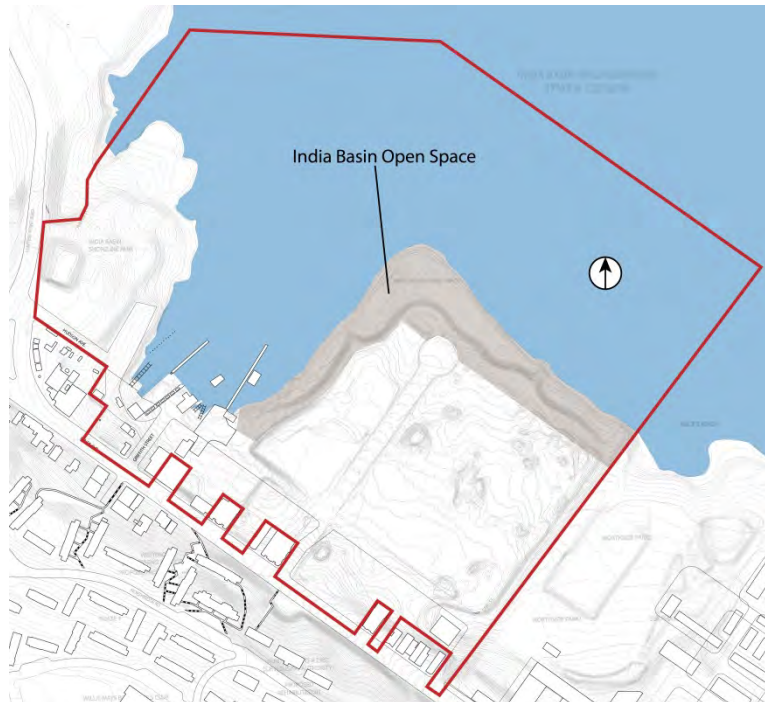


Figure 88. Location of India Basin Open Space in relation to the boundaries of the project area
Source: San Francisco Recreation and Parks Department, edited by Page & Turnbull

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



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



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



Figure 91. Vegetation alongside path, viewed facing west



Figure 92. Unidentified concrete foundation within fenced area

UNDEVELOPED 700 INNES AVENUE PROPERTY

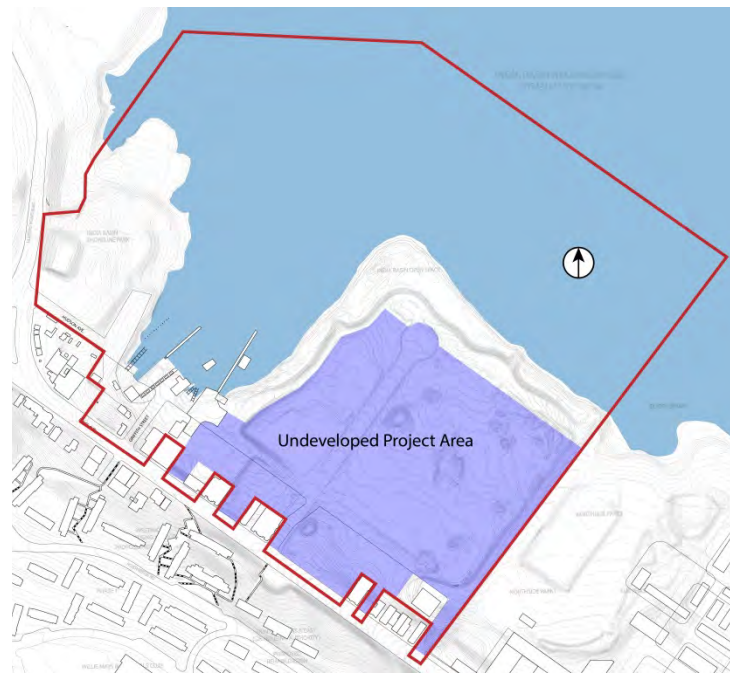


Figure 93. Extent of the undeveloped portion of the project area in relation to the boundaries of the project area

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

The remainder of the project area not described in previous sections comprises a large portion of the east half of the property (consisting of lots belonging to APN Blocks 4606, 4607, 4620, 4621, 4630, 4631, 4644, and 4655), located primarily on land fill that has not been developed for public or discernible private use. The area is bisected near its center by the paved Arelius 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 Arelius 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 Arelius 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.

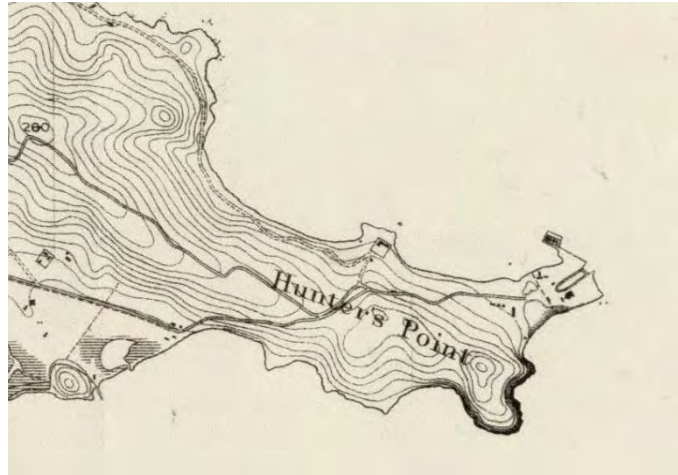


Figure 100. Detail of the 1869 U.S. Coast Survey map, showing existing roads on the Hunters Point peninsula—including one past India Basin along the north shoreline
Source: David Rumsey Map Collection

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.

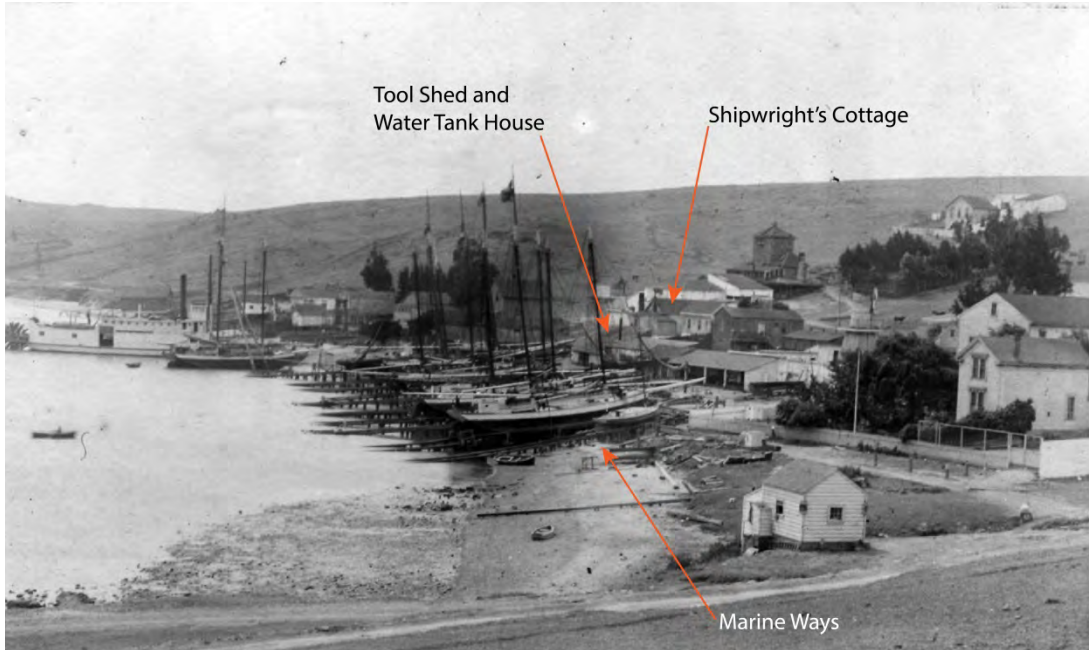


Figure 102. Boatyards at India Basin, c. 1900, viewed facing east; extant features are marked
Source: Maritime Research Center, San Francisco Maritime National Historical Park, edited by Page & Turnbull

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 feet, it was often

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

²¹ *Ibid.*, 26-27.

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

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

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



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

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

²² Ibid., 28.

²³ Ibid., 29.

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

²⁵ “Hunters Point Ship’s Graveyard,” *San Francisco Chronicle*, May 2, 1938, 6.

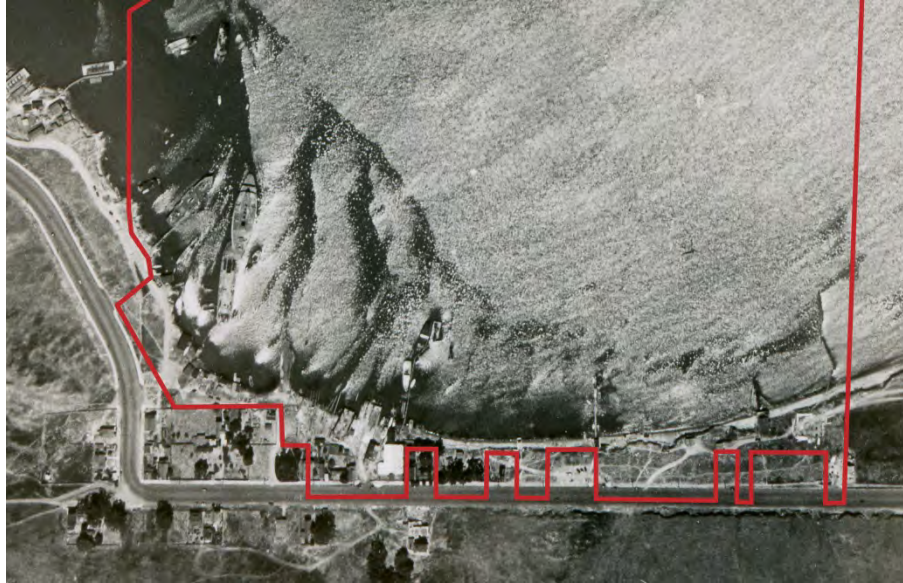


Figure 104. Abandoned hulks in India Basin, photographed 1929
Source: San Francisco Public Library Digital Photograph Collection, AAB-8954



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

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



**Figure 106. 1935 aerial photograph of the still-isolated neighborhood surrounding India Basin, with the current project boundary marked; upper left is north.
Source: Pacific Aerial Surveys, edited by Page & Turnbull**

Although many of the Bay Area’s scow schooners had been converted to motor power by 1925, Roger Olmsted has stated that it took another decade for those remaining sailing scows to be converted or retired.²⁶ The Anderson & Cristofani Boatyard at India Basin remained the major yard in the area that could repair these craft—whether powered by engine or wind. The 1930s saw the final decline of scow shipping in the San Francisco Bay; Olmsted writes, “Cargoes which had formed the backbone of scow operations—brick, lumber, hay, and grain—came to be handled largely by truck; the scows offered something very close to door-to-door transportation, but the trucks furnished the real thing.”²⁷ The opening of the Bay Bridge in 1936, and the Golden Gate Bridge the following year, had a vast impact on shipping trade in the Bay Area. The watercraft that plied the bay and its rivers were quickly made obsolete, as trucks were able to reach San Francisco from the East Bay in a matter of minutes.²⁸ The era of India Basin’s most significant contribution to the region’s economy had ended.

INDIA BASIN, 1937-PRESENT

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

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

²⁷ *Ibid.*, 61-62.

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

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

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



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

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

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

²⁹ “Hunters Point District Program ‘Successful,’” *San Francisco Chronicle*, November 4, 1938, 32.

³⁰ “Southern Civic Clubs’ Leader Outlines Program for ’38-39,” *San Francisco Chronicle*, May 24, 1938, 28.

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

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

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

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

Hunters Point peninsula. “By the end of the War, Hunters Point Naval Shipyard had grown to include 979 acres of filled and unfilled tidal lands, including six dry docks ranging from 420’ to 1,092’ in length, two hundred buildings, five miles of berthing space, and seventeen miles of railroad tracks.”³⁵ The shipyard, along with others in Richmond and Alameda, became one of the essential pieces of the Bay Area’s crown of Home Front production facilities.

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

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

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

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

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

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

³⁵ Ibid., 33.

³⁶ Ibid., 36-37.

³⁷ Ibid., 35.

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

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

⁴⁰ Ibid.

Incrementally, India Basin’s tidelands were filled in the decades following World War II. Aerial photographs show the extent of this change: the shore of the basin appears relatively undisturbed in 1946 (**Figure 108**), and by 1958 an area of fill extended behind a string of residential properties on Innes Avenue (**Figure 109**). Just over a decade later, in 1969, nearly the entire basin had been reclaimed, with only a small inlet left open to access the boatyards (**Figure 110**). This entire campaign was primarily undertaken by a couple of individual property owners, ahead of a 1965 change in laws that required the Bay Conservation and Development Commission to review all fill proposals.⁴¹ Walter Anderson, of the Anderson & Cristofani Boatyard, opposed the filling process, and it appears that had the yards not remained in operation at that time, all of India Basin would have been filled. The materials used to fill the basin are purported to have originated from the construction of Interstate 280.⁴²

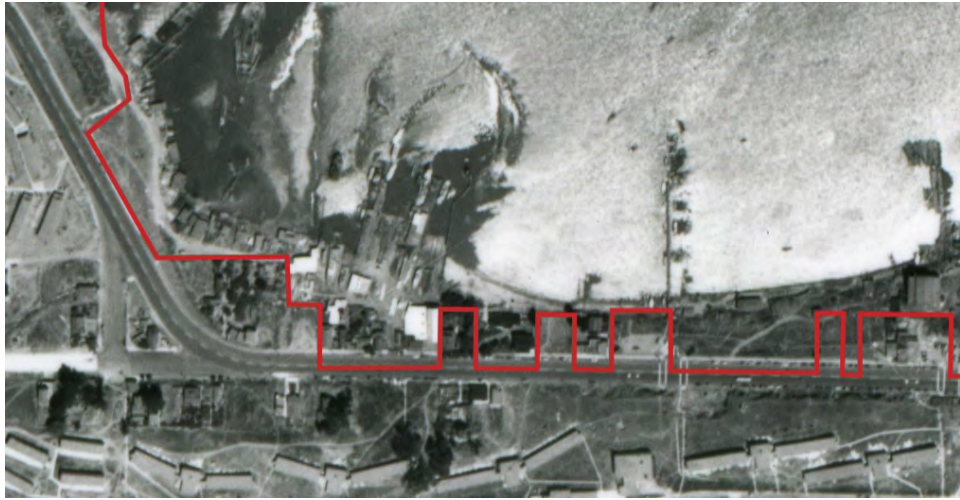


Figure 108. 1946 aerial photograph, indicating India Basin retained much of its earlier shape, with the current project boundary marked; upper left is north.
Source: Pacific Aerial Surveys, edited by Page & Turnbull



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

⁴¹ “Unavoidable Approval of Bay Fill,” *San Francisco Chronicle*, July 22, 1965, 9.

⁴² Kelley & VerPlanck, *India Basin Survey*, 38.

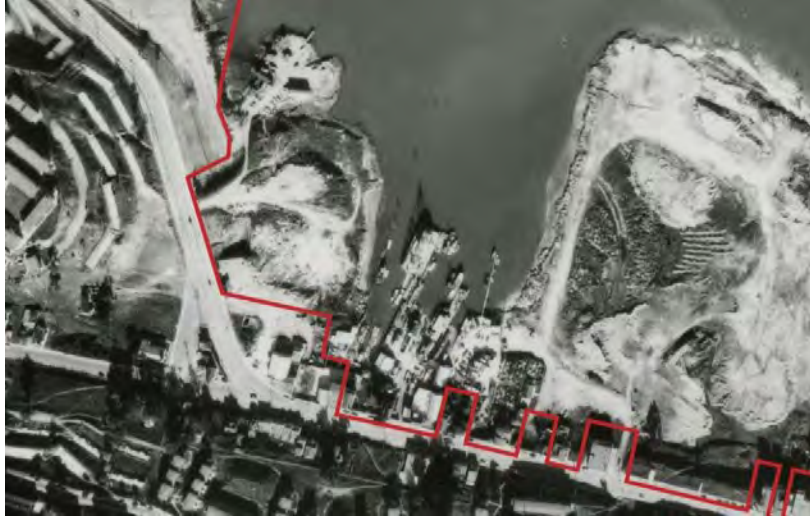


Figure 110. The current shoreline of India Basin appears in this 1969 aerial photograph, with the current project boundary marked; up is north.
Source: Pacific Aerial Surveys, edited by Page & Turnbull

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



Figure 111. Proposed routes of the Hunters Point Freeway, with the B and C lines passing through the India Basin Scow Schooner Boatyard through India Basin; none were constructed. Right is north.
Source: California Division of Highways, *Hunters Point Legislative Route 253: A Digest of Location Studies*, November 1962

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

⁴⁴ “Conservation Attack on South Span,” *San Francisco Chronicle*, October 17, 1969, p. 6.

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

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



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

Source: Pacific Aerial Surveys, edited by Page & Turnbull

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

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

V. PROPERTY-SPECIFIC HISTORIES

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

SHIPWRIGHT'S COTTAGE

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

A California State Department of Parks and Recreation (DPR) survey form completed for the property in 2005 states that Dircks resided in the house until 1893, and that he thereafter deeded it to Carl J. Jorgenson, another ship carpenter, with his wife Ingeborg. Ingeborg's daughter, Inga, was married to Fred Siemer Jr., a German by birth who immigrated to the United States in the 1880s. The Siemers were an important family at India Basin who built the scow schooner *Alma*, which is now one of the vessels owned by the San Francisco Maritime National Historical Park.⁴⁸ Members of both the Siemer and Jorgenson families resided in the cottage at various times, although the 1900 U.S. census recorded a Scottish ship carpenter, Robert McKinley, living there with his wife Elisabeth and three children.⁴⁹

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

⁴⁷ Farrell, "900 Innes Avenue," 6.

⁴⁸ Ibid.

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

⁵⁰ Farrell, "900 Innes Avenue," 6.

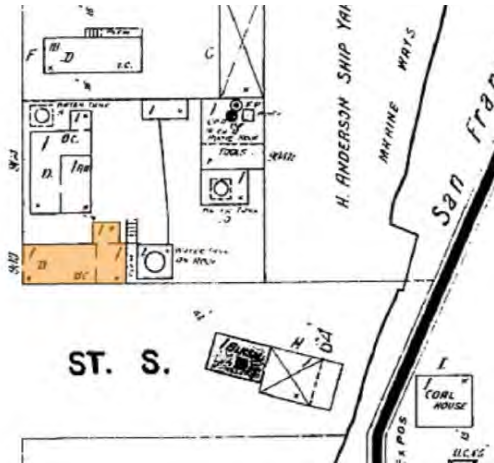


Figure 113. Detail of 1900 Sanborn map; the Shipwright's Cottage is shaded, with windmill and well structure attached to the rear. Northwest is up.

Source: Digital Sanborn Maps, edited by Page & Turnbull



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

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

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

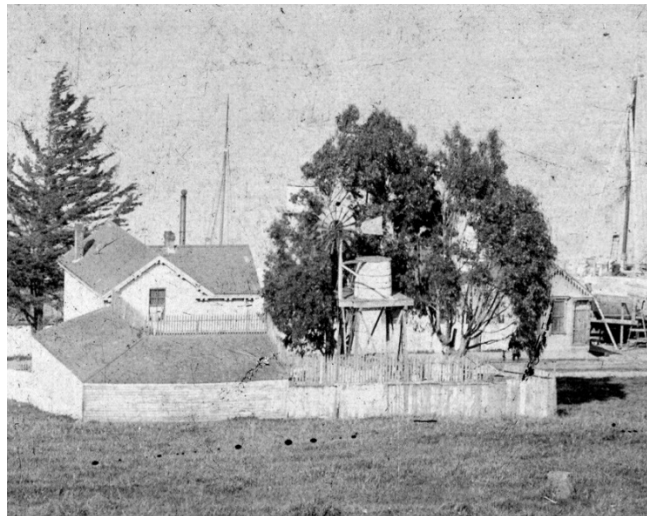


Figure 115. Detail of 1902 photograph of residences lining Innes Avenue, with boatyards along the shore of India Basin visible in the background. The Shipwright's Cottage is at right.

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

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

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

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

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



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

Source: City of San Francisco Planning Department

⁵¹ 1920 United States Census, San Francisco, San Francisco County, California; sheet no. 14B, family 13, dwelling 13, lines 60-65; January 14, 1920, accessed July 28, 2015, <http://www.ancestry.com>.

⁵² Farrell, “900 Innes Avenue,” 6.

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

Building Permit/Construction Chronology

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

Date	Description	Source
<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

⁵³ Alex Bevk, “Shipwright’s Cottage at 900 Innes Hit with Graffiti Abatement,” October 19, 2012, http://sf.curbed.com/archives/2012/10/19/shipwrights_cottage_at_900_innes_hit_with_graffiti_abatement.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.⁵⁴ Regardless, the building appears to have been unique in the neighborhood through its large scale and heavy timber construction, which was not otherwise used in the more modest residences and boatyard buildings along the basin shore. 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.

⁵⁴ Kelley & VerPlanck, *India Basin Survey*, 31.



Figure 119. William Heerdt's shop building within the fenced boatyard, photographed 1938; up is north.

Source: David Rumsey Map Collection



Figure 120. Detail of photograph of the India Basin shore, c. 1940s, showing the northwest façade of the building at 702 Earl Street

Source: Allemand Family Collection

According to the report of the India Basin Survey,

The boat yard became a hangout for local shipwrights and was soon nicknamed the Westward Ho Yacht Club. The building was located next door to the Bayview Boat Club, a professional association and social club for local boat builders that remained at India Basin until it was landlocked by land fill in the 1960s and subsequently moved to the vicinity of Pier 50.⁵⁵

On his 1942 draft registration card, Heerdt stated that he was self-employed at the Westward Ho Yacht Club, and that his residence was located in the same building at the corner of Earl Street and Hudson Avenue. Little more has been discovered about this organization; it is not listed in city directories and does not seem to have been covered in the *San Francisco Chronicle*. The building was not documented by the 1950 Sanborn Fire Insurance map.

In the 1953 San Francisco city directory (the earliest that provides a reverse directory), the Allemand Brothers Boatyard—a long-term tenant of the India Basin shoreline in the second half of the twentieth century, detailed more in depth in a subsequent section—was addressed at Earl at Hudson Avenue, near the location of Heerdt's building. While it is unclear if the Allemands occupied the yard surrounding the building, it is likely that William Heerdt had begun to lease the yard, as he had relocated his residence in order to live with his wife Louise in an apartment at 2300 Bay Street.

As documented in a 1958 aerial photograph (**Figure 121**), the boatyard surrounding the building at 702 Earl Street had built up its repair facilities at the shoreline, including two docks with marine/repair ways projecting diagonally from the base of the existing dock. The tenant of the yard is not known, however; after 1953, the Allemand Brothers Boat Repairs was not included in city directories. (The Allemand yard's later location, adjacent to the Anderson & Cristofani Boatyard, was not constructed until the 1960s, so it is possible the Allemands stayed at their Earl Street location until then despite not being listed in city directories.) By 1958, the setting of the building had also begun to change in noticeable ways. Firstly, a string of buildings had been constructed alongside Innes Avenue adjacent to the boatyard, representing the infilling of the neighborhood with more modern residences and commercial buildings. Secondly, the process of filling India Basin had begun, so that reclaimed land had reached the eastern boundary of Heerdt's yard. In subsequent years, the

⁵⁵ Kelley & VerPlanck, *India Basin Survey*, 31.

fill continued to advance northwest, and by the mid-1960s the building no longer had direct water access. It does not seem likely that the building and its surroundings were used as a boatyard following that point, but its function is not known.

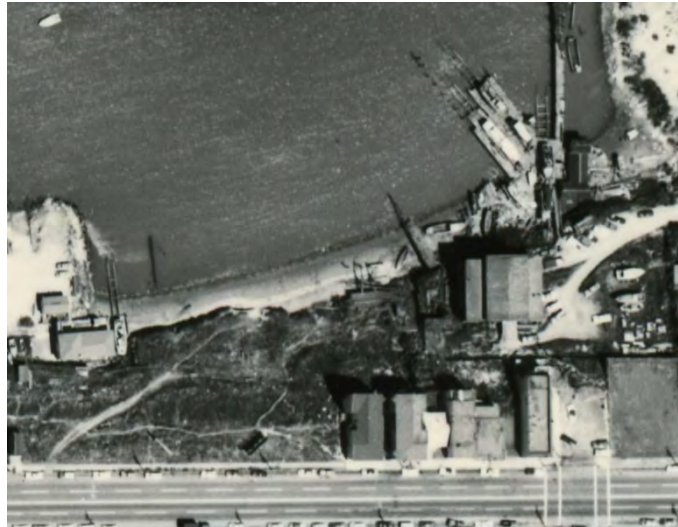


Figure 121. 1958 aerial photograph; note the edge of bay fill in the upper right hand corner of the photograph, as well as new residential development alongside Innes Avenue on adjacent parcels. Upper left is north.

Source: Pacific Aerial Surveys

William Heerdt died in 1977, and the following year his property at India Basin was transferred to Ethel Heerdt, a later wife. In 1987, it was sold to the Nobis family, who sold it and Lot 11 of the same block to Michael Hamman in 1997. Hamman removed truckloads of debris from the surrounding site. He embarked on rehabilitating the building as a residential and workshop space, which involved the following: constructing seismic shear walls; moving the interior residential unit into the third-story penthouse space; replacing deteriorated shiplap siding with plywood boards milling and installing windows; updating electrical systems; subdividing lower-level spaces into workshops for artists and craftspeople; and constructing the ground-level deck.⁵⁶ In 2002, soon after Hamman's project was profiled in the Home and Garden section of the *San Francisco Chronicle*, the San Francisco Department of Building Inspection issued him a series of code violations—sparking a well-publicized battle between Hamman and the City. Hamman ultimately won many of his appeals, although he was also required to continue to make upgrades to adhere to code, including constructing the exterior stairway that provides an additional egress route to the third-floor residential unit.^{57 58}

⁵⁶ Charles Smith, "Renewing Bay History," *San Francisco Chronicle*, May 18, 2002, accessed <http://www.sfgate.com/homeandgarden/article/Renewing-bay-history-Historic-boathouse-now-2834266.php>.

⁵⁷ Susan Sward, "Battle Brews Over Code Enforcement," *San Francisco Chronicle*, September 30, 2002, accessed <http://www.sfgate.com/politics/article/Battle-brews-over-code-enforcement-S-F-2790930.php>.

⁵⁸ Patrick Hoge, "Appeals Board Favors a David Over Goliaths," *San Francisco Chronicle*, January 24, 2003, <http://www.sfgate.com/bayarea/article/Appeals-board-favors-a-David-over-Goliaths-2677448.php>.

Building Permits/Construction Chronology

Date	Description	Source
7/26/1935	Construct shop for light hardware (\$750); unclear if this applied to the existing building or an outbuilding	Permit no. 15017
7/9/1937	Enclose property with fence (\$250)	Permit no. 28686
Undated pre-1997	Windows removed from the building	<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 Glimchamp	Charlotte De Glinchamp Viscountess Lionel Bouexie De La Driennays
9/11/1934	Estate of Edna De Glinchamp	Charlotte De Glinchamp Viscountess Lionel Bouexie De La Driennays
10/6/1934	Charlotte De Glinchamp, Viscountess Lionell Bouexie De	Harry Humes

Date	Deeded From	Deeded To
	La 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 Heerdt and Harry Humes	W.J. Heerdt
10/21/1955		William J. Heerdt (with Lot 11)
9/27/1978	W.J. Heerdt	Ethel Heerdt
6/3/1987		Kyoko Nobis
12/21/1988		Nobis Family Trust
8/1/1997	Paul David Nobis; Nobis Family Trust	Michael Hamman (with Lot 11)

Occupant History

Date	Occupant(s)	Source
1936-1940	W.J. Heerdt/W.J. Van Heerdt (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 Heerdt and a business partner constructed the building by themselves,⁵⁹ although the source of this conclusion is not specified.

838-840 INNES AVENUE

Property History

838-840 Innes Avenue (**Figure 27**) is located on the northeast side of Innes Avenue between the Griffith Street right-of-way and Arelious Walker Drive. Sanborn Fire Insurance Maps indicate that the parcel contained a one-story dwelling and shed by 1900 (**Figure 122**), part of the sparsely developed India Basin shipwright's community. The earliest known owners of the property are Richard Goble, Thomas Goble, and Mary Hunter, noted in the 1907 San Francisco Block Book; by 1921, it was owned by Henry "Pop" Anderson, the shipwright who operated the prominent boatyard one half block to the northwest. Anderson sold the parcel in 1921, after which time it changed hands multiple times before it was purchased by Thomas J. and Adeline Manning in 1937. An aerial photograph of the site taken the following year illustrates that the subject parcel, then located at the water's edge, was vacant apart from what appears to be a fenced yard and a dirt road leading from a parking area alongside Innes Avenue (**Figure 123**).

⁵⁹ Kelley & VerPlanck, *India Basin Survey*, 31.

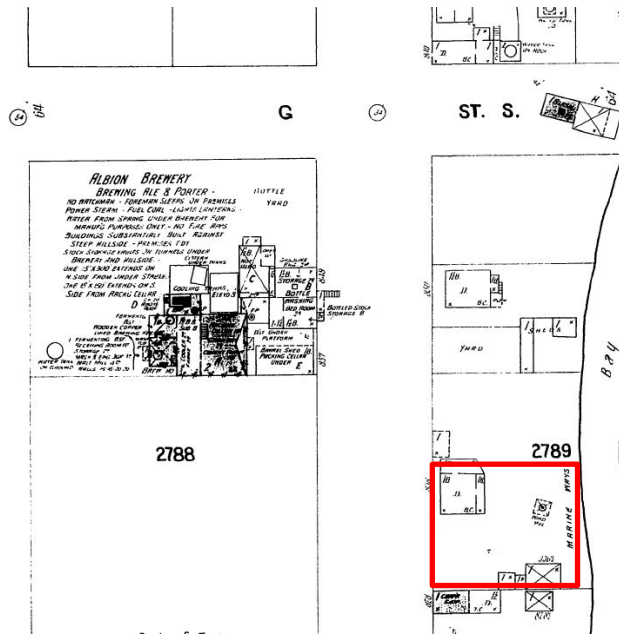


Figure 122. Detail of 1900 Sanborn Fire Insurance Map
Source: Digital Sanborn Maps, edited by author



Figure 123. 1938 aerial photograph, with approximate location of subject lot marked in red
Source: David Rumsey Map Collection, edited by author

A building permit was issued to Thomas Manning in 1938, corresponding to the period when the Hunters Point Improvement Club helped secure paving on Innes Avenue and improved municipal utilities infrastructure for the surrounding neighborhood. The permit approved a two-story building with basement, for a total cost of \$5,500. A job card completed for the building's construction indicates that it was completed in 1939 as a dwelling and store, suggesting that the building's current form—the Streamline Moderne-style one-story commercial storefront level attached to the rear, gabled residential unit—is original.

The Mannings were first listed as residents of 838 Innes Avenue in the 1940 *San Francisco Street and House Directory*, while 840 Innes Avenue was not listed at this time. In August 1941, however, a coffee shop at 840 Innes Avenue was listed for sale in the *San Francisco Chronicle*. The ad stated that the establishment was “nr. shipyard, fully equipt. and stocked. Beer license incl. \$350 equity. 840 Innes. Hunter’s Point.”⁶⁰ It is not known if the business was sold as a result of this advertisement.

Further information about the Mannings is recorded in the 1940 U. S. Federal Census. At this time, the family resided at 838 Innes Avenue. Thomas Manning was 49 years old and worked as a “special patrol officer,” while Adeline—54 years old and born in England—was a restaurant waitress. It is therefore plausible that she worked in the coffee shop and bar located in the front portion of the building. A 23-year-old stepdaughter, Alsace, was also listed at the residence. At this time, the value of the Mannings’ home was recorded at \$6,000.⁶¹

The bombing of Pearl Harbor and the United States’ entrance into World War II rapidly transformed Hunters Point, as the operations of the Hunters Point Naval Shipyard accelerated and thousands of new workers’ apartments were constructed on the Hunters Point ridge. Innes Avenue became the primary access road to the Navy’s facility, and it is assumed that the restaurant or bar at 840 Innes Avenue contributed to a nascent commercial area along Innes that benefited from the daily wave of commuters transiting to and from the shipyard.

According to a 1944 article printed in the *Chronicle*, San Francisco mayor Roger Lapham spoke at 838 Innes Avenue about his proposal to merge the Market Street Railway and Municipal Railway. The audience was members of the Hunters Point Improvement Association, who had lobbied for a Market Street Railway line on Innes Avenue several years earlier.⁶² City directories do not tie the organization with the subject building, so it appears likely that the tenants were members of the group and held Mayor Lapham’s talk in their home.

The commercial tenant of 840 Innes during the 1940s is yet unknown. In 1950, the building was sold to two couples, Sydney and Emma Lea and John Joseph and Mary Wintersteen, who shared ownership. (Members of the Wintersteen family have owned a partial or full stake in the property ever since.) John Wintersteen worked in real estate⁶³ and, according to San Francisco deed records, owned several other properties in area. City directories indicate that unlike the Mannings, the new owners resided elsewhere and rented the subject building out to tenants. The building contained a restaurant in 1950; a separate one-story dwelling was also located near the shore of the bay within the same lot (**Figure 124**). The surrounding neighborhood contained a smattering of frame residences and boatyards, while another restaurant was located four parcels to the southeast on Innes Avenue.

⁶⁰ “Business Opportunities,” *San Francisco Chronicle*, August 29, 1941, p. 24.

⁶¹ 1940 United States Census, San Francisco City, San Francisco County, California; sheet 11A, lines 33-35; April 10, 1940. Accessed May 7, 2015, www.ancestry.com.

⁶² “Lapham Tells of Benefits in Rail Purchase,” *San Francisco Chronicle*, April 25, 1944, p. 8.

⁶³ “Merry Christmas from Harry Hoefler,” *San Francisco Chronicle*, December 25, 1948, p. 6.

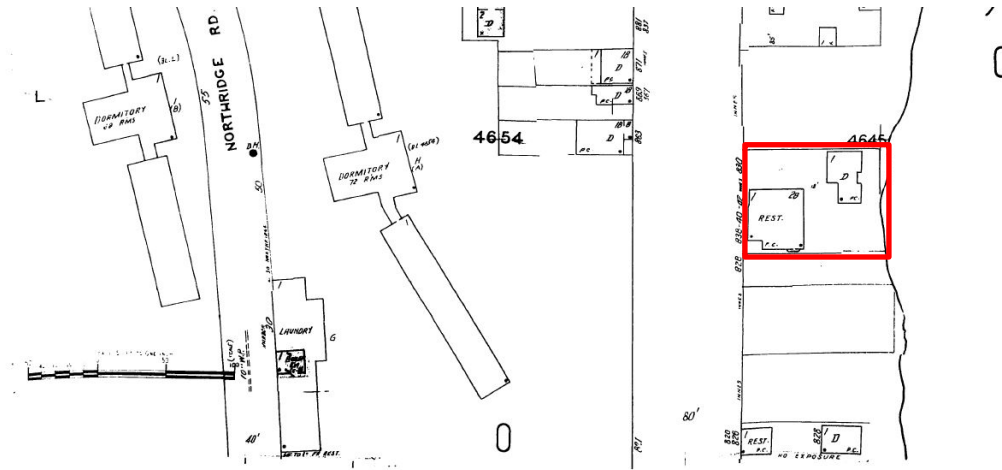


Figure 124. Detail of 1950 Sanborn Fire Insurance Map, showing 838-840 Innes and separate dwelling to the rear
Source: Digital Sanborn Maps, edited by author

The next known tenant, from 1953 to 1957, was Eva Burgard, who rented 838 Innes Avenue and operated Eva’s Restaurant within the building’s commercial space. In 1958, a San Francisco building permit was issued for 840 Innes Avenue for alterations including opening an interior wall to allow the restaurant to expand into the existing residence. An aerial photograph from this year shows that the shore of the bay had been filled to some extent behind the building and was occupied by a boatyard (Figure 125). For the next couple of years, the front of the building contained the Tilley Restaurant, although the rear residence was vacant.

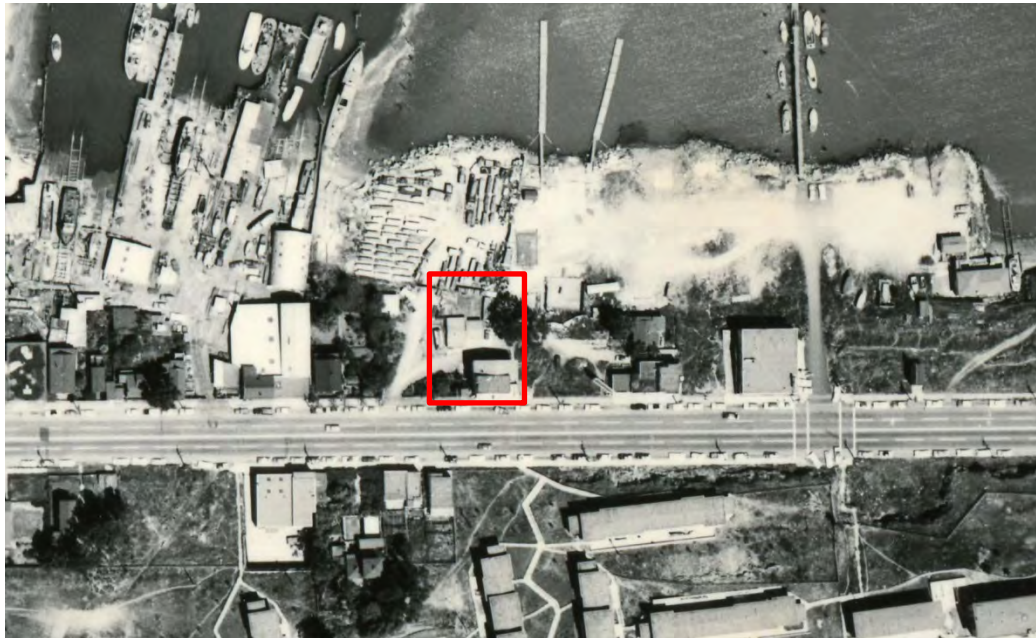


Figure 125. 1958 aerial photograph, showing fill at bayshore
Source: Pacific Aerial Surveys, edited by author

A permit issued for the building in 1958 allowed for the rear residential unit to be converted to a café, and subsequent city directories listed the Hunter’s Point Restaurant at 840 Innes—838 Innes was associated with the restaurant’s dining room or was not listed in directories. While the Hunter’s

Point Restaurant remained the name of the business until the restaurant closed, little additional information has been uncovered on this establishment.

The shoreline of India Basin shifted dramatically in the 1960s as owners of water lots in the eastern part of the basin filled in their parcels with debris.⁶⁴ The new eastern shore of India Basin ended to the rear of 838-840 Innes Avenue, so that the subject lot no longer sloped immediately to the bay. The other building on the property was demolished by 1969.

838-840 Innes Avenue, owned by the Wintersteens and Leas during the 1990s and by the Wintersteen family exclusively in the 2000s, operated as the Hunter's Point Restaurant until an undetermined date. The front, rear, and northwest façades of the building were painted with brightly colored wall signs advertising the restaurant. The signs advertise it as a soul food restaurant open 24 hours every day (Figure 126 and Figure 127). While the front commercial space is now vacant, the rear unit currently has residents once again. The date at which this unit became occupied has not been uncovered. The building's owner, John Joseph Wintersteen, applied for a permit in 2010 to replace windows, basement water supply, furnace, and electrical equipment. The building has recently been painted, and the sliding-track door at the front entrance to the residence appears to be a contemporary addition.



Figure 126. Undated photograph of the Hunter's Point Restaurant front façade
Source: flickr user Robby Virus



Figure 127. Undated photograph of the building's rear façade
Source: flickr user kristineenea

Building Permits/Construction Chronology

The following provides a permit history for 838-840 Innes Avenue. All historic addresses associated with the subject building were searched.

Date	Description	Source
8/19/1938	Erect 2-story frame store and 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

⁶⁴ Kelley & VerPlanck, *India Basin Survey*, 38.

Date	Description	Source
4/21/1958	Convert living area to café; opening through wall (\$600)	Permit no. 187352
3/3/1962	Install Coca-Cola electric sign	Permit no. 234191
5/6/2010	Remove 6'x12' general advertising sign per violation #10582 (\$1,500)	Permit no. 1211173
6/10/2010	Replace 4 windows with double-pane in residential unit. Replace water supply in basement. Replace furnace (N) elec. Sol. Panel and circuits for mech. Improvements in rear unit (\$12,000)	Permit no. 1213883
9/22/2010	Reroofing; replace existing roof; torch on flat roofing product (\$1,000)	Permit no. 1221812
Unknown	First-floor windows replaced at rear façade	Present site conditions

Ownership History

Date	Deeded From	Deeded To
7/6/1921	Henry P. Anderson	H. Crummy Inc.
9/25/1922	H. Crummy Inc.	Henry F. Wrigley
5/17/1935	Clark and Henery Construction	B. Morris
5/17/1935	B. Morris	Frank Daunet
10/14/1936	Frank Daunet	Mary Maloney
7/14/1937	William and Mary Maloney	Thomas J. and Adeline Manning (first owners of the subject building)
5/25/1950		Sydney and Emma Lea (50%); John J. and Mary Wintersteen (50%)
3/30/1984		John J. and Mary Wintersteen (50%); Sydney Lea (25%); Jed Lea (25%)
1/19/1988		John J. and Mary Wintersteen (50%); Wells Fargo Bank (25%); Jed Lea (25%)
9/25/1998		Mary Wintersteen (50%); Wells Fargo Bank (25%); Jed Lea (25%)
2/20/2001	John J. Wintersteen	J.J. Wintersteen and Jane E. Wintersteen, trustees of a revocable trust
2/20/2001	John J. Wintersteen	Elizabeth Ann Wintersteen-Moussier
5/16/2001	Elizabeth Ann Wintersteen-Moussier	Elizabeth Ann Wintersteen-Moussier, trustee of a revocable trust

Beginning in 1963, the commercial space at 840 Innes Avenue housed the Hunter’s Point Restaurant, which remained the name of the business until the restaurant closed.

Occupant History

Date	Occupant(s)	Source
1940	Thomas and Adeline Manning (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.⁶⁵

⁶⁵ Olmsted, *Scow Schooners of San Francisco Bay*, 22.



Figure 128. Jack London's boat, the *Snark*, under construction at Pop Anderson's yard, 1907. The rear wing of the Shipwright's Cottage and the attached well and windmill structure are visible at left, indicating the shoreline of India Basin lay noticeably closer to the residence than it does currently.

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

In 1900, Anderson lived with his wife Annie and three children (Harry W., Alfreda, and Alma) at 850 Innes, in the immediate vicinity of his boatyard.⁶⁶ Anderson initially partnered with Daniel Larsen and operated the yard under the name Anderson & Larsen,⁶⁷ although the 1900 Sanborn map identifies the yard only as the H. Anderson Ship Yard (**Figure 129**). The major features within its boundaries at the turn of the twentieth century were a storage shed and a series of marine ways lining the shore; the tool shed and water tank house (although then used for another purpose, not legible on the Sanborn map) had already been built on the adjacent parcel and, according to the 1907 San Francisco Block Book, were also owned by Anderson. Fred Siemer's yard filled the adjacent parcel to the northwest, containing a workshop and marine ways. By the time the 1914 Sanborn map was produced (**Figure 130**), Anderson's yard had expanded both to the northwest (subsuming Siemer's) and to the southeast. The earlier facilities were now joined by a band saw building, lumber shed, boat storage buildings, and planing mill. As previously, marine way tracks lined the shore.

⁶⁶ 1900 United States Census, San Francisco, San Francisco County, California; sheet no. 3, family 46, dwelling 46, lines 22-26; June 4, 1900, accessed July 28, 2015, <http://www.ancestry.com>.

⁶⁷ Farrell, "900 Innes Avenue," 6.

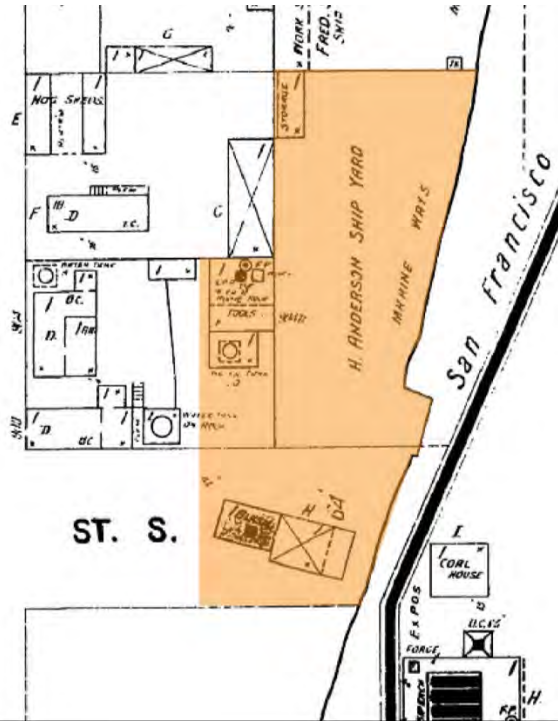


Figure 129. Detail of 1900 Sanborn Fire Insurance Co. map, showing the approximate area extent of the Anderson yard at this time
Source: California Digital Sanborns, edited by Page & Turnbull

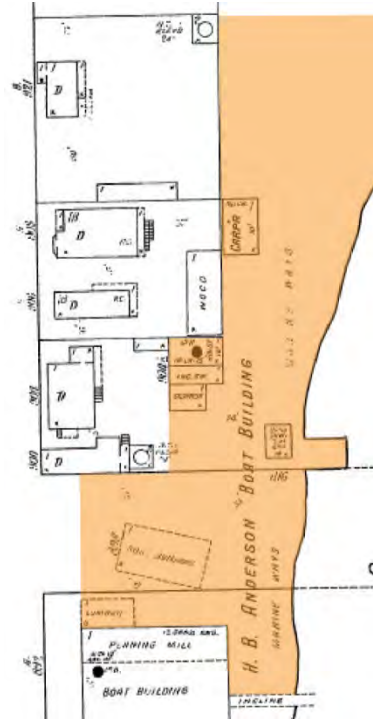


Figure 130. The Anderson yard had expanded to the northwest and southeast by 1914; the approximate area of the yard is shaded
Source: California Digital Sanborns; edited by Page & Turnbull

Pop Anderson and August Siemer partnered in the yard during the 1920s;⁶⁸ this was a period in which demand for India Basin’s boatyards was flagging somewhat, and several of the smaller facilities were absorbed by the area’s larger yards.⁶⁹ In the mid-1920s, Anderson transferred the business to his son, Walter. Walter Anderson and Alfred Cristofani, a yard employee who had started as an apprentice in 1907, took over as partners, providing the name that the business would carry for the next several decades.⁷⁰ Advertisements that ran in the *San Francisco Chronicle* in the late 1920s and 1930s offered Anderson and Cristofani’s services in both custom building and boat repair (Figure 131 and Figure 132). The business of ships continued to be newsworthy at this time, and print articles frequently detailed the yard’s more significant commissions—including luxury cruisers and police patrol boats, characteristically launched with a bottle of champagne smashed against the hull.

⁶⁸ Ibid.

⁶⁹ Kelley & VerPlanck, *India Basin Survey*, 28.

⁷⁰ H.W. Kusserow, “50 Years at the Shipyard,” *San Francisco Examiner*, July 29, 1975, 45.



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.”⁷¹ To the rear of the office and tool shed, in the current location of the compressor house, was an elongated building of unknown function that extended over the edge of the shore. Marine ways were bundled along the shoreline, which appears to have retained a surface of unpaved dirt.



Figure 133. Detail of 1935 aerial photograph, illustrating the landscape of the India Basin Scow Schooner Boatyard (current area shaded); left is northwest.
Source: Pacific Aerial Surveys, edited by Page & Turnbull

⁷¹ Kelley & VerPlanck, *India Basin Survey*, Appendix B.

Following this point, the use of scow schooners and other transport vessels dwindled rapidly throughout the Bay Area, and the yard's business shifted away from boat building and towards boat repair. Anderson and Cristofani continued to update their facilities, including the construction of the east outfitting dock c. 1938-1946 to replace an earlier dock in the same location. The blacksmith and machine shop was built atop the dock within the next several years. Also during this period, the ramp surface of the east marine ways was raised, so that the ramp and marine ways remained above the water while extending further into the basin. In 1941, the boatyard property was deeded to Pop Anderson's four children: Walter, Harry, Alfrida, and Alma. Harry, Alfrida, and Alma in turn sold their stakes to Walter.

The rapid build-up of the Hunters Point Naval Shipyard around 1940 brought a windfall to the Anderson & Cristofani yard, as the demand for ships outstripped what the Navy's Hunters Point facilities were able to produce at one time. Anderson & Cristofani received a commission, which they accommodated by increasing their roster of employees during the war from around 45 to 250; the yard constructed twelve Naval coastal transport ships and six minesweepers.⁷²

Following the end of the war and the yard's return to normal operations, Anderson & Cristofani was well established among Bay Area boatyards. Repair business remained steady, and photographs of the property during this time show the landscape tightly packed with sheds, ladders, and boats hauled up on shore (Figure 134). *Alma*, the bay scow schooner constructed in 1891 by Fred Siemer, was purchased by the State of California and was restored at the Anderson & Cristofani yard in the 1960s (Figure 135). The ship subsequently became a centerpiece of the San Francisco Maritime Museum's collection of vessels and was named a National Historic Landmark.



Figure 134. The Anderson & Cristofani Boatyard, viewed from Innes Avenue through the main entrance, 1964; the Shipwright's Cottage is at left
Source: Maritime Research Center, San Francisco Maritime National Historical Park



Figure 135. *Alma* being repaired on the yard's central construction way, 1969; Hunters Point housing in the background
Source: Maritime Research Center, San Francisco Maritime National Historical Park

Major changes to the yard through the 1940s-1970s included the construction of the current compressor house to replace the larger, elongated building located between the central and west marine ways, and the pouring of concrete ramps surrounding the embedded wood rail tracks of the east and west marine ways. The central concrete wharf appears to have been poured between 1989

⁷² Kusserow, "50 Years."

and 1997, replacing the earlier wood wharves at the center of the yard. One effect of the large concrete surface was that much of the yard’s shoreline shifted to the northeast.

The various parcels comprising the Anderson & Cristofani Boatyard were deeded to Merrill Anderson in 1965, along with the lot containing the Shipwright’s Cottage. During the mid-1970s, Anderson sold the parcels to Ableship Co., which continued to operate a boat building and repair yard under the Anderson & Cristofani name. As previously described, the adjacent Shipwright’s Cottage was converted from a residence into an office for the boatyard at an unspecified date during this period. Ableship laid a paved staging area and storage yard at the west edge of the property during the 1980s, located on the bay fill in India Basin’s west end. In addition, several support buildings located near the yard’s entrance were demolished, and the current corrugated metal storage shed was built at the western edge of the property. According to the 1998 Sanborn map, the yard was operated as the Pacific Ship and Boat House Yard & Marine Ways. A subsequent tenant of the property, Granite Construction, used areas of the site to stockpile salvaged construction materials.⁷³

The parcels comprising the India Basin Scow Schooner Boatyard were among those donated to the Tenderloin Housing Clinic in 2007, and they were sold to the City and County of San Francisco along with the Shipwright’s Cottage in 2014.

Building Permits/Construction Chronology

Date	Description	Source
<i>c. 1875</i>	Shipwright’s Cottage constructed; Johnson Dircks’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

⁷³ 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	Shipyards Holdings	4646/001 and 002; 4629A/010; 4630/002
12/31/2007	Shipyards 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**).

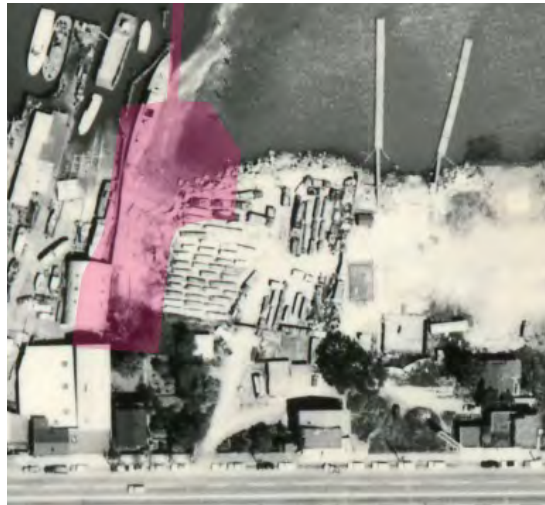


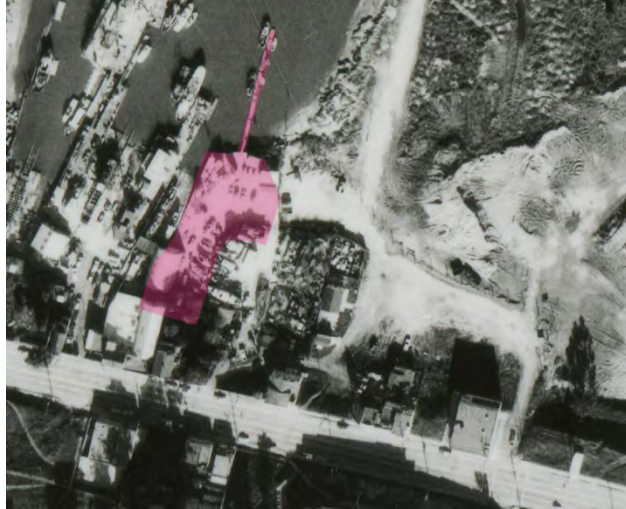
Figure 136. Detail of 1958 aerial photograph, with storage yard in the future location of the Allemand Brothers Boatyard (shaded); upper left is north.
Source: Pacific Aerial Survey, edited by Page & Turnbull

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.”⁷⁴

The Allemand boatyard appears to have had its general current arrangement of features and spaces from this early point. Nestled beside the Anderson & Cristofani Boatyard in the corner of the narrowed India Basin inlet, it comprised a large concrete wharf that projected somewhat into the water and held a collection of boats that had been removed from the water; an office and small support building stood at the northeast corner of the wharf (**Figure 137**). The Allemands extended a fence around the east marine ways in order to haul craft in and out of the water. Waterborne boats were tethered to the dock that extended into India Basin from the tip of the wharf.

The ark houseboat currently tied to the dock within the boatyard was brought to this location between 1989 and 1997, based on aerial photographs. The current owner of the boat suggests that it is the same vessel that appears in photographs of the hulk dumping ground at the west end of India Basin, taken in the late 1920s and 1930s, although differences in fenestration pattern suggest that it might be a different boat.

⁷⁴ Erin Farrell, “900 Innes Avenue,” 7.



**Figure 137. Allemand Brothers Boatyard, 1969 (shaded); upper left is north.
Source: Pacific Aerial Surveys, edited by Page & Turnbull**

While the Allemands constructed wood boats in the yard, much of their business was in repairs—and had an increasingly small but committed client base as fiberglass boats became *de rigueur*. The brothers are also remembered as central figures within San Francisco’s boatbuilding community, known for hosting daily coffee klatches and other social gatherings. The brothers’ legend was bolstered because both continued working until they were well into old age, and because their yard remained in business after all others in India Basin folded. According to the Allemands, they were offered to purchase the Anderson & Cristofani Boatyard but declined, preferring to remain a small business. They finally began to wind down operations in 2004, when Flip was 86 and John nearly 90.⁷⁵ ⁷⁶ John Allemand died at the end of that year, and Flip in 2007. The former Allemand wharf is now used primarily for automobile parking for surrounding tenants, but a few boats are still stored there. The boatyard’s office (**Figure 138**) was documented by the 2008 India Basin Survey but was subsequently demolished.



**Figure 138. The office of the Allemand Brothers boatyard, photographed 2002, subsequently demolished. The storage building that remains at the site is visible to the rear of the office.
Source: Darryl Bush, *San Francisco Chronicle***

⁷⁵ Julian Guthrie, “The Last of the Mohicans,” *San Francisco Chronicle*, December 11, 2002, accessed <http://www.sfgate.com/bayarea/article/The-last-of-the-Mohicans-2-brothers-both-in-2746866.php#photo-2187470>.

⁷⁶ Donna Horowitz, “Boatyards Owners Clearing the Decks,” *Los Angeles Times*, January 5, 2004, accessed <http://articles.latimes.com/2004/jan/05/local/me-fish5>.

Building Permits/Construction Chronology

Date	Description	Source
<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 2005.⁷⁷ The development of the park involved the creation of wetlands, funded by the San Francisco International Airport to offset the potential environmental impacts of its construction program.⁷⁸

As India Basin Shoreline Park largely exists on reclaimed land and does not contain any built features that appear to be potential cultural resources, detailed research into the area's past owners, occupants, and alterations was not conducted for this report.

INDIA BASIN OPEN SPACE

India Basin Open Space covers the edge of the mass of infilled land that stretches along much of India Basin's central southern shore. Filled during the 1960s, this area did not experience any significant degree of development during subsequent decades. It appears to have been regraded during the 1980s; the current boundaries of the park can be observed in a 1997 aerial photograph, which also shows a broad dock extending into India Basin along the northern shoreline (**Figure 112**). Its current features—namely the pedestrian path that follows the edge of the upland area—were put in place by 2005. Wetlands were also included in the park design as a mitigation measure for construction at SFO.

⁷⁷ "India Basin Shoreline Park," San Francisco Parks Alliance, accessed August 11, 2015, <http://www.sfparksalliance.org/our-parks/parks/india-basinshoreline-park>.

⁷⁸ Gerald D. Adams, "SFO Money to Restore Wetlands," February 13, 1997, <http://www.sfgate.com/news/article/SFO-money-to-restore-wetlands-3136464.php>.

As India Basin Open Space exists on reclaimed land and does not contain any built features that appear to be potential cultural resources, detailed research into the area's past owners, occupants, and alterations was not conducted for this report.

UNDEVELOPED PROJECT AREA

The remaining portion of the project area primarily covers the area of infilled land bounded at the west and north shorelines by India Basin Open Space. Additional lots face onto Innes Avenue, several of which contained residences, outbuildings, and docks still into the 1930s. All lots belonging to the project area were subsequently cleared. The current path of Arelious Walker Drive, terminating in a cul-de-sac, was graded and is visible in a 1989 aerial photograph. Over the following decade, both this street and a portion of Hudson Street (reaching the Allemand Brothers' boatyard) were paved, and poplars were planted around the edge of Arelious Walker Drive. The additional features found within the site—namely fencing and gates and intermodal shipping containers—are undated.

As this undeveloped portion of the project area does not contain any features that appear to be potential cultural resources, detailed research into the area's past owners, occupants, and alterations was not conducted for this report.

VI. EVALUATION

CALIFORNIA REGISTER EVALUATION CRITERIA

As described in section II of this document, the California Register is an inventory of significant architectural, archaeological, and historic resources in the State of California. The California Register follows nearly identical significance guidelines to those used by the National Register, but identifies the Criteria for Evaluation numerically.⁷⁹

In order for a property to be eligible for listing in the California Register, it must be found significant under one or more of the following criteria.

- *Criterion 1 (Events):* Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
- *Criterion 2 (Persons):* Resources that are associated with the lives of persons important to local, California, or national history.
- *Criterion 3 (Architecture):* Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.
- *Criterion 4 (Information Potential):* Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of the local area, California, or the nation.

Different from the National Register, the California Register does not have a strict 50-year age threshold to qualify for eligibility. Rather, a “resource less than fifty years old may be considered for listing in the California Register if it can be demonstrated that sufficient time has passed to understand its historical importance.”⁸⁰

The following section examines the properties within the subject project area for eligibility as cultural resources in the California Register, evaluated according to the sub-areas earlier identified and described in this report. The following analysis will not include discussions of eligibility under Criterion 4 (Information Potential), as this criterion applies to properties that may contain archeological resources and is beyond the scope of this report.

INTEGRITY

In order to qualify for listing in the California Register, a property must possess significance under one of the aforementioned criteria 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.

⁷⁹ California Office of Historic Preservation, *Technical Assistant Series No. 7, How to Nominate a Resource to the California Register of Historic Resources* (Sacramento, CA: California Office of State Publishing, September 4, 2011) 11.

⁸⁰ California Office of Historic Preservation, *Technical Assistant Series No. 6, California Register and National Register: A Comparison* (Sacramento, CA: California Office of State Publishing, 2011) 3.

The process of determining integrity is similar for both the National Register and the California Register. The same seven variables or aspects that define integrity—location, design, setting, materials, workmanship, feeling, and association—are used to evaluate a resource’s eligibility for listing in the California Register and the National Register. According to the *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, these seven characteristics are defined as follows:

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.”⁸¹ Additionally, buildings that have been moved since original construction—a situation that typically destroys a property’s integrity for the purposes of the National Register—is not thought to automatically disqualify California Register listing, particularly “if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historical resource.”⁸²

SHIPWRIGHT’S COTTAGE

California Register Eligibility

As described in section II of this document, the Shipwright’s Cottage has been evaluated previously for National Register eligibility, California Register eligibility, and San Francisco Article 10 Landmark status. The evaluation of California Register eligibility has not been officially adopted. The previous evaluations have specified that the building is an individually significant historic resource under Criterion A/1 (Events) and Criterion C/3 (Architecture), although each evaluation identifies a slightly different period of significance. The following evaluation provides Page & Turnbull’s findings

⁸¹ Ibid.

⁸² Ibid.

regarding the significance of the Shipwright's Cottage as an individual historic resource, for the purposes of California Register evaluation and CEQA review.

Criterion 1

Page & Turnbull finds that the Shipwright's Cottage is significant as an individual resource under Criterion 1, as it conveys the residential development of the remote India Basin neighborhood during the last quarter of the nineteenth century. Constructed c. 1875 by shipwright Johnson Dircks, the residence was among the first buildings constructed in the small residential and working community alongside India Basin. Photographs from the turn of the twentieth century, as well as the 1900 Sanborn Fire Insurance map, indicate that at this time India Basin consisted of a series of relatively modest residences lining Innes Avenue (**Figure 102** and **Figure 115**), adjacent to the small boatyards at the shoreline. The residences contributed to the neighborhood's specific development pattern, rooted in the original shipwrights' self-sufficient building ethic and with a somewhat rural character that was distinct from more densely packed residential neighborhoods near the core of San Francisco. Of these early homes near India Basin, the Shipwright's Cottage is one of only two that remain. (The other is 911 Innes Avenue, constructed c. 1873.) The Shipwright's Cottage therefore is a rare example of a residence conveying the significant development of India Basin prior to the twentieth century; its period of significance under Criterion 1 is 1875, signifying the building's year of construction.

Taken alone as an individual resource, the building does not clearly convey its associations with the wood boat building and repair industry that defined the India Basin neighborhood during the late nineteenth and early twentieth centuries; rather, it best conveys these associations as a contributing property within the entire India Basin Scow Schooner Boatyard site, evaluated in a following section.

Criterion 2

The Shipwright's Cottage was constructed by ship carpenter Johnson Dircks and later occupied by members of the Siemer and Jorgenson families, which included locally important individuals who were heavily involved in the significant wood shipbuilding industry that defined India Basin during the late nineteenth and early twentieth centuries. While these individuals are noteworthy figures within the history of India Basin, Page & Turnbull considers that their contributions to the labor history of the San Francisco Bay region are more appropriately conveyed by the extant India Basin Scow Schooner Boatyard site, evaluated later in this document, rather than by their residence. The Shipwright's Cottage therefore does not appear to be eligible to the California Register under Criterion 2.

Criterion 3

Page & Turnbull finds that the Shipwright's Cottage is individually eligible to the California Register under Criterion 3, as a distinctive example of vernacular architecture in southeastern San Francisco. The residence was constructed c. 1875 as part of the very small and remote community of shipwright's clustered alongside India Basin. No original building permit or plans for the cottage have been located, and it is likely that original owner Johnson Dircks constructed the residence himself. The building's relatively simple massing and wood-frame construction typify vernacular building activity in the India Basin neighborhood during this early period of its development. Yet the residence still conveys an elevated level of design, specifically through its stylized sawn bargeboard and Italianate window and door hoods at the Innes Avenue façade. The Shipwright's Cottage thus interpreted architectural styles (particularly the Italianate) being employed in middle- and upper-class neighborhoods in the core areas of San Francisco, yet at a restrained scale appropriate to a working class residence. Page & Turnbull finds that the Shipwright's Cottage embodies the distinctive characteristics of an Italianate worker's cottage dating from the mid- to late-nineteenth century in San

Francisco, and possesses high artistic values. The period of significance for the Shipwright's Cottage under Criterion 3 is 1875, signifying the building's year of construction.

Integrity

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 Staddcutter. Historic photographs from the time of the building's construction indicate that it was the largest and most imposing building located in the India Basin area, and distinct from the surrounding residences and boatyard buildings through its scale and its solid, heavy timber framing—a construction method that was typical in the United States during the eighteenth and nineteenth centuries but increasingly rare in later periods (apart from under wartime conditions when steel was at a premium). The scale and technique of the building represents a notable advance in India Basin building that nonetheless is in keeping with the all-wood material palette and do-it-yourself construction ethos that had characterized the neighborhood until just prior to World War II, as the area remained isolated from the modernizing building trends of broader San Francisco. The building at 702 Earl Street is an unusual and impressive industrial building that does not appear to have a match elsewhere in San Francisco. The building's period of significance is its dates of construction, 1935-1936.

Integrity

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 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

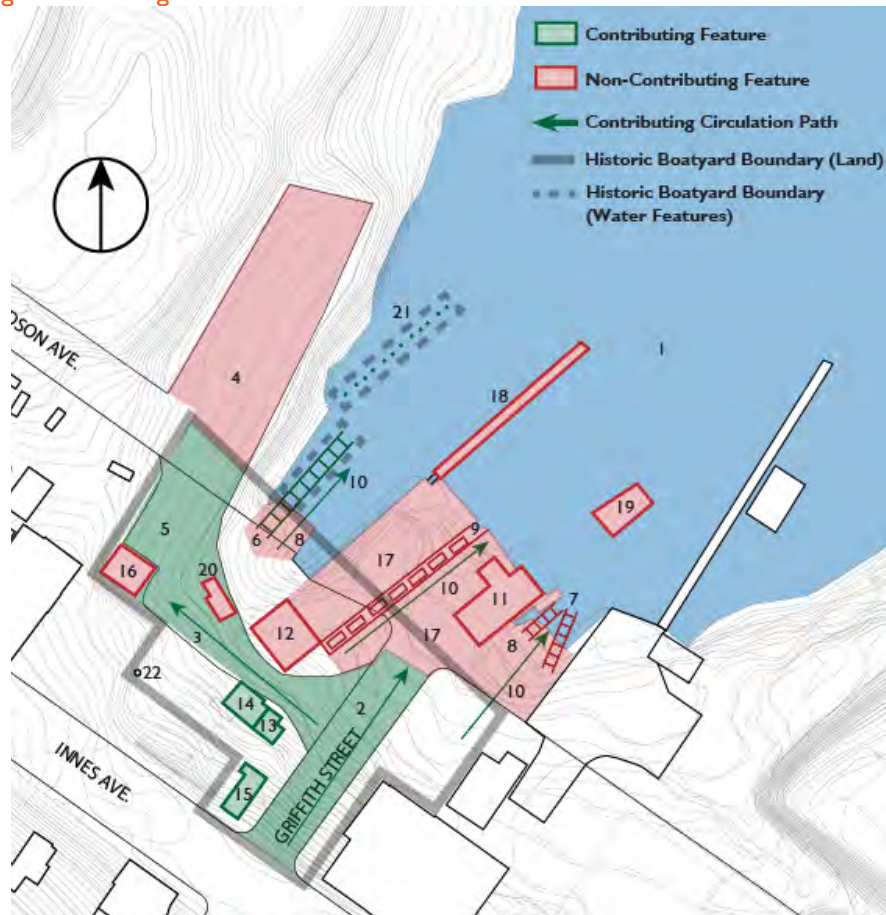


Figure 139. Contributing and non-contributing features within the historically significant India Basin Scow Schooner Boatyard cultural landscape; the historic boundary of the landscape is marked in gray, and contributing features located within India Basin are demarked with dotted lines.

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."⁸³ The houseboat at the Allemand Brothers Boatyard does not appear to be the best remaining example of this historically prevalent type of boat; the vessel collection of the San Francisco Maritime National Historical Park includes the Lewis Ark Houseboat, a restored ark boat currently listed in the National Register that appears to be a better

⁸³ National Park Service, *Nominating Historic Vessels*, accessed August 14, 2015, <http://www.nps.gov/nr/publications/bulletins/nrb20/vs1.HTM>.

remaining example of this boat type. Moreover, while the subject houseboat has the general rectangular form and shallowly barrel-arched roof representative of the ark houseboat type, it lacks a railing around the platform or additional features that would elevate the vessel to be considered a good representative of its type. Consequently, this ark houseboat does not appear to be eligible to the California Register for associations with the history or architectural design of this type of boat in San Francisco Bay.



Figure 140. Detail of photograph documenting the abandoned houseboat in India Basin, 1932

Source: San Francisco Public Library Digital Photograph Collection, AAB-8960



Figure 141. Current conditions of the houseboat tied to the Allemand Bros. boatyard dock

888 INNES AVENUE

California Register Eligibility

The building at 888 Innes Avenue was constructed as a vernacular industrial building in c. 1986; it cannot be demonstrated that sufficient time has passed to understand its historical importance, and therefore the building does not qualify for consideration for California Register eligibility.

INDIA BASIN SHORELINE PARK

California Register Eligibility

India Basin Shoreline Park was developed as a municipal park during the 1990s and does not appear to contain any resources that date to earlier periods. No features within the park, nor the park landscape as a whole, appear to be of an age that would qualify them for consideration for California Register eligibility. Moreover, no features within the park appear to have significance based on the park's historic context.

INDIA BASIN OPEN SPACE

California Register Eligibility

India Basin Open Space was initially developed as a municipal park during the 1990s and does not appear to contain any resources that date to earlier periods. No features within the park, nor the park landscape as a whole, appear to be of the age that would qualify them for consideration for California Register eligibility. Moreover, no features within the park appear to have significance.

UNDEVELOPED PROJECT AREA

The undeveloped area that fills much of the eastern portion of the project site is located primarily on reclamation ground dating to the 1960s. Several parcels of this area are located facing Innes Avenue and may have contained buildings or other features in the past, but currently these parcels are empty

with the exception of mobile intermodal shipping containers. Extant features such as fencing and gates are undated but do not appear to be of an age that would qualify them for consideration for California Register eligibility: it cannot be demonstrated that sufficient time has passed to understand their historical importance.

POTENTIAL INDIA BASIN HISTORIC DISTRICT ANALYSIS

The India Basin Scow Schooner Boatyard has been evaluated as a significant site rather than as a collection of significant properties collected within a district. Two other properties evaluated as part of this report—the building at 702 Earl Street and the Allemand Brothers Boatyard—were also used for wood boat building and repair, and therefore have the potential to share the India Basin Scow Schooner Boatyard’s associations with the significant maritime historic context of the India Basin neighborhood. As previously described, these two additional properties were constructed at the end of or well after India Basin’s era as an epicenter of the significant wood boat building industry in San Francisco. Constructed in 1935-1936, 702 Earl Street was completed at the conclusion of significant boat transport throughout the Bay Area and therefore was found not to have contributed to this context to the extent necessary for eligibility under Criterion 1. The Allemand Brothers Boatyard does not date to the India Basin Scow Schooner Boatyard’s period of significance and was not found to be significant under any criteria. Page & Turnbull therefore finds that no California 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.

SUMMARY OF HISTORIC RESOURCE EVALUATION

This Historic Resource Evaluation has considered properties contained within a project area in the India Basin neighborhood of San Francisco. Three of these properties have been found eligible for listing in the California Register for their various associations with the maritime history and architectural practices of the India Basin neighborhood in southeastern San Francisco:

- Shipwright’s Cottage, 900 Innes Avenue
 - Individually eligible building under California Register Criterion 1 (Events) and Criterion 3 (Architecture);
 - 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.

VII. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The California Environmental Quality Act (CEQA) is state legislation (Pub. Res. Code §21000 et seq.) that provides for the development and maintenance of a high quality environment for the present-day and future through the identification of significant environmental effects.⁸⁴ CEQA applies to “projects” proposed to be undertaken or requiring approval from state or local government agencies. “Projects” are defined as “...activities which have the potential to have a physical impact on the environment and may include the enactment of zoning ordinances, the issuance of conditional use permits and the approval of tentative subdivision maps.”⁸⁵ Historic and cultural resources are considered to be part of the environment. In general, the lead agency must complete the environmental review process as required by CEQA.

A property may qualify as a historic resource if it falls within at least one of four categories listed in CEQA Guidelines Section 15064.5(a), which are defined as:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.).
2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1 (g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).
4. The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Pub. Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Pub. Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Pub. Resources Code sections 5020.1(j) or 5024.1.⁸⁶

The Shipwright’s Cottage, India Basin Scow Schooner Boatyard, and 702 Earl Street have been determined eligible for listing in the California Register and are therefore considered historical resources for CEQA review as defined under Category 3 above.

⁸⁴ State of California, California Environmental Quality Act, accessed August 31, 2007, http://ceres.ca.gov/topic/env_law/ceqa/summary.html.

⁸⁵ Ibid.

⁸⁶ Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.

CITY AND COUNTY OF SAN FRANCISCO PLANNING DEPARTMENT CEQA REVIEW PROCEDURES FOR HISTORIC RESOURCES

As a certified local government and the lead agency in CEQA determinations, the City and County of San Francisco has instituted guidelines for initiating CEQA review of historic resources. The San Francisco Planning Department's "CEQA Review Procedures for Historical Resources" incorporates the State's CEQA Guidelines into the City's existing regulatory framework.⁸⁷ To facilitate the review process, the Planning Department has established the following categories to establish the baseline significance of historic properties based on their inclusion within cultural resource surveys and/or historic districts:

- **Category A – Historical Resources is divided into two sub-categories:**
 - **Category A.1 – Resources listed on or formally determined to be eligible for the California Register.** These properties will be evaluated as historical resources for purposes of CEQA. Only the removal of the property's status as listed in or determined to be eligible for listing in the California Register of Historic Resources by the California Historic Resources Commission will preclude evaluation of the property as an historical resource under CEQA.
 - **Category A.2 – Adopted local registers, and properties that have been determined to appear or may become eligible, for the California Register.** These properties will be evaluated as historical resources for purposes of CEQA. Only a preponderance of the evidence demonstrating that the resource is not historically or culturally significant will preclude evaluation of the property as an historical resource. In the case of Category A.2 resources included in an adopted survey or local register, generally the "preponderance of the evidence" must consist of evidence that the appropriate decision-maker has determined that the resource should no longer be included in the adopted survey or register. Where there is substantiated and uncontroverted evidence of an error in professional judgment, of a clear mistake or that the property has been destroyed, this may also be considered a "preponderance of the evidence that the property is not an historical resource."
- **Category B - Properties requiring further consultation and review.** Properties that do not meet the criteria for listing in Categories A.1 or A.2, but for which the City has information indicating that further consultation and review will be required for evaluation whether a property is an historical resource for the purposes of CEQA.
- **Category C - Properties determined not to be historic resources or properties for which the city has no information indicating that the property is a historic resource.** Properties that have been affirmatively determined not to be historical resources, properties less than 50 years of age, and properties for which the City has no information.⁸⁸

⁸⁷ San Francisco Planning Department, "San Francisco Preservation Bulletin No. 16: City and County of San Francisco Planning Department CEQA Review Procedures for Historic Resources," (San Francisco: October 2004).

⁸⁸ Ibid.

As previously discussed, the Shipwright's Cottage, India Basin Scow Schooner Boatyard, and 702 Earl Street have been determined to be individual properties eligible for listing in the California Register, and therefore each falls under Category A.2 "adopted local registers" (for Shipwright's Cottage) and "properties that have been determined to appear eligible for the California Register."

THRESHOLD FOR SUBSTANTIAL ADVERSE CHANGE

According to CEQA, a "project with an effect that may cause a substantial adverse change in the significance of an historic resource is a project that may have a significant effect on the environment."⁸⁹ Substantial adverse change is defined as: "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historic resource would be materially impaired."⁹⁰ The significance of an historical resource is materially impaired when a project "demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance" and that justify or account for its inclusion in, or eligibility for inclusion in, the California Register.⁹¹ Thus, a project may cause a substantial change in a historic resource but still not have a significant adverse effect on the environment as defined by CEQA as long as the impact of the change on the historic resource is determined to be less-than-significant, negligible, neutral or even beneficial.

In other words, a project may have an impact on a historic resource, and that impact may or may *not* impair the resource's eligibility for inclusion in the California Register. If an identified impact would result in a resource that is no longer able to convey its significance and is therefore no longer eligible for listing in the California Register, then it would be considered a significant adverse change.

In addition, according to Section 15126.4(b)(1) of the Public Resources Code (CEQA), if a project adheres to the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (the Standards), the project's impact "will generally be considered mitigated below the level of a significance and thus is not significant."⁹²

SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION

The Standards provide guidance for working with historic properties. The Standards are used by lead agencies to evaluate proposed rehabilitative work on historic properties, with the stated goal of making possible "a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values."⁹³ The Standards are used by federal agencies in evaluating work on historic properties. The Standards have also been adopted by local government bodies across the country for reviewing proposed rehabilitation work on historic properties under local preservation ordinances. The Standards are a useful analytic tool for understanding and describing the potential impacts of proposed changes to historic resources. Under CEQA, proposed projects that adhere to the Standards benefit from a regulatory presumption that they would not materially impair a historic resource. Projects that *do not* adhere to the Standards may cause either a substantial or less-than-substantial adverse change in the significance of a historic resource.

⁸⁹ CEQA Guidelines subsection 15064.5(b).

⁹⁰ CEQA Guidelines subsection 15064.5(b)(1).

⁹¹ CEQA Guidelines subsection 15064.5(b)(2).

⁹² CEQA Guidelines subsection 15126.4(b)(1).

⁹³ National Park Service, "Rehabilitation as a Treatment," accessed July 6, 2016, <https://www.nps.gov/tps/standards/fourtreatments/treatment-rehabilitation.htm>.

The Standards offers four sets of standards to guide the treatment of historic properties, including cultural landscapes: Preservation, Rehabilitation, Restoration, and Reconstruction. The four distinct treatments are defined as follows:

Preservation focuses on the maintenance and repair of existing historic materials and retention of a property's form as it has evolved over time.

Rehabilitation acknowledges the need to alter or add to a historic property to meet continuing or changing uses while retaining the property's historic character.

Restoration depicts a property at a particular period of time in its history, while removing evidence of other periods.

Reconstruction re-creates vanished or non-surviving portions of a property for interpretive purposes.⁹⁴

Typically, one treatment (and the appropriate set of standards) is chosen for the project based on the proposed project. In this case, the proposed project is focused on adapting historic properties to a new use and user group. Therefore, the *Standards for Rehabilitation* will be applied in the impacts analysis in a following section of this report.

⁹⁴ National Park Service, "Four Approaches to the Treatment of Historic Properties," accessed September 22, 2016, <http://www.nps.gov/tps/standards/four-treatments.htm>.

VIII. PROPOSED PROJECT DESCRIPTION

The following description explains the scope of the proposed project as it is currently developed. The description is organized according to the scope proposed on four properties within the project site. Three of the properties are publicly owned by the San Francisco Department of Recreation and Parks: India Basin Shoreline Park, the 900 Innes Avenue property, and India Basin Open Space. The 700 Innes Avenue property is privately owned by Build, Inc.

The following project description is based on several materials provided to Page & Turnbull by the project sponsors: the project description prepared by AECOM, dated November 2, 2016 and revised January 2017; conceptual design technical package for the 900 Innes park completed on July 25, 2016; a project narrative and illustrative package of the 900 Innes Park Planning Project, completed by Gustafson Guthrie Nichol (GGN) and dated August 19, 2016; illustrated planting schemes completed by GGN and dated January 6, 2017; revised illustrative site plans completed by GGN, dated January 10, 2017; concept design drawings prepared by Turnbull Griffin & Haesloop, dated August 18, 2016; narrative building data prepared by Turnbull Griffin & Haesloop Architects, dated August 19, 2016; and renderings for the relocation and rehabilitation of 702 Earl Street, prepared by Macy Architecture and dated December 9, 2016. The project description is also informed by meetings attended by Page & Turnbull staff and members of the project team, held in November and December 2016.

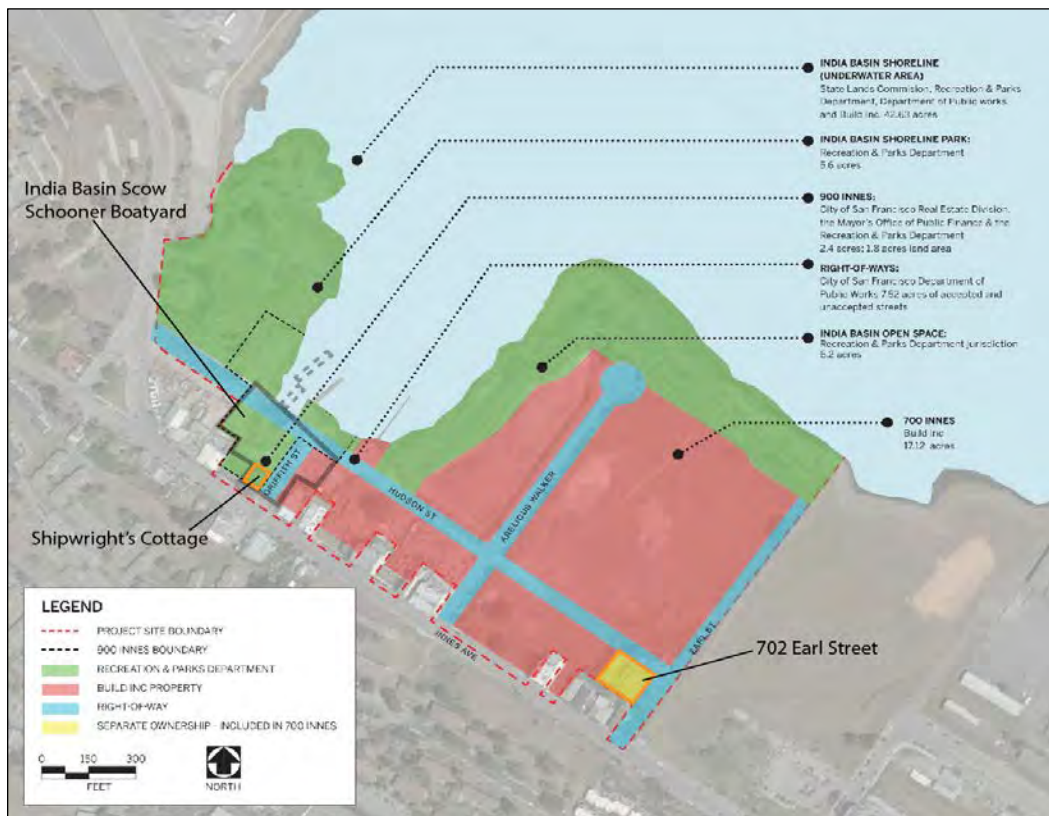


Figure 142. This site map illustrates the location of the three historic resources within the project site: the India Basin Scow Schooner Boatyard, the Shipwright’s Cottage, and 702 Earl Street. The individual properties within the project are also identified on this map.

Source: SOM, edited by Page & Turnbull

700 INNES AVENUE PROPERTY

The 700 Innes Avenue property contains 702 Earl Street, which has been determined to be eligible for listing in the California Register and is therefore considered a historic resource for the purposes of CEQA review. The 700 Innes Avenue property also contains a portion of the India Basin Scow Schooner Boatyard site, an additional historic resource, east of the Griffith Street right-of-way (see Figure 142). This small area was included within the boundary of the India Basin Scow Schooner Boatyard because it historically belonged to the boatyard that occupied the site. However, the area east of Griffith Street does not contain any contributing features or spatial relationships within the landscape. For the purposes of the following analysis, the India Basin Scow Schooner Boatyard is considered to be located within the 900 Innes Avenue property.

The proposed project for the 700 Innes Avenue property would involve the redevelopment of a site that currently contains five buildings, a concrete wharf and wood dock belonging to the former Allemand Brothers Boatyard site, and a large area of flat, filled land generally covered by light brush and exposed dirt. The site is generally bounded at its northwest and northeast edges by India Basin Open Space, at its west end by the 900 Innes Avenue property, at its southwest edge by Innes Avenue, and at its southeast edge by Earl Street. The property is bisected by Arelious Walker Drive.

The proposed redevelopment of the property, sponsored by Build, Inc., is currently in the conceptual land use planning stage. The goal of the project is to introduce mixed-use development (residential, retail, and office) throughout the site, and also to provide access to open space for residents and tenants. Redevelopment of the property would involve the demolition of two commercial buildings facing Innes Avenue (888 Innes Avenue and 838-840 Innes Avenue) and the buildings, wharf, and dock belonging to the Allemand Brothers Boatyard site. These properties have been evaluated as ineligible for listing in the California Register.



Figure 143. Proposed site and land use plan for 700 Innes Avenue property
Source: Skidmore, Owings & Merrill



Figure 144. Proposed site and land use plan for 700 Innes Avenue property: variant scheme
Source: Skidmore, Owings & Merrill

In order to provide vehicular access to the 700 Innes Avenue property at the Earl Street right-of-way, the sloping site adjacent to Innes Avenue would require regrading to meet City standards. As a result of the anticipated regrade, 702 Earl Street, a historic resource currently located near the intersection of Innes Avenue and Earl Street, would be relocated nearer to the shore and rehabilitated. The anticipated scope of work for 702 Earl Street is described in greater detail on the following page.

The existing public right-of-ways would be altered in order to provide a new street configuration allowing vehicular access to the development’s new buildings and park spaces. The Hudson Street right-of-way, which currently leads through the property from west to east, would be realigned and renamed New Hudson Street. New Hudson Street would begin by turning from the Griffith Street right-of-way and would terminate at Earl Street. The majority of buildings proposed for the property would be situated alongside New Hudson Street. Arelious Walker Drive would enter the property from Innes Avenue and intersect with New Hudson Street, but would not continue to its current cul-de-sac termination point near India Basin Open Space. The vacated portion of the Arelious Walker Drive right-of-way would be incorporated into the Big Green open space, as described later. Earl Street would be re-graded. A secondary street loop would be located in the northern portion of the proposed development, formed by Spring Street, Fairfax Street, and Beach Street and would provide access to residential buildings, India Basin Open Space, and 702 Earl Street.

Buildings to be constructed within the 700 Innes Avenue property would be between one and 14 stories in height. The total number of residential units to be included in the 700 Innes Avenue property has not been firmly decided upon, and two schemes regarding the land uses and building heights are being considered. Under the first scheme, Build, Inc. would construct no more than 1,240 residential units of various sizes (ranging from studios to three-bedroom units). The buildings would include up to 275,330 square feet of ground-level commercial and retail space. Residential buildings with ground-level commercial tenants would fill the eastern half of the property, alongside Arelious Walker Drive, New Hudson Street, and the secondary street loop. Buildings in this portion of the

property would generally range between four and eight stories in height, with the lowest (four-story) buildings situated alongside the Big Green and India Basin Open Space. One 13-story building and one 14-story building are proposed at the intersection of Innes Avenue and Arelious Walker Drive. Buildings within the western half of the project, surrounded by New Hudson Street and Arelious Walker Drive, would contain a mixture of residential and commercial uses and would range in height from one story to 14 stories. The westernmost buildings located within the 700 Innes Avenue property—situated along Griffith Street—would be three stories in height. The building located at the corner of Innes Avenue and Griffith Street, across Griffith Street from the Shipwright’s Cottage, would have a stepped massing such that its northwestern half would rise two stories, and its southeastern half would rise three stories.

The second scheme under consideration would generally maintain the same layout of buildings as described for the first scheme. This scheme, however, would contain no more than 500 residential units, generally concentrated around the secondary street loop and standing between four and eight stories tall (as in the description above). This scheme would include additional office and commercial uses with ground-level retail, placed in buildings south of New Hudson Street. The office and commercial buildings east of Arelious Walker Drive would be four to five stories in height (generally lower than the buildings in this location proposed by the first scheme). The 13- and 14-story buildings proposed at the corner of Arelious Walker Drive and Innes Avenue would remain in the second scheme. The two- to three-story building proposed at the corner of Innes Avenue and Griffith Street is also included in the second scheme.

In both schemes, a 50,000-square-foot school is proposed within a building at the intersection of New Hudson Street and Earl Street, generally where 702 Earl Street currently is located.

Both schemes also include an approximately 5.63-acre open space known as the Big Green, filling approximately the north quadrant of the 700 Innes Avenue property and bounded by New Hudson Street, the proposed residential development surrounding the secondary street loop, and India Basin Open Space. According to the description completed by AECOM:

The Big Green would retain its natural character and could include grasslands, stormwater wetlands, a wet meadow, and groves of trees. It will also include some children’s play areas, a fitness loop, and some small gathering spaces. There will be paved walking paths throughout the big green providing pedestrians access to the shoreline. Throughout the development there will be a number of treatment planters, and permeable surfaces to help manage stormwater. There will also be a number of landscaped patios and terraces in the buildings.⁹⁵

The proposed development at 700 Innes Avenue would include additional open space through its incorporation of pathways, streets, and plazas, as well as courtyards and decks for resident use. Pedestrian and bicycle paths would traverse through the 700 Innes Avenue property and would provide connections with surrounding properties.

702 Earl Street

The redevelopment of the 700 Innes Avenue property would involve alterations to an existing three-story industrial and residential building, 702 Earl Street, currently located north of the intersection of Innes Avenue and the Earl Street right-of-way. 702 Earl Street is considered an individual historic resource for the purposes of CEQA review. A description and photographs of this building can be found beginning on page 12 of this document; the building’s character-defining features are listed on page 96.

⁹⁵ AECOM, *Administrative Draft Environmental Impact Report, India Basin Mixed-Use Project*, July 29, 2016, 2-25.

Regrading adjacent to Innes Avenue and would require the relocation of the building; the proposed new location for the building is a generally level site approximately 700' to the north-northwest of its current location. In its proposed location, the building would retain its original orientation facing north-northwest and would remain immediately adjacent to the Earl Street right-of-way. In the proposed new location, the building would stand approximately 175' from the shoreline of San Francisco Bay and would face the east end of India Basin Open Space. The building would be sited adjacent to new residential buildings belonging to the Build, Inc. development. A yard would be located immediately north of the building, surrounded by a 3'-6" guardrail. The path of travel between the current and proposed locations would be unobstructed.

A full relocation plan for the building has not yet been completed, although the project applicant has conducted preliminary consultation with a historic house moving company. Given that the building would be moved from a sloped site to a largely level site, the project would involve construction of a new concrete foundation and partial ground level in the new building location, in those areas where the building is currently banked into its sloped site. Based on the preliminary relocation consultation, this process would require that most existing portions of the first, second, mezzanine, and third stories to be separated from the current foundation, which can be accomplished without irreparable damage to the building's internal structural system. It is not anticipated that the project would require further disassembly of the building. The building would be moved onto a new foundation and piles at the proposed new location.

The three façades of the building currently clad in plywood (west, north, and east) would be covered in new horizontal wood shiplap siding to match the historic siding that currently exists at the south façade. It is not anticipated that harmful chemical or physical treatments would be used at 702 Earl Street, although the exact treatments required for the project have not been determined. The new ground-level portion of the building constructed in its new location would have a different cladding in order to differentiate the original building mass. With the exception of the replaced siding, the existing features of the primary (northeast) façade would not be altered. The existing two entrances at the first story would be retained, as well as the doors and windows facing onto the deck at the third story.

At the northwest façade, the existing fenestration pattern of ribbon windows would be retained. Four doors would be inserted into new openings at the first story. These would include one pedestrian door of undetermined material, in addition to two broad garage doors allowing automobile access into the building's interior. The garage doors would be aligned within the existing bays established by historic window openings at the upper levels of the façade; the pedestrian door would be centered in between these bays. A paved parking area may potentially be added alongside the first story at this façade.

The three doors opening to the deck, as well as the single third-story door at this façade, would be retained. The existing, non-historic wood deck at the second story would be removed and replaced with a new 1,080' deck at the same level. The deck would cover a first-story loading dock, featuring a parking and loading area accessible from the proposed Fairfax Avenue and Beach Street roadways. The loading dock would contain a concrete platform with one new door to provide entry into the building; a new stair would rise from the platform to the second-story deck. The existing ribbon windows at this façade would remain; an additional ribbon of windows, matching the dimensions of the existing windows, is proposed at the easternmost bay at the second story.

The proposed deck and first-level loading platform would connect the building to a 61.5'-tall, detached elevator tower. The tower would have a rectangular footprint oriented parallel to the primary building. The tower would be clad in board and batten siding and would have a flat roof. It

would feature a first-story door opening to the loading platform, a second-story door opening to the new deck, and a third-story door opening to a new walkway passing above the deck to reach the entry door into the third-story residential unit of the main building.

At the southeast façade, the two existing doors at the first story would be removed, and the openings infilled; a ribbon window matching the dimensions of the other windows on the building would be inserted at each of the three bays of the first story. Due to the level site of the new location, a new first-story pedestrian door would be inserted at the center of the façade, immediately below the location of the existing central door to be infilled.

900 INNES AVENUE PROPERTY

The 900 Innes Avenue property contains the India Basin Scow Schooner Boatyard and the Shipwright’s Cottage (Landmark 250), which have been determined to be eligible to the California Register and are therefore considered historic resources for the purposes of CEQA review. The contributing and non-contributing features within the significant cultural landscape of the site are listed on page 101 of this document.

The 900 Innes Avenue property would be developed into the southwestern portion of a municipal waterfront park, which would also occupy the adjacent India Basin Shoreline Park property. The 900 Innes Avenue property would feature the primary Innes Avenue entrance to the park and would connect the current India Basin Shoreline Park property (neighboring to the northwest) to the Build, Inc. property (neighboring to the southeast) via pedestrian and Class I bicycle paths. As designed, the 900 Innes Avenue property would comprise two programmatic areas (**Figure 145**): the Neighborhood Edge, located alongside Innes Avenue and continuing north into the adjoining India Basin Shoreline Park property; and the Scow Schooner Boatyard, comprised of a wharf, docks, and programmatic areas located northeast of the Bay Trail and bikeway. The west end of the 900 Innes Avenue property would also include small areas of the Historic Shorewalk and Sage Scrubs programmatic areas, which are described in detail under the India Basin Shoreline Park project description.



Figure 145. Proposed site plan for the San Francisco Recreation and Parks Department property, showing programmatic areas included within the 900 Innes Avenue portion
Source: Gustafson Guthrie Nichol, edited by Page & Turnbull

Neighborhood Edge

Pedestrian access points and two buildings would be located at the southwest edge of the property, along Innes Avenue. The first of these buildings, the existing Shipwright's Cottage, would remain in its current location and would be rehabilitated. (The rehabilitation of the Shipwright's Cottage is subsequently described in greater detail.) The second building, the Overlook Pavilion, is a proposed one-story, gable-roofed building with exposed basement that would be constructed approximately 125' to the northwest of the Shipwright's Cottage. Facing Innes Avenue, the Overlook Pavilion has been designed to match the general form, rectangular plan, and modest scale of the Shipwright's Cottage. The wood-framed Overlook Pavilion would be partially enclosed and would use translucent panels at its roof and walls. The panels would allow entry into the building through broad openings at the southwest (Innes Avenue) and southeast façades. The Innes Avenue level would contain a deck for seating as well as a concession stand. The building would contain restrooms at both the Innes Avenue level and basement level exposed at the rear façade. A steel-frame trellis structure with a series of porch swings is proposed along the Innes Avenue property's street frontage between the Shipwright's Cottage and the Overlook Pavilion. The trellis would be located on a new deck within the currently vacant parcel immediately northwest of the Shipwright's Cottage. The trellis is anticipated to be separated into three segments, with an overall width of approximately 50'. The trellis would be oriented parallel to the Innes Avenue sidewalk, and each segment would be separated from the sidewalk by a distance between 1' to 6'. The segments of the trellis would rise to a height between 14' and 20'. The proposed material for the trellis is reclaimed steel, although new steel and new or reclaimed wood may also be incorporated into the design.

Occupying the slope between the two buildings, to the northeast of the trellis structure and swings, would be the Garden Path. This paved switchback walkway would provide ADA-compliant pedestrian access from Innes Avenue down to the Bay Trail and adjacent waterfront programmatic areas. The walkway would be set in the midst of drought-tolerant, low-maintenance plantings—including flowering shrubs, grasses, bulbs, and succulents—descending the sloped site from Innes Avenue to the edge of the Bay Trail. The Garden Path would require regrading of the existing slope to meet flush with the existing sidewalk, involving fill and terracing. The new landscaping, grading, and path would involve the demolition of the existing tool shed and water tank building (found to be a contributing feature to the cultural landscape of the India Basin Scow Schooner Boatyard site). All or a portion of the contributing boatyard office building would be retained, although the conditions of its structural system and materials have not yet been investigated to the degree that it is known if the building can be retained as a conditioned space, open frame structure, or foundation footprint.

Additional pedestrian circulation from Innes Avenue to the Bay Trail and Scow Schooner Boatyard would be provided by two sets of timber steps. The first would occupy the portion of the Griffith Street right-of-way immediately southeast of the Shipwright's Cottage, while the second would be located alongside the southeast façade of the Overlook Pavilion. Each set of steps would incorporate landings and seating areas, and would require 3' to 12' of fill and terracing above the existing slope of the site.

The pedestrian paths within the Neighborhood Edge would lead down to the Bay Trail and Class I Bikeway, a level and paved surface passing through the 900 Innes Avenue property to connect India Basin Shoreline Park with the 700 Innes Avenue property. The combined trail through the 900 Innes Avenue property would generally follow the existing dirt path that connects the Griffith Street right-of-way to the west marine ways, and therefore the proposed combined trail would reuse a circulation route that contributes to the cultural landscape of the India Basin Scow Schooner Boatyard site. The new paving proposed for the combined trail appears that it would be contained within the existing area of paving in the site. The non-contributing storage building and steel road undergirding would be demolished as part of the proposed project. The location of the storage building would be filled by plantings and trees that continue from the adjacent Garden Path area.

Additionally, the Neighborhood Edge would feature a paved vehicular drive within the portion of the Griffith Street right-of-way not occupied by the timber steps. The roadway would continue the axis of Griffith Street as it crosses Innes Avenue and would turn to the east in order to connect to the improved roadway along the Hudson Avenue right-of-way that is proposed as part of the adjacent Build, Inc. development at 700 Innes Avenue.

Scow Schooner Boatyard

The area of the India Basin Scow Schooner Boatyard site located northeast of the combined Bay Trail and Class I Bikeway would contain a series of programmatic spaces intended to facilitate patron interaction with the waterfront. This area of the property currently contains the concrete wharf, modern dock, east outfitting dock, blacksmith and machine shop, and paint shop and compressor house. None of these features have been found to contribute to the cultural landscape of the India Basin Scow Schooner Boatyard site. This shoreline area would retain large areas of the existing concrete wharf surface, intermingled with areas of new marsh plantings along the shoreline.

Two wood walkways would cross the path of the Bay Trail from the base of the steps that descend into the park from Innes Avenue. Where the paint shop and compressor house would be demolished, a new unenclosed building, known as “the Shop,” would be constructed using the footprint and general massing of the building. As stated in a project narrative provided by Turnbull Griffin & Haesloop:

The Shop will provide partially covered outdoor space for group projects including boat building and bicycle repair, as well as other kinds of group events. Four enclosed and lockable spaces will provide storage for materials and tools, and possibly small concession functions. The exposed wood structure with steel bracing will be sheathed with corrugated metal roofing and wood slat siding. Materials salvaged from the existing structure are to be incorporated into the new building where feasible.⁹⁶

The retained concrete wharf to the northeast of the Shop would provide seating spaces. Some areas of the concrete surface at the center portion of the wharf would be removed, while the existing central marine way foundation (a non-contributing cultural landscape feature within the India Basin Scow Schooner Boatyard site that conveys a contributing circulation path) would remain. The blacksmith and machine shop that currently stands at the east corner of the wharf would be demolished. The outer edge of the east half of the wharf would be shaped into steps leading to the water level, providing seating for park patrons.

A gravel beach would be located surrounding the west marine ways, requiring the removal of non-historic concrete ramp surfaces. The marine ways, which are contributing landscape features, would remain. The non-historic marine ways would also be retained, and the surrounding concrete ramp surfaces removed and replaced by marsh wetlands. It is not anticipated that harmful chemical or physical treatments would be used on contributing features within the India Basin Scow Schooner Boatyard site.

The existing east outfitting dock and modern dock, which extend from the end of the concrete wharf into India Basin, would be removed and replaced by two new piers constructed on piles. The dimensions of these piers are anticipated to be approximately 15' by 150', and 20' by 100'. The piers are intended for pedestrians only and may include benches or other site features.

⁹⁶ Turnbull Griffin & Haesloop, “India Basin – Building Data,” August 19, 2016, 3.

The existing water fence posts, which are considered contributing features to the landscape of the India Basin Scow Schooner Boatyard, would also be removed as part of the project.

The following diagram illustrates the contributing cultural landscape features that are intended to be retained in the new design of the site.

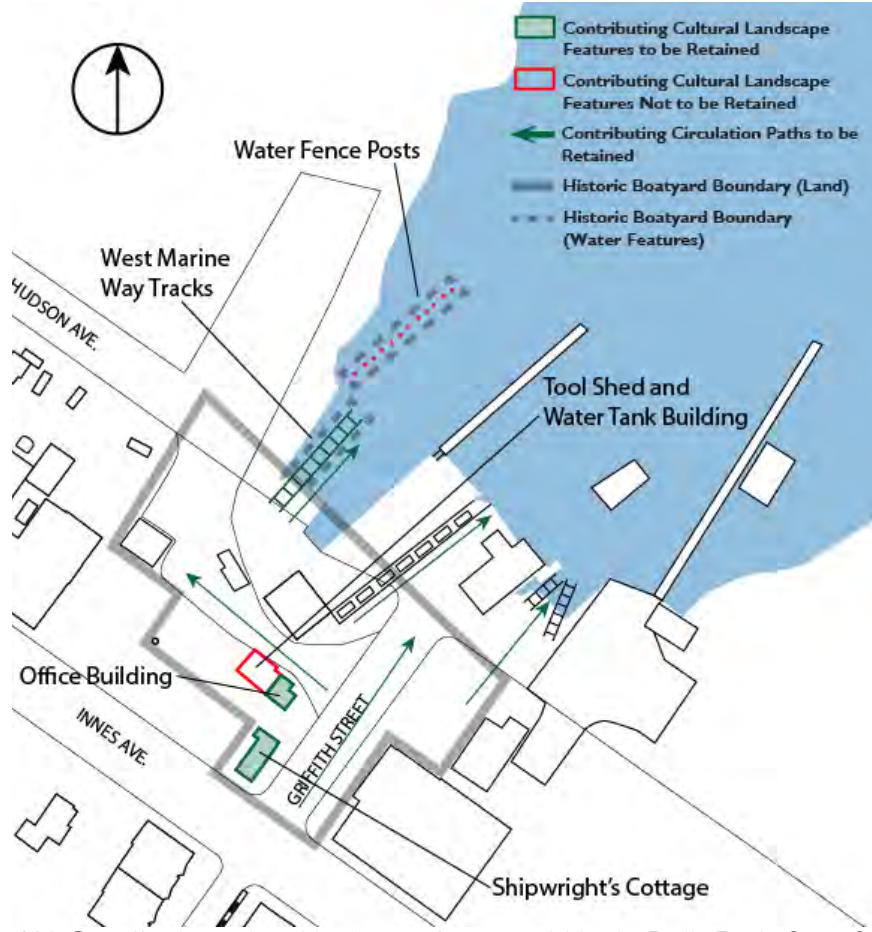


Figure 146. Contributing cultural landscape features within the India Basin Scow Schooner Boatyard site; it is anticipated that those demarcated in green will be retained in the new design of the site, whereas those demarcated in red will be removed.

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

Hazardous materials and remediation options are currently being studied at the 900 Innes Avenue property. It is possible that remediation will require additional cultural landscape features to be removed from the India Basin Scow Schooner Boatyard site.

Shipwright's Cottage

The Shipwright's Cottage is a contributing building to the cultural landscape of the India Basin Scow Schooner Boatyard site, and is also considered an individual historic resource for the purposes of CEQA review. A description and photographs of this building can be found beginning on page 8 of this document; the building's character-defining features are listed on page 94. As a component of the Department of Recreation and Parks project at the 900 Innes Avenue property, the Shipwright's Cottage would be rehabilitated to serve as a welcome center for the proposed park, and the building would contain a gallery for exhibitions—which is anticipated to include interpretation of the history

of the Shipwright's Cottage and surrounding India Basin Scow Schooner Boatyard—in addition to restrooms. The project sponsor states the building will be rehabilitated according to the Standards.

The building would receive a new foundation, which would be undertaken in a manner that maintains the building's current height in relationship to Innes Avenue and would remove the wood shiplap siding to the ground level. The shiplap siding would be reinstalled, if feasible, or replaced in kind. Deteriorated features—including wood window and door hoods at the primary façade—would be repaired where possible, and if deteriorated beyond repair would be replaced to match the original feature. Most historic window locations would be retained, and new window sashes would match the configuration and materials of the historic windows. The non-original front door of the building has been very damaged and would be replaced to match the design and materials of the historic door. The decorative scroll-sawn bargeboard at the primary façade that has been removed would be recreated using historic documentation and reinstalled in its original location. It is not anticipated that harmful chemical or physical treatments would be used at the Shipwright's Cottage.

The building would require structural strengthening to the walls and roof framing, and the project would retain and structurally strengthen the existing brick chimney. These measures would be undertaken in a manner that does not affect the exterior appearance of the building. The non-historic bathroom addition at the building's northwest façade would be removed. Additionally, a new doorway would be inserted at the existing window opening at the northwest façade, in order to provide an additional means of egress. The proposed design of the door would feature simple glazing and would not replicate the design of doors that existed at the building historically.

At the interior of the building, most existing partition walls would be removed in order to accommodate gallery and program space. These walls appear to remain in locations dating to the building's period of significance and contain historic wood panel doors, although wall finishes are not historic. The wall and chimney separating the rear room from the remainder of the cottage would remain. The existing historic stairwell providing access to the basement, located near the rear of the building, would be removed, and the resulting opening in the floor would be infilled. The northwest wing of the building would be used for restrooms at both the Innes Avenue and basement levels.

INDIA BASIN SHORELINE PARK

India Basin Shoreline Park contains no historic resources, based on the findings of this report.

As a component of the proposed project, the existing India Basin Shoreline Park would be developed with a new landscape design that would be integrated and continuous with the new park proposed at the 900 Innes Avenue property, described earlier. The existing pedestrian paths, vehicular roadways and parking, recreational structures, and programmatic areas would be removed prior to the construction of the new park design. The proposed park would include five programmatic areas, which are described in detail below (**Figure 147**). The proposed design would retain the existing shoreline of the park, except where the new Marineway area would project into San Francisco Bay.



Figure 147. Proposed site plan for the San Francisco Recreation and Parks Department property, showing programmatic areas included within the India Basin Shoreline Park portion
Source: Gustafson Guthrie Nichol, edited by Page & Turnbull

Neighborhood Edge and Historic Shorewalk

The Neighborhood Edge area of the India Basin Shoreline Park property would be continuous with the adjacent 900 Innes Avenue property and located between Hunters Point Boulevard and the Historic Shorewalk area. The Neighborhood Edge area would provide pedestrian and vehicular access into the park. An automobile drive and parking area would be located at the north end of the park’s boundary along Hunters Point Boulevard, in the location of the existing automobile access drive at Hawes Street. The proposed automobile drive would continue to a turnaround at the interior of the park. The Class I Bikeway would continue from the 900 Innes Avenue property and would connect to pedestrian paths exiting onto Hunters Point Boulevard near the south end of the park’s western boundary. These paths would meander through a Heritage Garden featuring dense plantings and trees.

The Historic Shorewalk is a circulation path that would lead northwest through the India Basin Shoreline Park property, following the historic shoreline of India Basin. The Shorewalk would continue from the combined Bay Trail and Class I Bikeway in the 900 Innes Avenue property. As proposed, it would feature a stone or concrete paved pedestrian promenade lined by fixed benches, picnic tables, and movable seating. The Shorewalk would delineate the east edge of the Heritage Garden. The edge of the Shorewalk would be defined by a stone ledge and series of shallow pools of water representing the historic shoreline of the site.

Sage Slopes

The Sage Slopes are recreation areas within India Basin Shoreline Park that would be located on either side of the Marineway Lawn (described in the following paragraph). The Sage Slopes area would feature the Bay Trail, a curving pedestrian path that generally follows the path of the shoreline. The area would also contain meandering pedestrian paths that connect to the Bay Trail and create a quarter-mile loop. The predominant planting in this area is low sage scrub that creates an open

character contrasting with the densely-planted Heritage Garden. The Sage Slopes area contains a terraced and fenced adventure play area; it would be paved in play safety surfacing, and would feature various swings, slides, and climbing structures. Additional features of the Sage Slopes area include adult fitness stations and paved skate paths. A basketball court would also be located at the southeastern corner of the park, adjacent to the 900 Innes Avenue property. The Outfitter Pavilion, a wood-sided storage and office building, would be located near the vehicle parking area at the north end of the park.

The Marineway

The Marineway area is an expansive grass lawn that would extend northeast through India Basin Shoreline Park, bisecting the Sage Slope areas and projecting into San Francisco Bay from the shoreline of the existing park. This area would allow access to a beach and projecting piers. Both edges of the Marineway Lawn would be bounded by a wood walkway. This programmatic area is meant to transition from the Neighborhood Edge area to spaces supporting active recreation in India Basin. Accordingly, the area of the lawn nearest the Shoreline Walk and Neighborhood Edge would serve as a level play lawn, containing several canopy trees and intended for sports and picnicking. Near the end of the Marineway Lawn, northeast of the Bay Trail crossing, the grass surface would be gradually sloped towards a beach and boat launch area at the water's edge.

The wood walkway along the northwestern edge of the Marineway would connect to a 20'-wide pier extending approximately 600' into the bay, beyond the low-tide area into deeper water. This pier, composed of wood or concrete decking on a steel frame over concrete piles, is intended for pedestrian use and boat launching. A floating dock of wood or concrete decking on concrete piles would be connected to the end of the pier. The dock would provide an observation platform with seating areas.

Marsh Edge

The existing shoreline of India Basin Shoreline Park is primarily composed of riprap and vegetated berm. The stone riprap would be removed, and the shoreline would be restored to a tidal marsh along the edge of the property, with the exception of the projecting Marineway Lawn, to create a vegetative buffer zone between the Sage Slopes area and the bay.

INDIA BASIN OPEN SPACE

India Basin Open Space contains no historic resources, based on the findings of this report.

The existing India Basin Open Space, located at the southeast end of the project site, would be maintained as a municipal recreation and conservation area, but the current conditions and amenities will be enhanced in order to support Build, Inc.'s proposed redevelopment project on the 700 Innes Avenue property.

Under both the proposed project and the variant, the 6.2-acre India Basin Open Space property, which currently consists of benches, upland habitat, tidal salt marsh, mudflats, sand dunes, and native vegetation, would remain in a natural state with some enhancements for public access, recreation, and ecological function. Approximately 2.5 acres of this property is currently occupied by tidal wetlands. The proposed enhancements could include sand dunes, bird islands, a recreational beach area, a boat launch (directly from the land), a bioengineered breakwater, brackish lagoons, scrub upland planting, tree stands for wind buffering, and new wetlands and ponds. Proposed improvements would be informed by technical studies, and then finalized by RPD and regulatory agency review and approvals. Pathways in the form of boardwalks, trails, and stairways would connect the India Basin Open Space property with an approximately 5.63-acre, publicly accessible open space area, referred to as the "Big Green."

Under both the proposed project and the variant, a small single-story building with a small café, maintenance facility, rentals, and concessions would be built on the India Basin Open Space property.

On the India Basin Open Space property, existing wetlands and tidal marshes would be enhanced and new tidal marsh would be created in the northwest and northeast sections of the property. This would include grading and earthwork and planting of native and adaptive species. There would also be an elevated pedestrian boardwalk, pier, and beach.

In the northwest corner of the India Basin Open Space property, BUILD would remove an existing pier and associated piles. BUILD may also replace a portion of the riprap edge on the India Basin Open Space property with tidal wetlands along the shoreline. The wetlands would be created on the land side during low tide.

There would be no vehicular access to the India Basin Open Space property. However, access to publicly accessible portions of this property for emergency and maintenance vehicles would be provided through the 700 Innes property.

IX. DISCUSSION OF PROPOSED PROJECT IMPACTS

This section discusses the potential effects of the proposed Build, Inc. and San Francisco Department of Recreation and Parks project, as described in the previous section, on identified historic resources as required by CEQA. The following discussion analyzes potential effects of the project organized by historic resource: 702 Earl Street, the India Basin Scow Schooner Boatyard, and the Shipwright's Cottage.

PROJECT-SPECIFIC IMPACTS TO 702 EARL STREET

The following analysis describes the potential project-specific impacts to 702 Earl Street. The building has been found eligible for listing in the California Register under Criterion 3 as a unique industrial building dating to the end of India Basin's boatbuilding era. The building's character-defining features have been identified as the following:

- Generally square plan and robust, even massing
- Gabled roof form with central monitor
- Wood shiplap siding
- Timber framing system
- Pattern of horizontally oriented windows
- Third-story porch at primary façade
- Primary façade facing water

Additional details on the significance of 702 Earl Street can be found beginning on page 95 of this document. The following analysis first describes the rehabilitation project's adherence to the Standards, and then provides a more detailed discussion of the overall project's potential impact on the eligibility of 702 Earl Street.

Adherence to the Secretary of the Interior's Standards for Rehabilitation

The proposed project involves the relocation and rehabilitation of 702 Earl Street. The following section includes an analysis of the proposed rehabilitation of 702 Earl Street under consideration of the Standards. This analysis does not discuss the effects of adjacent construction that is proposed as part of the project; the potential effects of adjacent construction will be discussed in the subsequent section of full project impacts. This analysis is based upon proposed conceptual designs prepared by Macy Architecture and dated December 9, 2016.

It is understood that the proposed project would retain some historic characteristics of 702 Earl Street and would alter other historic characteristics. Where the project may adhere to a Standard only partially, however, the ultimate finding will be that it does not adhere to that standard.

Rehabilitation Standard 1: *A property will be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.*

Discussion: It is not anticipated that the proposed project would lead to a new use for 702 Earl Street. The building currently serves as a production space and residence, which is compatible with the building's original boat repair function, distinctive form, and character-defining features. However, changes that are proposed to support the building's continued use would have the potential to affect its defining characteristics and environment. These changes will be discussed fully under the other Standards, but would result in the following: a new foundation and walls necessary to accommodate the buildings in its proposed, level new site; construction of an attached elevator tower and deck; insertion of new openings into the building; and construction of new buildings and roadways immediately to the north and west of 702 Earl Street's proposed location. As a result, the

rehabilitation and adjacent new construction would involve greater than minimal change in the building's defining form, massing, and setting.

Therefore, the proposed relocation and rehabilitation of 702 Earl Street would not adhere to Standard 1.

Rehabilitation Standard 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features and spaces that characterize a property shall be avoided.*

Discussion: The proposed project aims to enhance the historic character of the property through the reinstallation of shiplap siding across all façades where it was removed. The new siding would match the historic siding that exists at the southwest façade. New windows proposed in select locations at the southwest and southeast façades would match the dimensions and orientation of the existing ribbon windows and would therefore be compatible with the historic appearance and character of the building. Other features that characterize the property, such as the third-story monitor roof and porch, would remain, as well as the building's distinctive volume.

The project would introduce new windows and doors to the northwest, southwest, and southeast façades. New ribbon windows at the southwest and southeast façades would match the configuration and spacing of windows that currently exist at those façades and would not disrupt the existing fenestration pattern. One new pedestrian door and two new vehicular entrance doors proposed for the northwest façade did not exist historically. The proposed garage doors would be placed such that they are aligned with the existing evenly spaced bays located higher on the façade and monitor roof. While these doors would not be of a type or in a location that existed at the building historically, their location within the existing bays would generally reinforce the historic fenestration pattern of the building and therefore would not detract from the building's historic character.

Although a final relocation plan for the building has not been completed, relocation consultation has indicated that the building can be separated from its existing foundation and moved to its proposed location without additional disassembly or damage to historic features or materials, including the building's timber structural system. Relocation of the building would therefore not involve the removal of distinctive materials or alteration of characteristic features and spaces. The new foundation constructed at the building's new location would reinforce the overall form of the building to an extent; the characteristic, box-like massing would remain even with a full first story and lower foundation level towards the south corner, where the building is currently built into the slope of its site. However, the new foundation and ground level would introduce new portions of the building that—when considered with the new loading dock, deck, walkway, and attached elevator tower at the southwest façade—would have a visual impact on the building that would detract from its historic character. These issues are discussed further under Standard 9. These proposed features would be located at the rear façade, which has already experienced alteration through the building's history; the proposed second-story deck surface and railing would replace a non-historic deck, of similar size and materials to the proposed, which is currently in place. The tower, however, would create a new attached volume that stands taller than the historic building volume and therefore does not complement the historic scale or character of the building. The proposed tower and attached deck, considered together, would have a greater visual impact than the non-historic deck than exists currently.

Therefore, the proposed relocation and rehabilitation of 702 Earl Street would not adhere to Standard 2.

Rehabilitation Standard 3: *Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.*

Discussion: No conjectural features or architectural elements from other buildings are proposed as part of the project. The proposed changes to the exterior of 702 Earl Street include recladding walls with wood shiplap siding to match the historic siding that currently exists at its southwest façade, as well as constructing new decks and an attached elevator tower. The decks and elevator tower would be clearly differentiated from the historic fabric of the building. It is also anticipated that all new doors to be inserted at the building would be identifiable as new. (See Standard 9 for more information.) The new bands of windows added at the southeast and southwest façades would follow the pattern of historic, horizontally-oriented window openings.

Therefore, the proposed relocation and rehabilitation of 702 Earl Street would adhere to Standard 3.

Rehabilitation Standard 4: *Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.*

Discussion: The identified period of significance for 702 Earl Street is 1935-1936, the period during which the building was constructed. The identification of significant features and materials that belong to the building has been based on this period of significance, and later changes to the building—including the current deck at the southwest façade that would be removed during the proposed project—are not considered to have acquired historic significance in their own right.

Therefore, the proposed relocation and rehabilitation of 702 Earl Street would adhere to Standard 4.

Rehabilitation Standard 5: *Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.*

Discussion: With regard to distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize 702 Earl Street, the proposed project would retain the shiplap siding that exists at the southwest façade. While the building's massing, plan, and roof form have been identified as character-defining features of the building, additional historic exterior materials have been altered or removed since the building was constructed; the project would replace missing shiplap siding at the southeast, northeast, and northwest façades with new siding that matches the remaining area of siding, thus recreating the distinctive features and finishes that defined the building's historic exterior appearance.

Based on relocation consultation, it is not anticipated that the process of relocating the building to the northeast would involve disassembly or damage to the building's timber framing system, which conveys the building's distinctive construction within the India Basin area during the 1930s. It appears that the building can be moved to its new location without alterations to its exterior features and finishes.

Therefore, the proposed relocation and rehabilitation of 702 Earl Street would adhere to Standard 5.

Rehabilitation Standard 6: *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.*

Discussion: The project would involve the repair of historic materials where they exist at the exterior of 702 Earl Street—namely wood shiplap siding at the southwest façade—and the replacement of deteriorated or missing siding with materials that match the historic in dimension and profile as closely as possible. New ribbon windows proposed at the façades would replicate the dimensions and divided-lite design of non-historic windows that currently exist at the building but which are located within historic window openings. Other exterior materials do not appear to be historic.

Therefore, the proposed relocation and rehabilitation of 702 Earl Street would adhere to Standard 6.

Rehabilitation Standard 7: *Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, will be undertaken using the gentlest means possible.*

Discussion: At the current stage of project development, it is not anticipated that harmful chemical or physical treatments would be used at 702 Earl Street, although the exact treatments required for the project have not been determined.

Therefore, the proposed relocation and rehabilitation of 702 Earl Street would adhere to Standard 7.

Rehabilitation Standard 8: *Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.*

Discussion: Archeological resources are outside the scope of this Historic Resource Evaluation, which focuses on aboveground historic resources and cultural landscape features. The ASR completed by AECOM and submitted under separate cover will determine whether the proposed project would affect 702 Earl Street's archeological record and/or would contribute to an adverse change in the significance of the property.

Rehabilitation Standard 9: *New additions, exterior alterations, or related new construction will not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale and architectural features to protect the historic integrity of the property and its environment.*

Discussion: New additions proposed at 702 Earl Street are the first-story loading dock, second-story deck, third-story walkway, attached elevator tower at the southwest façade of the building, new foundation, potential first-floor framing, and new pedestrian and garage doors. The material palette of these features generally would include wood and metal and would have a contemporary design that is differentiated from the wood shiplap siding of the original building. Furthermore, it is anticipated that new doors that are proposed at the northwest, southwest, and southeast façades would be of modern materials and design and therefore would not be misunderstood as historic elements on the building.

The new foundation and ground level portion of the building that would be constructed at its new site would retain the building's roughly square footprint and would not alter the building's overall boxed massing. Although the building would stand visibly higher at its southwest end in relation to the ground than it does currently at its original sloped site, the proposed new portion of the building would feature a different cladding material than the historic in order to be differentiated from the

old.

New ribbon windows proposed at the southwest and southeast façades would follow the even spacing of bays that currently exists at those façades. These windows would replicate the appearance of the existing windows and would reflect the historic pattern of horizontal openings. The new doors proposed at the northwest façade would involve the removal of exterior plywood, which is not considered a character-defining feature of the building, and would be identifiable as new elements.

In terms of compatibility with historic fabric, the attached deck and elevator tower at the southwest façade would be apparent as new elements. These features are proposed at what was historically the building's rear façade, which already features a non-historic deck and exterior stairway to the third story. The proposed second-story deck would replace the existing second-story deck surface, using similar materials and size to what currently exists. The elevator tower, however, would not be strictly compatible with the historic building's massing and scale. Specifically, the tower would rise taller than the height of the historic volume and would be visible from all areas surrounding the building, including from in front of its primary, northeast façade. The proposed project would therefore lead to changes that are not compatible with the massing, size, scale, and architectural features that characterize the property.

Therefore, the proposed relocation and rehabilitation of 702 Earl Street would not adhere to Standard 9.

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

Discussion: The addition of the proposed first-story loading dock, second-story deck, third-story walkway, and attached elevator tower at the southwest façade of 702 Earl Street would create a discernible change to the exterior appearance of the building, as discussed under Standard 9, but it does not appear that these elements would involve the destruction or irreparable change of existing historic materials or building volumes. The dock, deck, and tower could be removed in the future without impairing the essential form and integrity of the building. It is not currently known how the deck and walkway would attach to the façade and interface with the historic siding of the building, but if these elements were removed in the future the immense form and solid massing of the building would be unchanged.

New doors and windows proposed at the northwest, southwest, and southeast façades would require the perforation of the existing building envelope—but not the substantial removal of historic fabric or the destruction of historic volumes. It appears that if these windows and doors were removed in the future, their openings could be infilled such that the overall form of the building would appear as it did historically.

The work required to move the building and construct a new foundation in its new location would result in changes to the building that would require great effort to reverse. Following the completion of the project, the grade at the building's original location would be altered substantially to accommodate vehicular access to the new development at the 700 Innes Avenue property. Furthermore, surrounding construction that is proposed would significantly alter 702 Earl Street's current setting. The building's relocation, consequently, is not considered reversible.

Therefore, the proposed relocation and rehabilitation of 702 Earl Street would not adhere to Standard 10.

Discussion of Potential Impacts to 702 Earl Street

As this analysis reveals, the proposed project would be in overall adherence to five out of ten of the Standards regarding 702 Earl Street. It would not adhere to four of the Standards. Adherence to Standard 8 is outside the scope of this report. As stated earlier, projects that adhere to the Standards will generally be considered to result in a less-than-substantial adverse change to historic resources. Because the proposed project as described does not adhere to all of the Standards, the following analysis is provided to determine if the proposed project may have an effect on 702 Earl Street's character-defining features and historic integrity.

The building's original architectural character has been affected since its construction due to the removal of its historic cladding from three of its façades and the replacement of windows (although within the historic horizontal window openings). As stated earlier in the evaluation section of this document, the building is currently able to express its significance as a unique industrial building dating to the end of India Basin's boatbuilding era.

The proposed project would retain some of 702 Earl Street's character-defining features and environment that allow the building to convey its historic significance. While moving the building would require changes to the design of the building (as it would have a full first story at its new location), the new construction would generally retain the building's original square plan and massing; the differentiation of cladding materials between the new construction and the existing building volume would furthermore assist in conveying the building's original scale and massing. The proposed second-story deck would replace a non-historic deck of similar size and materials, so that the new second-story deck would not produce a greater effect on the building than has previously occurred.

Additionally, the attached elevator tower would introduce a new element that is taller than the roof of the original building volume, as described in the discussion of Standards compliance above. The building's integrity of design would be affected to an extent, although the new elements would be identifiable as new and would not eliminate the building's character-defining plan and massing. The project would not alter the third-story porch at the primary façade and gabled roof with central monitor, which are both character-defining features. Therefore, the building's distinctive form would generally remain discernible following the relocation of the building and the addition of new decks and elevator tower attached to the building's southwest façade.

Furthermore, the character-defining orientation of the primary (northeast) façade facing San Francisco Bay—directly associated with its original use as a boat repair facility—would be retained in its new location. The wood shiplap siding that remains at its southwest façade would be preserved where feasible, and would be replaced in kind if necessary due to poor condition. Furthermore, horizontally oriented window openings would be retained, and the character-defining timber frame can be preserved without disassembly during relocation of the building. Additionally, the proposed project includes measures that would improve the historic integrity of the building to an extent: it would return wood shiplap cladding to all façades of the building, and would relocate the building to a site near the edge of San Francisco Bay, as it had been when it was constructed prior to the landfilling campaigns in India Basin. Thus, the project would complement the building's existing character-defining features, and would improve its integrity of materials, workmanship, and (to an extent) setting.

In general, the proposed project does not remove any of the identified character-defining features of the building. Additional proposed changes, however, would detract from the building's historic character. The relocation of the building would compromise its integrity of location. Eligibility for listing in the California Register does not necessarily depend on a resource remaining in its original location; according to guidance provided by the California Office of Historic Preservation:

[A] moved building, structure, or object that is otherwise eligible may be listed in the California Register if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historical resource. A historical resource should retain its historic features and compatibility in orientation, setting, and general environment.⁹⁸

It appears that the relocation of 702 Earl Street meets some of these conditions. Regrading and new development surrounding the building's current site would not allow the building to remain in its original location, and therefore relocation can be viewed as preventing the building's demolition. The building would retain its historic orientation facing northeast towards San Francisco Bay. It would retain some elements of its historic setting and general environment following completion of the project. Specifically, the building would be sited near the shoreline in a manner that resembles its original setting, prior to the addition of land fill through much of India Basin in the 1960s. The proposed project seeks to retain the current open character of India Basin Open Space, which would be located immediately northeast of the proposed new location of 702 Earl Street. For this reason, the building's adjacent setting to the northeast, including the bay, would retain the character of an open shoreline. The building's relationship to the shore is closely associated with its original use as a boat repair building.

However, the proposed project involves the construction of four- to six-story residential buildings adjacent to the northwest and southwest of 702 Earl Street in its new location, which would not support the building's integrity of setting. The four-story buildings located to the northwest of 702 Earl Street would be 46'-50' tall; five-story buildings located to the southwest of 702 Early Street would be 51'-55' tall; a six-story building located west of 702 Earl Street would be 66'-70' tall, which is taller than the height of 702 Earl Street. Under both schemes described earlier in this document, the height of buildings within the 700 Innes Avenue property would transition to seven and eight stories near New Hudson Street, and the property would also contain 13- and 14-story buildings near the intersections of Innes Avenue, Arelious Walker Drive, and New Hudson Street. These buildings would be identifiable as new construction. The six- and seven-story buildings in the immediate vicinity of 702 Earl Street would not be strictly compatible with the massing, size, and scale of the building or other elements that existed within its historic setting. Although areas along the bay shore would remain undeveloped, the project would introduce numerous densely clustered buildings of various heights; new construction would clearly convey the character of a modern mixed-use development rather than an isolated waterfront area, which India Basin was at the time the building was constructed in 1935. Therefore, 702 Earl Street's integrity of setting would be lessened as a result of the adjacent new construction, in spite of the building's restored relationship with the waterfront. The proposed park design at 900 Innes Avenue and India Basin Shoreline Park, including the rehabilitation of the Shipwright's Cottage, would not be visible from the proposed location of 702 Earl Street and would not contribute to its change in setting.

Considered together, changes proposed to the building, its location, and its immediate environment would involve some change to the building's historic character. The building's historic massing would be affected to an extent by new construction, although its character-defining plan, massing, roof form, remaining historic materials, timber frame, and horizontal window openings would generally remain. The relocation of the building and construction of adjacent buildings, however, may have an effect on building's integrity of location, setting, feeling, and association. Changes to the building's integrity may affect its eligibility for listing in the California Register.

⁹⁸ California Office of Historic Preservation, "Technical Assistance Series #6: California Register and National Register: A Comparison," accessed September 26, 2016, <http://ohp.parks.ca.gov/pages/1069/files/technical%20assistance%20bulletin%206%202011%20update.pdf>.

PROJECT-SPECIFIC IMPACTS TO THE INDIA BASIN SCOW SCHOONER BOATYARD

The following analysis describes the potential project-specific impacts to the India Basin Scow Schooner Boatyard. The site has been found eligible for listing in the California Register under Criterion 1, as the longest-operating and last remaining boatyard associated with San Francisco's wood scow schooner building and repair industry that was centered at India Basin. The site's contributing cultural landscape features have been identified as the following:

- Natural systems and features
 - India Basin/San Francisco Bay
- Circulation
 - Griffith Street right-of-way
 - Path between Griffith Street and west marine ways
 - Historic storage and staging yard
 - West marine way tracks
 - Circulation routes and water access at marine ways
- Buildings and structures
 - Boatyard office building
 - Tool shed and water tank building
 - Shipwright's Cottage
- Small-scale features
 - Water fence posts
- Views east towards San Francisco Bay and the East Bay hills
- Gradual slope from Innes Avenue to India Basin

The following analysis first describes the proposed park design's adherence to the Standards, and then provides a more detailed discussion of the overall project's potential impact on the eligibility of the India Basin Scow Schooner Boatyard.

Adherence to the Secretary of the Interior's Standards for Rehabilitation

The following section includes an analysis of the proposed park development project at the India Basin Scow Schooner Boatyard site under consideration of the Standards. This analysis is based upon the project description prepared by AECOM and dated November 2, 2016 and revised January 2017; a conceptual design technical package for the 900 Innes park completed on July 25, 2016; a project narrative and illustrative package of the 900 Innes Park Planning Project, completed by GGN and dated August 19, 2016; illustrated planting schemes completed by GGN and dated January 6, 2017; revised illustrative site plans completed by GGN, dated January 10, 2017; concept design drawings prepared by Turnbull Griffin & Haesloop, dated August 18, 2016; narrative building data prepared by Turnbull Griffin & Haesloop Architects, dated August 19, 2016; and meetings with the project team held in November and December 2016.

It is understood that the proposed project would retain select elements of the current India Basin Scow Schooner Boatyard site and would alter other elements. Where the project may adhere to a Standard only partially, however, the ultimate finding will be that it does not adhere to that Standard.

Rehabilitation Standard 1: *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*

Discussion: The 900 Innes Avenue property, which encompasses the India Basin Scow Schooner Boatyard, would be repurposed as a public waterfront park as a result of the proposed project. The project would incorporate a visitor's center within the existing Shipwright's Cottage, two new programmatic buildings, circulation paths and stairs, areas of plantings, and gathering spaces within

the former boatyard landscape. The property would therefore experience a change in use—from the ship construction and repair function that it held for over a century to a community recreation space. The site has most recently been vacant.

Reuse of the 900 Innes Avenue property as a public park would involve the retention of several contributing features and spatial relationships within the site's significant cultural landscape, where it has been deemed feasible in support of the proposed program. The visitor's center would be placed within the Shipwright's Cottage, and it is not anticipated that this rehabilitation would require substantial change to the building's distinctive materials and features. The contributing circulation paths at the Griffith Avenue right-of-way and path leading to the west marine ways would also be retained as the eastern entrance to the park and the combined Bay Trail and bikeway, respectively. The contributing circulation paths at the east, central, and west marine ways would also be conveyed in the new park through the retention of remnant marine way features in each of these locations. The area surrounding the west marine ways, historically where watercraft were hauled ashore for repair, would be used as a beach that would allow patrons to interact with India Basin. San Francisco Bay was an important characteristic of the site historically as well as today, and the proposed water-related programs of the park take advantage of the site's close relationship to the water as well as its unhindered views towards the East Bay.

While retaining the numerous contributing cultural landscape elements described above, the proposed park use would result in additional changes to the site that would have an effect on its distinctive materials, features, spaces, and spatial relationships. These changes, which will be described in greater detail under the following Standards discussions, include the introduction of a terraced ADA-accessible walkway entry immediately west of the Shipwright's Cottage as well as the demolition of one contributing building, the tool shed and water tank building, which is currently in poor condition. Wood posts located within the water, which are contributing features to the site's cultural landscape, would also be removed. Another contributing building, the boatyard office building, would be retained to an extent but may require removal of materials down to its frame or foundation, depending on its condition. Furthermore, new stepped surfaces at contributing circulation paths (required to meet the programmatic and safety requirements of the park) would change their historic industrial character to an extent. Likewise, new plantings would include new plantings introduced at the slope surrounding the ramp entry, and marsh plantings along the waterfront edge of the 900 Innes Avenue property. These types of plantings did not exist during the India Basin Scow Schooner Boatyard's period of operation.

For these reasons, the reuse of the boatyard site as a public waterfront park would involve changes to its distinctive materials, features, spaces, and spatial relationships that are at a greater than minimal level. The project would not adhere to Standard 1.

Rehabilitation Standard 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property shall be avoided.*

Discussion: The historic character of the India Basin Scow Schooner Boatyard is related to its former long-term use as a boat building and repair yard. The site's historic significance and character are conveyed through its spatial organization, circulation paths, topography, relationship to India Basin, and support buildings and other maritime features. The proposed repurposing of the site as a waterfront park would retain its basic configuration; it would also incorporate the existing circulation paths at the Griffith Street right-of-way as an entrance path, and the path leading west from Griffith Street as the combined Bay Trail and bike path. The retention of tracks and remnant foundations that remain at the east, west, and central marine ways would convey circulation paths in and out of the water that existed historically at the site, and would continue the boatyard's direct physical and

functional relationship to the water. The Shipwright's Cottage and west marine ways would be retained to represent the industrial character of the site. Eastward views towards the water and the East Bay, as well as the general topography of the site (despite new steps and terracing in some locations), would be retained by the project. These features would broadly assist the site in conveying its historic boatyard character.

The proposed design retains non-contributing elements such as the concrete wharf, which dates to after the site's period of significance but conveys its continued use for maritime-related activities. Two new one-story buildings, the Overlook Pavilion and the Shop, would be designed with simple massing and materials so as to be compatible with vernacular buildings that have stood on the site. These buildings would also incorporate salvaged wood from the site, as deemed feasible, and therefore would complement the industrial material palette of the India Basin Scow Schooner Boatyard.

Other interventions, however, would result in an obvious change in the historic character of the landscape. While the relationship with and view towards the water would be important components of the new park, the addition of steps and terraces at the slopes into the property would provide the visual impression of topography and materials belonging to a recreational park rather than an industrial site. Moreover, the plantings proposed for the slope between the Shipwright's Cottage and the Overlook Pavilion would reflect varieties that are generally native to the area; however, these plantings are proposed for an area that contained residences and industrial support buildings within the site's period of significance rather than a formal landscaped or planted area.

The removal of the contributing water fence posts and tool shed and water tank building—and potentially portions of the boatyard office building—would further remove historic materials from the landscape that convey its industrial history, character, and significant past use. The proposed project would reference the historic layout and character of the site through its features and programmatic areas, but the remaining historic elements would include only circulation paths, general topography, spatial and visual relationships with India Basin, two buildings, and one pair of marine ways. The removal of distinctive features, spaces, and spatial relationships would alter the historic industrial character of the boatyard site.

Therefore, the proposed project would not adhere to Standard 2.

Rehabilitation Standard 3: *Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, shall not be undertaken.*

Discussion: Most new elements proposed for the repurposing of the India Basin Scow Schooner Boatyard site as a public park would generally be apparent as modern interventions and would not convey a false sense of historical development. At new buildings, structures, and circulation paths, this would be achieved through the use of modern materials (primarily wood and steel) that are compatible with the historic, industrial material palette of the site, as well as designs that reflect the form and scale of historic buildings but are clearly contemporary and subordinate in character. The designs of the Overlook Pavilion and Shop buildings would likely incorporate wood salvaged from the site but would also use translucent panels for their roofs and/or exterior walls, which would allow the buildings to be identifiable as modern construction.

The plantings proposed for the slope west of the Shipwright's Cottage include drought-resistant plant varieties that did not exist in this location in the past, and may not be compatible with the historic industrial character of the site. However, it is not expected that the plantings would be mistaken as historic landscape features that remain from the boatyard's period of significance, nor are

they conjectural features taken from other historic properties.

Therefore, the proposed project would adhere to Standard 3.

Rehabilitation Standard 4: *Changes to a property that have acquired historic significance in their own right shall be retained and preserved.*

Discussion: The cultural landscape features within the India Basin Scow Schooner Boatyard site, listed in the table on page 103 of this report, were categorized as “contributing” and “non-contributing” based on whether they were constructed and used during the property’s identified period of significance, 1875-1936. Following 1936, the Anderson & Cristofani Boatyard continued to improve the site with new docks and wharfs, construction and repair facilities, and concrete surfaces at the existing marine ways. No features introduced within the site following 1936 appear to have acquired historic significance in their own right.

Therefore, the proposed project would adhere to Standard 4.

Rehabilitation Standard 5: *Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

Discussion: The repurposing of the India Basin Scow Schooner Boatyard would involve the retention of the following contributing features within the property’s significant cultural landscape: the Shipwright’s Cottage, boatyard office building, west marine ways, and historic circulation patterns. These features generally have simple material palettes and construction techniques that convey the site’s historic industrial character. It is possible that only the foundation or frame of the boatyard office building would be retained within the park, pending further investigation into the building’s structural and material conditions. As discussed in the following section of this report, the proposed rehabilitation of the Shipwright’s Cottage aims to preserve distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize the property. The rehabilitation of the Shipwright’s Cottage would adhere to Standard 5.

In order to convey the historic use of the site, the proposed project retains the west marine ways. However, the project involves demolition of the tool shed and water tank building, as well as the water fence posts; distinctive exterior features of the boatyard office building may also be removed. These two buildings are vernacular in design and construction, and their relatively simple features and finishes convey the historic appearance, industrial character, and significance of the site. The proposed project would therefore entirely remove one of the three remaining buildings that contribute to the cultural landscape of the India Basin Scow Schooner Boatyard site, and a second would potentially be altered substantially such that it may no longer convey its historic materials or construction techniques. Furthermore, the contributing water fence posts standing within San Francisco Bay would also be removed. While the site’s historic circulation paths through the site are reused in the proposed project design, these paths would receive new material finishes (paving and wood steps) that would alter their appearance and material character as related to the character of an industrial boatyard.

Therefore, the proposed project would not adhere to Standard 5.

Rehabilitation Standard 6: *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary and physical evidence.*

The proposed rehabilitation of the Shipwright's Cottage, a contributing feature within the property's significant cultural landscape, would involve the repair and selective replacement of historic materials, where deteriorated condition proves it necessary. As the following section describes, the rehabilitation of the Shipwright's Cottage would retain historic wood siding, exterior decorative features, and masonry chimney whenever feasible. Damaged historic features would be reconstructed; missing features such as the bargeboard at the primary façade would be replaced using pictorial evidence that conveys their historic appearance. In addition to the Shipwright's Cottage, the project sponsor intends to retain and rehabilitate the west marine ways to be used as interpretive site features within the new park landscape. The treatment of the boatyard office building is not yet determined, pending further investigation into its condition, but it is anticipated that deteriorated features would be removed from the site—potentially leaving a frame or foundation structure—rather than replaced in kind.

The tool shed and water tank building would be demolished in order to accommodate new circulation paths, rather than repairing or replacing elements of the building. As a result, the proposed project would involve the total demolition of one of the three remaining buildings that contribute to the cultural landscape of the India Basin Scow Schooner Boatyard site, as well as potential removal of much of one additional contributing building.

Therefore, the proposed project would not adhere to Standard 6.

Rehabilitation Standard 7: *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

Discussion: The current park design does not include a detailed discussion of the chemical or physical treatments proposed for the rehabilitation of the contributing cultural landscape elements that will be retained: the Shipwright's Cottage and the west marine ways. It is not anticipated, however, that harmful chemical or physical treatments would be used. Adherence to Standard 7 would require that historic features and materials be cleaned and repaired using the gentlest means possible.

Therefore, the proposed project would adhere to Standard 7.

Rehabilitation Standard 8: *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures shall be undertaken.*

Discussion: Archeological resources are outside the scope of this Historic Resource Evaluation, which focuses on aboveground historic resources and cultural landscape features. The ASR completed by AECOM and submitted under separate cover will determine whether the proposed project would affect the boatyard landscape's archeological record and/or would contribute to an adverse change in the significance of the property.

Rehabilitation Standard 9: *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the historic integrity of the property and its environment.*

Discussion: New construction and landscape design proposed for the 900 Innes Avenue property

includes the following: Overlook Pavilion, wood deck, and porch swing trellis constructed along Innes Avenue; wood stair walkways at the Griffith Street right-of-way and adjacent to the Overlook Pavilion; terraced ADA-accessible walkway and plantings over the slope west of the Shipwright's Cottage; paved surface of the combined Bay Trail and bikeway; wood pathways crossing the Bay Trail and bikeway; Shop building constructed using the footprint of the demolished, non-contributing paint shop and compressor house; new wood docks at the non-contributing concrete wharf; beach surrounding the west marine ways; and marsh plantings at the shoreline surrounding the edges of the concrete wharf. The introduction of these elements within the property would generally not lead to the destruction of historic materials or features, with the exception of the switchback walkway within the Neighborhood Edge area—which would require the demolition of the contributing tool shed and water tank building. Other features to be removed for the sake of new construction were constructed outside the resource's period of significance and are non-contributing features within the landscape.

The new elements proposed for the site appear to be adequately differentiated from the historic elements so that they would not be mistaken for historic elements themselves. The material palette relies heavily on wood for new buildings, decks, and docks. Wood was the material used most frequently for the exteriors of boatyard buildings during the site's period of significance, and the prevalent use of wood (some potentially salvaged from the site) to be used in the two proposed buildings, entry steps, and docks would therefore assist the project's compatibility with historic materials. New construction, however, would be simple and clearly contemporary in design, and it is not anticipated it would be understood as historic. The two new buildings proposed for the 900 Innes Avenue property have been designed to be compatible with the scale and form of buildings currently at the site. The one-story, gabled Overlook Pavilion located alongside Innes Avenue would generally match the massing, form, and height of the Shipwright's Cottage, and the Shop building would replicate the size and roof form of the non-historic paint shop and compressor house. Each of these buildings has been designed with simple forms and materials that would allow them to be visually subordinate to the historic buildings.

The modern paving, terraces, steps, and areas of new plantings would likewise be discernible as belonging to a modern recreational park rather than a late nineteenth-century/early twentieth-century industrial site. With regard to compatibility with historic features, however, the entry steps and terraced entry walkway leading into the park from Innes Avenue would not drastically alter the existing topography and would use a wood material palette that is compatible with the materials used throughout the site historically. The segmented trellis structures proposed along Innes Avenue would stand between 14' and 20', which would not rise taller than the height of the Shipwright's Cottage (which stands approximately 19'-6" tall) and would be visually permeable.

New buildings proposed in the 700 Innes Avenue property would be adjacent to the India Basin Scow Schooner Boatyard site; those nearest the site's eastern boundary would stand two- to three-stories and height, and would step up moving eastward. The westernmost two-story volume would allow a height transition down to the one-story Shipwright's Cottage and boatyard site.

Therefore, the proposed project would adhere to Standard 9.

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

Discussion: As stated previously, the proposed project would retain the Shipwright's Cottage, west marine way tracks, and views from the site towards San Francisco Bay, so that these elements would remain if the proposed park were reversed in the future. While it is unlikely that efforts will be

undertaken in the future to remove the proposed park design, elements of the proposed park could be removed in the future. The Overlook Pavilion and Shop building are sited in locations that have already experienced change since the period of significance; they could be removed without affecting the site's integrity. Furthermore, the proposed Bay Trail and bikeway path takes advantage of the existing contributing circulation pattern leading along the waterfront through the site. The front entry steps, trellis structure, terraced walkway, and plantings would largely be placed above the current grade of the site and could technically be removed, allowing the site's gradual slope to be returned to its current level.

However, the integrity of the site could not be fully recovered, as the contributing tool shed and water tank building would be entirely demolished, and the water fence posts would be removed. Exterior materials and structural elements of the boatyard office building may be removed due to its condition. If this occurs, the essential form and integrity of the boatyard office building has the potential to be impaired.

Therefore, the proposed project would not adhere to Standard 10.

Discussion of Potential Impacts to the India Basin Scow Schooner Boatyard

As this analysis reveals, the proposed project would be in overall adherence to four out of ten of the Standards regarding the India Basin Scow Schooner Boatyard. It would not adhere to five of the Standards. Adherence to Standard 8 is outside the scope of this report. Because the proposed project as described does not adhere to all of the Standards, the following analysis is provided to determine if the proposed project may have an effect on the India Basin Scow Schooner Boatyard's character-defining landscape features and historic integrity.

The proposed project would retain some of the India Basin Scow Schooner Boatyard's historic cultural landscape features that assist the site in conveying its historic significance. The project would rehabilitate the Shipwright's Cottage so that its exterior appearance reflects the building's character during its period of significance; the building is the most visible historic component of the boatyard's cultural landscape from Innes Avenue and would greet visitors to the park at its southern entrance. The west marine ways would be retained and would directly convey the function of the boatyard site during its period of significance in the late nineteenth and early twentieth centuries. The movement of boats from San Francisco Bay onto the shore would be conveyed through water access at the park, as well as site features at the central construction way and east marine ways. Incorporation of the Griffith Street right-of-way and the circulation path leading to the west marine ways as bike and pedestrian paths in the proposed park design would also retain the historic character of the boatyard. Furthermore, the park design takes advantage of the general sloped topography of the site and its significant physical relationship with San Francisco Bay, and views towards the East Bay hills beyond.

The site has been altered since its period of significance through the removal of early support buildings and other features such as the original wood wharf, and the introduction of numerous non-historic elements including the concrete wharf, paint shop and compressor house, blacksmith and machine shop, east outfitting dock, storage building, and modern dock. The proposed project would involve the demolition of some of these non-contributing elements: the non-historic paint shop and compressor house, storage building, blacksmith and machine shop, and east outfitting dock.

The proposed project, however, would affect the historic character-defining features of the site through the full removal of one contributing building as well as one additional contributing feature, the water fence posts. Alterations to circulation paths would change the appearance of the site from an industrial boatyard to a contemporary recreational park. The project would lead to the removal of one of the site's three remaining historic buildings that directly convey the shipbuilding activities that occurred here, and would potentially involve removal of the cladding, roof, and structure of an

additional contributing building. Furthermore, original circulation paths and the site topography would be altered with new surface materials, stepped grading, and plantings. As a result of these alterations, the landscape would retain only two buildings (the boatyard office building potentially remaining as a frame or foundation), one small-scale feature, two circulation paths, and orientation to the bay. Efforts would be undertaken to reference the historic function of the site as a boatbuilding and -repair yard through the retention of marine ways as well as non-contributing maritime features. The Shipwright's Cottage in tandem with the remaining portion of the boatyard office building would assist in conveying the historic spatial and functional relationships of the site. The removal and alteration of existing features and materials, however, would modernize the appearance of the site and would have an effect on its ability to convey its industrial character and historic function.

The proposed project also involves the construction of two- to three-story (15'-35') buildings adjacent to Griffith Street, immediately opposite the eastern edge of the India Basin Scow Schooner Boatyard. Under both schemes described earlier in this document, the height of buildings at the west end of the 700 Innes Avenue property would transition to four- to seven-story buildings; near the intersection of New Hudson Street and Arelious Walker Drive, located within one block of the east boundary of the resource, 13- and 14-story buildings are proposed. It is anticipated that these buildings would be identifiable as new construction. The new buildings adjacent to the east boundary of the India Basin Scow Schooner Boatyard, with taller buildings located within a one-block distance to the east, would create a height transition to the Shipwright's Cottage and surrounding boatyard site, but overall would create a contrast to the massing, size, and scale of the historic buildings or other contributing features belonging to the site's cultural landscape. Furthermore, the proposed 14'-20' trellis structures along Innes Avenue may rise as tall as the Shipwright's Cottage and reinforce the site's new character as a recreational park rather than industrial site. During its period of significance, the India Basin Scow Schooner Boatyard existed within a remote district of San Francisco that was characterized by one- and two-story residences and industrial buildings alongside the shore of India Basin. While the area has experienced gradual change since the early twentieth century, much of the development that has occurred there has been generally compatible with the historic construction pattern—that is, one- and two-story residences and commercial buildings facing onto Innes Avenue. As discussed in the evaluation section of this document, the site's integrity of setting depends most heavily on its relationships with India Basin and San Francisco Bay, Innes Avenue, and the Hunters Point ridge. The proposed development on the 700 Innes Avenue property would not alter these relationships, which continue to allow the boatyard to convey its historic function and significance.

The India Basin Scow Schooner Boatyard is located in between the current India Basin Shoreline Park and India Basin Open Space. As a result of the proposed project, each of these two properties would be retained as park space. Those portions of these properties that would be adjacent to and/or visible from the India Basin Scow Schooner Boatyard would not feature new construction that is out of scale with the site's historic environment. Shoreline areas would be open in character and would be planted with marsh vegetation, thus would generally support the historic setting of the site. Therefore, the proposed changes at India Basin Shoreline Park and India Basin Open Space would not would not negatively affect the setting of the India Basin Scow Schooner Boatyard.

Considered together, changes proposed to the India Basin Scow Schooner Boatyard and its immediate environment would remove some cultural landscape features that contribute to its historic boatyard character and may have an effect on the site's integrity of setting, design, materials, workmanship, feeling, and association. Changes to the site's contributing cultural landscape features and integrity may affect its eligibility for listing in the California Register. Due to the ongoing study of remediation options within the 900 Innes Avenue property, additional cultural landscape features may be removed from the India Basin Scow Schooner Boatyard than those specified in the project description included in this report. Further analysis of the proposed remediation is required and will be undertaken by the Planning Department.

PROPOSED PROJECT IMPACTS TO THE SHIPWRIGHT'S COTTAGE

The following analysis describes the potential project-specific impacts to the Shipwright's Cottage as an individual historic resource. Constructed c. 1875, the building has been found eligible for listing in the California Register under Criterion 1, as it conveys the residential development of the remote India Basin neighborhood during the last quarter of the nineteenth century. The building is additionally eligible under Criterion 3, as it possesses high artistic values for embodying the distinctive characteristics of an Italianate worker's cottage dating from the mid- to late-nineteenth century in San Francisco. The building's character-defining features have been identified as the following:

- Rectangular plan of core volume
- Front-gabled roof form
- Horizontal wood shiplap siding
- Decorative features at windows and door on primary façade: architraves with scrolled brackets; bracketed window sills; upper transom panels
- One-over-one wood-sash windows, if extant (closer inspection is required)
- Exposure of basement at building rear
- Masonry chimney stack alongside rear gable
- Wood paneled doors
- Molded window trim at secondary façades: central window at northwest façade; two windows at southeast façade
- Wood corner boards
- Historic arrangement of interior spaces
- Location at intersection of Innes Avenue and Griffith Street right-of-way, with primary façade at Innes Avenue
- Sloping lot
- Shed-roofed rear wing (constructed prior to 1900; possibly original)
- Northwest shed-roofed addition (constructed prior to 1900)

Additional details on the significance of the Shipwright's Cottage can be found beginning on page 92 of this document. The following analysis first describes the rehabilitation project's adherence to the Standards, and then provides a more detailed discussion of the overall project's potential impact on the eligibility of the Shipwright's Cottage. As the Shipwright's Cottage is an Article 10 Landmark, the Certificate of Appropriateness process is required for proposed rehabilitation work. This process may require additional Conditions of Approval.

Adherence to the Secretary of the Interior's Standards for Rehabilitation

The proposed project involves the rehabilitation of the Shipwright's Cottage, found eligible for listing in the California Register. This analysis is based upon a project narrative and illustrative package of the 900 Innes Park Planning Project, completed by GGN and dated August 19, 2016; concept design drawings prepared by Turnbull Griffin & Haesloop, dated August 18, 2016; narrative building data prepared by Turnbull Griffin & Haesloop Architects, dated August 19, 2016; and meetings with the project team held in November and December 2016.

Rehabilitation Standard 1: *A property will be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.*

Discussion: The Shipwright's Cottage was constructed c. 1875 as a residence for the first shipwright who owned the property, Johnson Dircks; the building appears to have served this function for approximately one century before being converted to an office for the Anderson & Cristofani Boatyard. The proposed program for the building—a gallery space and welcome center—would take

advantage of its existing scale and form and would not require substantial alterations or additions to the exterior, which is most important in conveying the building's historic and architectural significance. As the proposed interpretive use of the Shipwright's Cottage would be strengthened by the building's rehabilitation according to the Standards, the San Francisco Department of Recreation and Parks aims to retain historic exterior materials and features where they currently exist. In order to support the proposed reuse, one additional means of egress would be provided by introducing a new door at the current location of a historic window at the northwest façade.

The proposed reuse of the building would involve the demolition of most interior partition walls and the stairwell. The interior spatial arrangement and features of the building include some historic wall locations, panel doors, and the existing historic stairwell, although historic wall locations have non-historic finishes. The interior of the building is not considered to be of primary significance in conveying the building's historic character. Furthermore, the rehabilitation of the building as a public visitor's center would involve excavation to provide greater height within the basement, but this measure would not change any defining characteristics of the building.

The goal of the proposed reuse of the Shipwright's Cottage is to adhere to Standard 1 by requiring minimal change to the defining characteristics of the building. The proposed use is not intended to change character-defining historic features and materials. The broader project would lead to changes in the use of surrounding properties; the effect of these changes on the setting of the Shipwright's Cottage are addressed in the discussion that follows this Standards analysis.

Therefore, the proposed project would adhere to Standard 1.

Rehabilitation Standard 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features and spaces that characterize a property shall be avoided.*

Discussion: The proposed rehabilitation of the Shipwright's Cottage aims to preserve the historic character of the building through careful treatment of historic features and volumes. It is anticipated that alterations to the exterior of the building would largely retain and repair the historic features that convey the building's historic materials, design, and workmanship. One of the project goals is to restore the exterior of the building to its appearance during the period of significance. This would involve demolishing the non-historic addition located near the front of the northwest façade and repairing existing features, such as window hoods and trim. The project would also involve the replication and reinstallation of the historic bargeboard, which has been removed, based on pictorial evidence of its historic appearance, as well as the replacement of missing or deteriorated windows and doors where necessary with new windows and doors that match the design of the original. The new door proposed for the current location of a historic window at the northwest façade would involve the removal of historic window trim and an area of historic cladding. However, it is not anticipated that this alteration would have a substantial effect on the overall character of the building, as its exterior cladding materials and the majority of its historic windows would remain in place in order to convey the building's historic appearance. Furthermore, the new door would be of wood and simple in design, such that it would be compatible with although not identical to the building's historic exterior doors.

The historic brick masonry chimney would be retained and seismically strengthened; the project sponsor has agreed that this measure would be undertaken in a manner that does not have a substantial visual impact on the exterior of the building. Furthermore, the foundation would be replaced as a component of the project. The new foundation will retain the existing historic height of the Shipwright's Cottage and the replacement of wood shiplap siding to the ground level, as currently exists. As a result, the exterior of the building would overwhelmingly retain its appearance from its period of significance.

The interior of the building would experience a greater degree of alteration than the exterior. The locations of interior partition walls appear to be historic and convey the character-defining arrangement of spaces appropriate to a small residence, although these walls are covered in non-historic finishes and do not convey the historic material character of the building. Thus, interior partition walls to be removed have been identified as less important in conveying the building's historic character than the exterior. The rear interior wall would be retained, which would assist in conveying the interior residential character of the building while allowing the building's new use as a gallery. Although historic wood panel doors and the building's original stairwell would also be removed, it appears that the exterior materials and features that would remain would preserve the predominant historic character of the building as a vernacular nineteenth-century residence.

Therefore, the proposed project would adhere to Standard 2.

Rehabilitation Standard 3: *Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.*

Discussion: The proposed project intends to replace historic features in-kind where they cannot be repaired and to design new features that are clearly differentiated from the historic features. (See Standard 9 for more information.) No conjectural features or architectural elements from other buildings are proposed, and no changes will be made that create a false sense of historical development.

Therefore, the proposed project would adhere to Standard 3.

Rehabilitation Standard 4: *Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.*

Discussion: The period of significance for the Shipwright's Cottage as an individual resource has been identified as 1875, the approximate year in which it was constructed; as a contributing feature within the cultural landscape of the India Basin Scow Schooner Boatyard site, the building's period of significance is 1875-1936. Materials and features belonging to the Shipwright's Cottage have therefore been determined as having significance if they were constructed following 1875 but before 1936. No features belonging to the building that date to after the period of significance—including the bathroom wing at the northwest façade, as well as various window and door openings at the southeast, northeast, and northwest façades—have been determined to have acquired significance in their own right.

Therefore, the proposed project would adhere to Standard 4.

Rehabilitation Standard 5: *Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.*

Discussion: The overall cladding of the building, masonry chimney, and historic decorative features—specifically the window and door hoods—would be preserved during the rehabilitation, in order to allow the building to convey its historic appearance, features, finishes, construction, and craftsmanship. Windows and doors would be rehabilitated where they exist and are in salvageable condition. The only historic exterior feature that is anticipated to be removed during the rehabilitation is the wood trim surrounding the window opening at the northwest façade, which would be undertaken to accommodate an additional code-compliant means of egress. As stated for the project analysis under Standard 2, however, the vast majority of the historic cladding and

decorative elements would remain and would allow the building to convey its historic appearance. The foundation that would be replaced during the project is largely not visible at the exterior of the building and is not considered to be a distinctive feature that characterizes the Shipwright's Cottage.

The interior partition walls, panel doors, and stairwell that are planned to be removed date to the period of significance, 1875-1936. The finish materials of the interior partition walls have been highly modified and do not exemplify distinctive features, finishes, and construction techniques that characterize the property. The historic panel doors and stairwell proposed to be removed, however, do convey the historic interior character of a modest, working-class residence dating to the nineteenth century.

Therefore, the proposed project would not adhere to Standard 5.

Rehabilitation Standard 6: *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.*

Discussion: The rehabilitation project aims to restore the exterior of the Shipwright's Cottage to its appearance during the period of significance. Where historic materials exist at the Shipwright's Cottage and are deteriorated, the preferred strategy would be to repair them where possible. These materials would include wood shiplap siding, window hoods at the front façade, front door (which is highly damaged), historic window trim, the masonry chimney, and historic panel doors. If repair in place is not possible, the project sponsors would replace these features using materials that match the historic as closely as possible.

The rehabilitation would involve the replacement of missing historic features that contributed to the building's historic design, namely the bargeboard at the primary façade, as well as historic windows and doors. Available historic photographs convey the appearance of these features as they existed during the period of significance; these photographs can be used as guides so that the replacement features accurately replicate the original.

Therefore, the proposed project would adhere to Standard 6.

Rehabilitation Standard 7: *Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, will be undertaken using the gentlest means possible.*

Discussion: At the current stage of project development, it is not anticipated that harmful chemical or physical treatments would be used in the rehabilitation of the Shipwright's Cottage, although the exact treatments required for the rehabilitation have not been determined.

Therefore, the proposed project would adhere to Standard 7.

Rehabilitation Standard 8: *Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.*

Discussion: The proposed rehabilitation of the Shipwright's Cottage would involve excavation required by the construction of a new foundation and the lowering of the floor level within the basement by 18". Archeological resources are outside the scope of this Historic Resource Evaluation, which focuses on aboveground historic resources and cultural landscape features. The ASR completed by AECOM and submitted under separate cover will determine whether the proposed project would

affect the boatyard landscape's archeological record and/or would contribute to an adverse change in the significance of the property.

Rehabilitation Standard 9: *New additions, exterior alterations, or related new construction will not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale and architectural features to protect the historic integrity of the property and its environment.*

Discussion: No new additions are proposed to the Shipwright's Cottage as part of the current project. Exterior alterations include measures to restore the exterior of the building to its appearance during its period of significance, and the intention of the project is to treat historic materials and features sensitively. Proposed exterior alterations to the building include careful repair and, where necessary, replacement of historic features using in-kind materials. The impact of this rehabilitation methodology is described under the other Standards.

The proposed rehabilitation involves the replacement of the current foundation but would not affect the height of the building in relationship to its surroundings, and would retain shiplap siding to the ground level as currently exists. Seismic strengthening proposed for the building would occur at the interior and would not have an effect on the building's massing, size, scale, and architectural features.

The insertion of a door at a historic window opening at the northwest façade, proposed to provide another means of egress out of the building, would introduce a new element that did not exist within the building's period of significance; its dimensions would be larger than the existing historic opening and would require the removal of the existing window, window trim, and historic cladding below the current opening. The proposed door would have a simple design incorporating glazing and would be manufactured of wood, such that it is compatible with the size and materials of historic doors at the building without replicating those doors' design.

Therefore, the proposed project would adhere to Standard 9.

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

Discussion: In the current rehabilitation scope, no new additions are proposed to the Shipwright's Cottage. The seismic strengthening of the exterior walls and chimney of the Shipwright's Cottage would be interior treatments that supplement the existing structural system of the building, and therefore could be removed without affecting the exterior appearance of the building.

The proposed door at the location of an existing, historic window at the northwest façade could be removed in the future and infilled without impairing the essential form and integrity of the building. Furthermore, the window could be documented prior to removal so that accurate reconstruction in the future would be possible.

It may technically be feasible for the plantings and walkway within the Garden Path, as well as the trellis structure at Innes Avenue, to be removed in the future to return the slope to its current condition. Though it is highly doubtful that the new development at 700 Innes Avenue would be removed in the future, theoretically the current low-density character of the Shipwright's Cottage's setting could be returned.

Therefore, the proposed project would adhere to Standard 10.

Discussion of Potential Impacts to the Shipwright's Cottage

As the earlier analysis reveals, the proposed project would be in overall adherence with eight out of ten of the Standards regarding the Shipwright's Cottage. It would not adhere to one of the Standards. Adherence to Standard 8 is outside the scope of this report. Because the proposed project as described does not adhere to all of the Standards, the following analysis is provided to determine if the proposed project may have an effect on the Shipwright's Cottage's character-defining features and historic integrity.

The project proposes minimal changes to character-defining features and materials at the exterior of the Shipwright's Cottage. The project retains the building's historic rectangular plan, front-gabled roof, historic wings and additions, and simple massing that convey its historic architectural character as a vernacular cottage residence. The building will remain in its current location within a sloping lot at the intersection of Innes Avenue and the Griffith Street right-of-way. The project design also involves the repair (and, if found to be necessary, in-kind replacement) of nearly all exterior character-defining features—including wood siding, scrolled window and door hoods, bracketed windows sills, transom panels, masonry chimney, molded window trim, and wood paneled doors. The missing scroll-sawn bargeboard would be replaced at the front façade based on historic photographic documentation. The addition of a new doorway at the current location of a historic window at the northwest façade is required for code-compliant egress but would require the removal of historic window trim. As a result, the project would involve the repair and restoration of most character-defining exterior features associated with the building's original architectural style and period of construction.

Interior alterations to the building would be undertaken in order to convert the former living and administrative areas into a gallery space; all but one partition wall would be removed, as well as the existing staircase and wood panel doors. As a result of these changes, historic materials and spatial arrangements within the interior of the building would be altered, and the building's original use may not be conveyed at the interior. However, interior wall finishes have been repeatedly changed since the building's original construction and period of significance. While the existing arrangement of interior spaces conveys the building's historic character as a modest residence and has been identified as a character-defining feature, the majority of character-defining features located at the exterior of the building will be retained. The exterior character-defining features express the cottage's design, workmanship, and materials, and are crucial to conveying the building's overall historic character as a nineteenth-century vernacular residence in the India Basin neighborhood.

The new park proposed for the 900 Innes Avenue property would involve changes to the setting of the Shipwright's Cottage as an individual resource, such as the demolition of the tool shed and water tank building and the removal of materials from the boatyard office building. Non-historic features such as the east outfitting dock and paint shop and compressor house would also be removed, and the new Overlook Pavilion and steel trellis structure would be constructed west of the Shipwright's Cottage along Innes Avenue. New entrance routes into the park would be located east and west of the Shipwright's Cottage. The new design of the 900 Innes Avenue park would introduce new areas of plantings and pathways that would contribute to its appearance as a contemporary recreational park rather than a historic industrial site. Furthermore, the introduction of new buildings in the immediately vicinity of the Shipwright's Cottage, with taller buildings located within a one-block distance to the east, would affect its integrity of setting to an extent. The proposed project involves the construction of two- to three-story (15'-35') buildings adjacent to Griffith Street, immediately opposite the southeast façade of the Shipwright's Cottage (**Figure 148** and **Figure 149**). The proposed building opposite the Shipwright's Cottage across Griffith Street would step from two to three stories, thus creating a height transition within the adjacent development site. Under both schemes described earlier in this document, the height of buildings within the 700 Innes Avenue property would transition to four- to seven-story buildings; near the intersection of New Hudson

Street and Arelious Walker Drive, located within one block of the east boundary of the resource, 13- and 14-story buildings are proposed. It is anticipated that these buildings would be identifiable as new construction. The new buildings near the Shipwright's Cottage would not be compatible with the massing, size, and scale of the building or other features belonging to its historic environment.



Figure 148. Elevation view of Shipwright's Cottage in relation to new construction proposed across Griffith Street, within the 700 Innes Avenue property
Source: Skidmore, Owings & Merrill, 2016; edited by Page & Turnbull

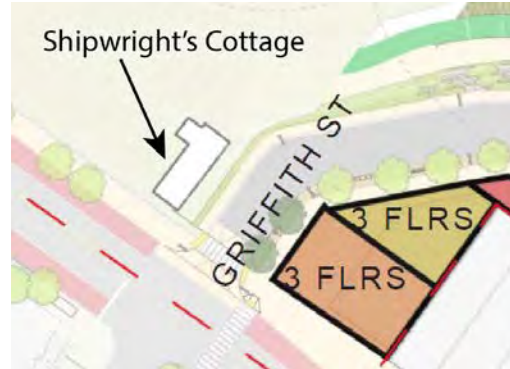


Figure 149. Plan view of Shipwright's Cottage in relation to new construction proposed across Griffith Street, within the 700 Innes Avenue property
Source: Skidmore, Owings & Merrill, 2016; edited by Page & Turnbull

As discussed in the significance evaluation section of this document, the Shipwright's Cottage's integrity of setting has already been compromised by the changes that have occurred in its surrounding district since its period of significance—yet it is still able to convey its historic design, construction techniques, function, and scale of development appropriate to the character of India Basin during the building's period of significance. Furthermore, the Shipwright's Cottage retains some elements of its historic setting—namely, its close visual and physical relationship to India Basin, as well as its visual relationship with the Albion Brewery and 911 Innes Avenue across the street. These remaining elements of the building's setting would not be changed directly or obstructed by development on the 900 Innes Avenue or 700 Innes Avenue properties. However, the setting of the Shipwright's Cottage would be further altered through the introduction of new elements within the 900 Innes Avenue property (including the trellis structure and Garden Path), the demolition of the tool shed and water tank building, and the construction of the development within the 700 Innes Avenue property.

Portions of India Basin Shoreline Park and India Basin Open Space are visible from the Shipwright's Cottage. As a result of the proposed project, each of these two properties would be retained as park space. Those portions of these properties that would be most visible from Shipwright's Cottage would not feature new construction that is out of scale with the site's historic environment. Shoreline areas would be open in character and would be planted with marsh vegetation, thus would generally support the historic setting of the site. Therefore, the proposed changes at India Basin Shoreline Park and India Basin Open Space would not negatively affect the setting of the Shipwright's Cottage.

Considered together, the proposed project would affect select character-defining features and has the potential to lessen the Shipwright's Cottage's integrity of setting, materials, and feeling. These changes, however, may not be substantial enough to affect the building's eligibility for listing in the California Register.

POTENTIAL PROJECT IMPACTS TO SURROUNDING HISTORIC RESOURCES

Two buildings located within a one-block radius surrounding the proposed project area at India Basin have been determined to be eligible for listing in the California Register, and are therefore considered historic resources for the purposes of CEQA review. The following section reviews those historic resources from which the proposed project would be visible, and discusses if the proposed project may have the potential to affect their historic integrity or ability to remain eligible for listing in the California Register.

- 881 Innes Avenue (Hunters Point Springs and Albion Brewery): Constructed c. 1870 as a component of a complex serving the Albion Ale and Porter Brewery, this production facility (subsequently converted to residential) is constructed in the Norman style and features stone cladding and a distinctive tower. The building was designated as Article 10 Landmark 60 in 1973; although the initial documentation of the building did not specify its reasons for significance, DPR 523A and 523B forms completed by KVP as part of the India Basin Survey state that the building “appears to be eligible for listing in the National Register under Criterion A (Events) and C (Design/Construction). It is the oldest building in India Basin and probably the oldest brewery in San Francisco and as such it is a unique example of pre-earthquake brewery design.”⁹⁹
- 911 Innes Avenue: Constructed c. 1873, the two-story residence at 911 Innes Avenue contributed to the early collection of houses constructed and occupied by shipwrights at India Basin during the final quarter of the nineteenth century. The building, which has elements of the Italianate style, is identified as a historic resource on the San Francisco Property Information Map. DRP 523A and 523B forms completed by KVP during the India Basin survey stated that building appears eligible for listing in the California Register under Criterion 1 (Events) and Criterion 3 (Architecture).

The proposed project would introduce three- to four-story buildings across Innes Avenue from 881 Innes Avenue, which would also be visible from 911 Innes Avenue; the new development would also include 13- and 14-story buildings near the intersection of Arelious Walker Drive with New Hudson Street that would be visible to both buildings. The development would alter the setting of the two historic resources to an extent, and would not be compatible with the scale of the resources or that of their historic environment. The significance of these buildings under Criterion 1 is related to their physical features but also to their setting that conveys the development of the India Basin area during the late nineteenth and early twentieth centuries. The most important remaining elements of these resources’ historic setting—their close visual and physical relationship to India Basin, as well as its visual relationship between the Shipwright’s Cottage, the Albion Brewery, and 911 Innes Avenue—would not be changed by the proposed project. Furthermore, each of these two resources conveys its architectural significance under Criterion 3 principally through its historic design, materials, and workmanship, which would not be directly affected by the project.

DISCUSSION OF CUMULATIVE IMPACTS

CEQA defines cumulative impacts as follows:

“Cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable

⁹⁹ Kelley & VerPlanck, *India Basin Survey*, Appendix B.

probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.²⁵

The analysis of project-specific impacts found that the project may affect the historic character and integrity of 702 Earl Street, the India Basin Scow Schooner Boatyard, and the Shipwright’s Cottage. There is also the potential that the project could contribute to a cumulative impact to historic resources in combination with other projects in the immediate environment.

The information in the following table has been provided by AECOM for currently proposed projects, for the purposes of determining cumulative impacts under CEQA:

Name	Location	Description
Candlestick Point—Hunters Point Shipyard (Phases 1 and 2)	702 acres along the southeastern waterfront of San Francisco (281 acres at Candlestick Point and 421 acres at Hunters Point Shipyard)	6,225 dwelling units, 125,000 sf of neighborhood retail, 50,000 sf of community facilities, 150,000 sf of office, 10,000-seat performance venue, and 220 hotel rooms
Blue Greenway Bay Trail	Along 13-miles of San Francisco’s southeastern waterfront	Series of connected parks, trails, and green open space
Hunters View	227-229 West Point Road in San Francisco	Demolition of all of the existing public housing units and other community facilities on the site and development of 800 new residential units, including 350 affordable rental units (267 of which will be the replacement public housing units) and up to 450 home ownership units
Executive Park	71-acre subarea of the Bayview Hunters Point Area Plan located in the southeastern part of San Francisco, just east of U.S. Highway 101 and along the San Francisco/San Mateo County boundary	Two new residential development projects (totaling 964 residential units) north of Executive Park Boulevard North and north of Crescent Way. Demolition of the existing office park development within a 14.5-acre southern portion of the Subarea Plan Area to a new, primarily residential area (with 1,600 residential units and about 73,000 gsf retail).
Brisbane Baylands	684 acres along US-101 in Brisbane immediately south of the border with San Francisco	Four schemes under consideration
Visitacion Valley/Schlage Lock (Redevelopment Zones 1 and 2)	46 acres in San Francisco’s Visitacion Valley neighborhood extending on both sides of	2,014 dwelling units, 72,700 sf of neighborhood-serving commercial, and 25,000 sf of cultural/

Name	Location	Description
	Bayshore Boulevard roughly between Sunnydale Avenue and Blanken Avenue	institutional/education development
Eastern Neighborhoods Plan	Approximately 2,200-acre area on the eastern side of the City	Changes in zoning controls and General Plan amendments intended to encourage new housing while maintaining or creating cohesive neighborhoods
India Basin Transportation Action Plan	Project vicinity	Changes to Right-of-Ways along nearby streets
MUNI Forward	City-wide, including in project vicinity	Changes to bus routes, lanes, and bulb-outs along nearby streets
San Francisco Bicycle Plan	City-wide, including in project vicinity	Changes to bike lanes along nearby streets

These currently proposed projects may represent a cumulative impact on known historic resources within the project area. Several of these proposed projects are located greater than one mile away from any historic resources within the project area. These include Executive Park, Brisbane Baylands, Visitacion Valley/Schlage Lock, Eastern Neighborhoods Plan, and Candlestick Park component of the Candlestick Point—Hunters Point Shipyard project.

Four of the proposed projects are related to transportation improvements throughout the India Basin area. The Blue Greenway Bay Trail is already considered in the project-specific impacts analyses in this report, as this trail would lead through the 900 Innes Avenue property (referred to as the Bay Trail in the project description and impacts discussion for the India Basin Scow Schooner Boatyard). This trail already exists at India Basin Shoreline Park and India Basin Open Space and contributes to the current setting of historic resources. Outside of the project area, the Blue Greenway Bay Trail would be a surface trail that would not be visible from any of the historic resources discussed in this report. Similarly, the changes to right-of-ways proposed by the India Basin Transportation Action Plan largely conform to the right-of-way alignments described for the 700 Innes Avenue project in this report, and therefore have already been considered for their potential to cause project-specific impacts to historic resources. The San Francisco Bicycle Plan and MUNI Forward plan propose changes to municipal bus routes and streetscape infrastructure, such as bulb-outs and bicycle lanes at Innes Avenue, that are not considered to detract noticeably from the setting of historic resources. Therefore, none of these proposed projects appears to affect the California Register eligibility of identified historic resources when combined with the proposed project.

The remaining two currently proposed projects involve the construction of new housing in the general vicinity of the project area. The Hunters Point Shipyard project is a multi-use development under construction; it is located east of Earl Street, the eastern boundary of the project area, and continues east and south to cover the former Hunters Point Naval Shipyard and surrounding land. Buildings that have been completed as part of this project include four-story, multi-unit residential buildings along the eastern edge of Donahue Street. The area north of Innes Avenue between Earl Street and Donahue Street would be redeveloped as Northside Park, which would provide a buffer of open space between the proposed project and the Hunters Point Shipyard project. Buildings belonging to the Hunters Point Shipyard project may be visible from 702 Earl Street but are located over two blocks east of additional historic resources, outside of their immediate settings; therefore, the Hunters Point Shipyard project is considered to have the potential to contribute to a cumulative

impact *only* to 702 Earl Street.

The Hunters Point Shipyard project would be located across Earl Street from the new location of 702 Earl Street, although the adjacent portion of the Hunters Point Shipyard site would comprise Northside Park—which would retain the current undeveloped character of the area between Earl Street and Donahue Street. Generally, the park would support 702 Earl Street’s historic setting within the sparsely developed India Basin area. Therefore, the immediate setting of 702 Earl Street would not be substantially altered by the Hunters Point Shipyard. However, the construction of new multi-unit residential units southeast of Donahue Street would contribute to the broader mixed-use redevelopment of the Hunters Point neighborhood adjacent to Innes Avenue, of which the current project is part. Although Northside Park would provide a large area of open space, it would ultimately be edged along Early Street and Donahue Street by dense new development that contrasts clearly with the low-scale, industrial development pattern that has characterized India Basin since the late nineteenth century. As a result, the Hunters Point Shipyard and the current project at the 700 Innes Avenue property would have an effect 702 Earl Street’s integrity of setting. However, the building’s integrity of setting is less important to conveying its historic significance under Criterion 3 (Architecture) than its integrity of design, materials, and workmanship, which the Hunters Point Shipyard project would not alter.

The Hunters View project is a multi-use development proposed to be located on the hill northwest of Hunters Point Boulevard and opposite the western edge of the project area. The location of Hunters View currently contains two-story, 1950s-era public housing complexes. Phase I of the project, located west of Middle Point Road, is underway. Buildings belonging to the development may reach as tall as 65’ in height. The eastern boundary of the Hunters View project site is approximately one-and-one-half blocks west of identified historic resources the Shipwright’s Cottage, India Basin Scow Schooner Boatyard, and 911 Innes Avenue. Hunters View is therefore marginally within the immediate setting of these historic resources, but its topographically elevated location may allow it to be visible from these resources. While physically separated from the India Basin historic resources, the Hunters View project would contribute to the dense residential development of neighborhoods adjacent to Innes Avenue. Hunters View would not have a direct or physical effect on the characteristic features and materials of the Shipwright’s Cottage, or on the spatial and functional relationships of the India Basin Scow Schooner Boatyard’s cultural landscape. Hunters View would introduce new multi-story buildings to the west-northwest of these resources. The 700 Innes Avenue property would introduce similarly dense development immediately to the east. The combined result of these two projects would be that the Shipwright’s Cottage and India Basin Scow Schooner Boatyard site would lie between two areas of new construction that do not support the resources’ historic industrial setting.

However, the most important remaining elements of the resources’ historic setting—their close visual and physical relationship to India Basin, as well as their visual relationship with the Albion Brewery and 911 Innes Avenue—would not be changed by the Hunters View project in combination with the proposed project. These aspects of setting are important considerations for the resources’ significance under Criterion 1 (Events). The significance of these resources under Criterion 1 is related to their physical features but also on their setting that conveys the development of the India Basin area during the late nineteenth and early twentieth centuries. Furthermore, the Shipwright’s Cottage conveys its architectural significance under Criterion 3 principally through its historic design, materials, and workmanship. Closely related projects in the vicinity of the project site would not physically alter or remove these characteristics. The India Basin Scow Schooner Boatyard site and Shipwright’s Cottage may retain sufficient integrity to convey their respective historic significance.

X. PROJECT IMPROVEMENT MEASURES AND MITIGATIONS

The discussion included in this report indicates that the proposed project at the 700 Innes Avenue and 900 Innes Avenue properties may affect the historic character and integrity of three historic resources—the India Basin Scow Schooner Boatyard, the Shipwright’s Cottage, and 702 Earl Street. The following project improvement measures are provided to fulfill the intentions of the project, which is still under conceptual development. The measures are meant to supplement the existing scope and would potentially help the project to meet additional Standards.

PROJECT IMPROVEMENT MEASURES: 900 INNES AVENUE PROPERTY

The following project improvement measures are recommended for the San Francisco Department of Recreation and Parks’ project within the 900 Innes Avenue property; if incorporated in the proposed project, they may allow historic resources to adhere better to the Standards and experience less of a change in historic integrity.

Project Improvement Measure A: Reduce or change the types of plantings from the slope into the India Basin Scow Schooner Boatyard from Innes Avenue, as well as plantings from the current location of the non-historic storage building.

The slope into the new park between the Shipwright’s Cottage and the proposed Overlook Pavilion would be a noticeable new landscape area within the site, and would introduce an area of plantings where residences and industrial buildings existed historically. These plantings are drought resistant and are appropriate to a waterfront setting, including succulents, grasses, shrubs, and flowers. However, these would be densely planted in the property west of the Shipwright’s Cottage and are not strictly consistent with the industrial character that has existed at the site during its period of significance. The non-historic storage building would be demolished and replaced with an area of garden plantings and trees, which would contrast with the utilitarian, industrial character that this site had historically.

Incorporation of this project improvement measure would help the proposed project adhere to Standards 1, 2, and 9 and would help retain the India Basin Scow Schooner Boatyard’s integrity of design, feeling, and association; this project improvement measure would also help retain the Shipwright’s Cottage’s integrity of setting and feeling.

Project Improvement Measure B: Retain and reuse historic materials and wall locations in the interior of the Shipwright’s Cottage.

The proposed project involves the removal of partition walls from their historic locations within the interior of the Shipwright’s Cottage; the configuration of the walls help the building to convey its historic use as a modest residence, although finishes are not historic. The rehabilitation of the building would also involve the removal of the historic wood panel doors and staircase from the interior that contribute to its historic character. The wall locations could be retained, involving the reuse of the historic interior panel doors where they existed historically. The doors, if removed, could also be salvaged for reuse in other locations within the building.

Incorporation of this project improvement measure would help the proposed project adhere to Standard 5. This project improvement measure is encouraged as it would help retain the Shipwright’s Cottage’s integrity of design, materials, feeling, and association.

Project Improvement Measure C: Retain cultural landscape features that contribute to the India Basin Scow Schooner Boatyard site.

The proposed project involves the removal of one contributing building—the tool shed and water tank house—as well as the water fence posts, which are located off-shore. It may be determined that the removal of additional contributing cultural landscape features is required following the completion of remediation studies.

Incorporation of this project improvement measure would help the proposed project adhere to Standards 1, 2, and 5 and would help retain the India Basin Scow Schooner Boatyard’s integrity of design, materials, workmanship, feeling, and association.

MITIGATION MEASURES

If the project improvement measures listed above are not incorporated into the proposed project and/or are not sufficient to minimize potential impacts to historic resources as part of the project design, the Planning Department may identify mitigation measures to assist in lessening the project-specific impacts. Mitigation measures may include documentation, interpretation, and salvage.

XI. CONCLUSION

This Historic Resource Evaluation has considered properties contained within a project area in the India Basin neighborhood of San Francisco. Three of these properties have been found eligible for listing in the California Register for their various associations with the maritime history and architectural practices of the India Basin neighborhood in southeastern San Francisco: the Shipwright's Cottage, the India Basin Scow Schooner Boatyard, and 702 Earl Street. These resources are thus considered historic resources for the purposes of CEQA review.

Upon analysis of the proposed project at the 700 Innes Avenue property, 900 Innes Avenue property, India Basin Shoreline Park, and India Basin Open Space, the proposed project as designed has the potential to alter significant characteristics of 702 Earl Street and the India Basin Scow Schooner Boatyard. The project would retain most significant characteristics of the Shipwright's Cottage, although it would involve changes to the building's setting and secondary interior features. Project improvement measures are included in this report to supplement the existing conceptual design scope; if incorporated, these measures may bring the project in better compliance with the Standards and may lessen the project's effect on the historic resources.

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APPENDIX A. AVAILABLE BUILDING PERMITS

702 EARL STREET

838-840 INNES AVENUE

900 INNES AVENUE

702 EARL STREET

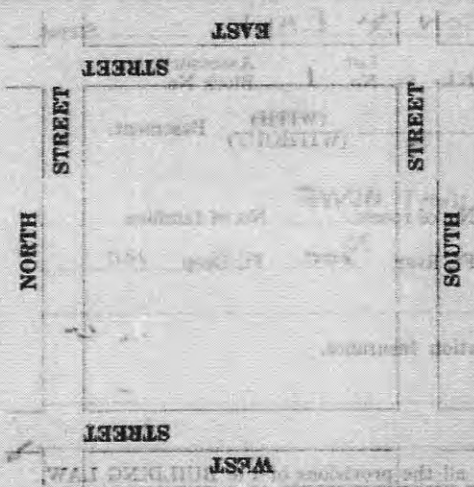


Bureau of Fire Prevention and Public Safety
 Construct and install on building to satisfac-
 tion of Bureau of Fire Prevention the following
 fire protection equipment and appliances:

- 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: *B. J. Neme*
 Bureau of Fire Prevention and Public Safety

Approved: _____
 Fire Marshal



*Refer to owner,
 provide permit
 means of access
 to roof.
 Engineer to check.
 A. P. Kelly 25th July 1935*

J. J. Heerd.

Approved: *J. J.*
 Superintendent Bureau of Building Inspection

Approved: *A. M. Johnson*
 City Planning Commission

Approved: _____
 Director of Public Health

Approved: _____
 Department of Electricity

Approved: _____
 Bureau of Engineering

Approved: _____
 Art Commission

BLDG. FORM
2
 No. *13176*

APPLICATION OF
W. J. HEERDY Owner

FOR PERMIT TO ERECT

ONE STORY FRAME BUILDING

Location: *S.W. CORNER*

HUTTON & EARL

Cost \$ *750*

Filed *JUL 11 1935*

Approved: *J. J. Heerd*

Permit No. *1571*

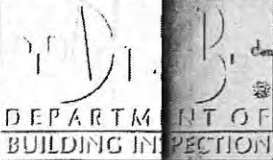
Issued *July 11 1935*

Certificate of Final Completion

Applied for *July 11 1935*

Issued *July 11 1935*

No. *198*



Central Permit Bureau F. No. 2

Neal, Stratford & Kerr No. 1251

Granted permission by Hobro to put in asphalt walk

Write in Ink—File Two Copies

W. J. Heerdt

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 EN of HUDSON - 100 ON EARL Lot No. 1 Assessor's Block No.
- (2) Number of Stories ONE (WITH) Basement.
- (3) Total Cost \$ 750.00 (WITHOUT)
- (4) Purpose or Occupancy SHOP TO MAN. LIGHT HOME No. of rooms No. of families
- (5) Size of lot 75 A 100 Ft. Front 75 Ft. Rear 75 100 Ft. Deep 100
- (6) Any other buildings 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. MARKEY 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

30 HUDSON ST.

Cost \$ 250.00

Filed 7/17/37

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

Bureau of Building Inspection

Permit No. 28686

Issued JUL 25 1937

Report Formally

conditioned upon

the approval of

the Dept of streets

& ordinances

July 8, 1937

[Signature]

W. J. Heert

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

Inchangers

APPROVED:

[Signature] Bureau of Fire Prevention and Public Safety

APPROVED:

Fire Marshal

Bureau of Building Inspection

APPROVED: 7/18/37

[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. 428

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 STS.

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.

APPROVED FOR ISSUANCE
DEC 13 2000

THIS APPLICATION APPROVED FOR SITE PERMIT ONLY. NO WORK MAY BE STARTED UNTIL CONSTRUCTION PLANS HAVE BEEN APPROVED.

RECEIVED
DEPARTMENT OF BUILDING INSPECTION
APPROVED FOR ISSUANCE
DEC 13 2000

3000509716
1-20
OSHA APPROVAL RECORD
APPROVAL NUMBER: 5

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
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.
OFFICE COPY

Table with columns: DATE FILED, FILING FEE RECEIPT NO., (1) STREET ADDRESS OF JOB, BLOCK & LOT, PERMIT NO., ISSUED, (2A) ESTIMATED COST OF JOB, (2B) REVISED COST, BY, DATE.

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

Table with columns: (4A) TYPE OF CONSTR., (4B) NO. OF STORIES OF OCCUPANCY, (4C) NO. OF BASEMENTS AND CELLARS, (4D) PRESENT USE, (4E) OCCUP. CLASS, (4F) NO. OF DWELLING UNITS.

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)
Using the SF/SABC, reposition the existing residential use from Area 3A to Area 3B, Upgrade resid. unit to include both a new code compliant kitchen stove & a new code compliant second means of egress, Disable exist. kitchen c 3A by removing existing cooking facilities.

Table with 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 OVER SUB SIDEWALK SPACE BE REPAIRED OR ALTERED?, (22) WILL BUILDING EXTEND BEYOND PROPERTY LINE?, (23) ANY OTHER EXISTING BLDG OR LOT IF YES SHOW ON PLOT PLAN, (24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?, (25) ARCHITECT OR ENGINEER (DESIGN OR CONSTRUCTION), ADDRESS, CALIF. CERTIFICATE NO., (26) 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 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 on 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 drawings 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
 CONTRACTOR
 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. 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.
(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 therewith with the provisions of Section 3800 of the Labor Code that the permit herein applied for shall be deemed rescinded.
(X) V I certify as the owner of the work for which this permit is issued, that in the performance of the work for which this permit is issued, I do not employ a contractor who complies with the workers' compensation laws of California and who is insured by 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 THERE TO WILL BE COMPLIED WITH.
9003 03 (REV 1-96)
Signature of Applicant or Agent: [Signature]
Date: 5/8/00

CONDITIONS AND STIPULATIONS

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

By Steve Hajnal
STEVE HAJNAL, DBI

SEP 19 2000

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

CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW

Andrea Wong 8.7.2000

APPROVED

N/A

BUREAU OF FIRE / DEPT. OF 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.

DATE:

REASON:

NOTIFIED MR.

DATE:

REASON:

NOTIFIED MR.

DATE:

REASON:

NOTIFIED MR.

DATE:

REASON:

NOTIFIED MR.

DATE:

REASON:

NOTIFIED MR.

DATE:

REASON:

NOTIFIED MR.

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

Michael J. ...

OFFICIAL COPY



DEPARTMENT OF BUILDING INSPECTION

JUL 14 2000

FRANK Y. CHIU, DIRECTOR

APPROVED FOR ISSUANCE

318

20001071415202

OSHA APPROVAL RECORD

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

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 8 [X] OVER-THE-COUNTER ISSUANCE

2 NUMBER OF PLAN SETS

Table with permit details: DATE FILED (7/14/00), FILING FEE RECEIPT NO., (11) STREET ADDRESS OF JOB (702 EARL ST.), BLOCK & LOT (4644-1), PERMIT NO. (91587), ISSUED (07-1400), (2A) ESTIMATED COST OF JOB (\$1.00), (2B) REVISED COST.

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

Table with building descriptions: (14) TYPE OF CONSTR. (IN), (5A) NO. OF STORIES OF OCCUPANCY (3), (6A) NO. OF BASEMENTS AND CELLARS (0), (7A) PRESENT USE (MIXED-RESID & COMMERCIAL), (8A) OCCUP. CLASS (R3/M), (9A) NO. OF DWELLING UNITS (1).

Table with contractor info: (14) GENERAL CONTRACTOR (NONE), ADDRESS, PHONE, CALIF. LIC. NO., EXPIRATION DATE.

Table with owner info: (15) OWNER - LESSEE (M.A. HAMMAN), ADDRESS (702 EARL ST. SF), BTRC #, PHONE (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.

ADDITIONAL INFORMATION

Table with additional info: (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 (FT.), (19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING? (NO), (20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA (SQ. FT.), (21) WILL SIDEWALK COVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? (NO), (22) WILL BUILDING EXTEND BEYOND PROPERTY LINE? (NO), (23) ANY OTHER EXISTING BLDG. ON LOT? (NO), (24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? (NO).

Table with architect info: (25) ARCHITECT OR ENGINEER (DESIGN OR CONSTRUCTION) (Bruce Bouscher, Bouscher Assoc., 212 Sutter St SF, CALIF. CERTIFICATE NO. C-11693).

Table with construction lender info: (26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LENDER, 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 6'0" 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, [] LESSEE, [] CONTRACTOR, [X] ARCHITECT, [] AGENT, [] 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. 1/99)

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. 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 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 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: [Signature] Date: 7/10/00

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

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

BUILDING INSPECTOR, DEPT. OF BLDG. INSP.

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 & Conditions
of Permit Appeals decision.
DEPARTMENT OF BUILDING INSPECTION
No. 02072 Date 01/22/05 **DCP FEE**

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: 01/01/07
FORM 8 OVER-THE-COUNTER ISSUANCE
2 sets of plans No red plans.
NUMBER OF PLAN SETS

OFFICE COPY
SPUSD Tel.

BOARD OF APPEALS NO. 2003/07/08/9993
APPLICATION NO. 200206219728

DATE FILED 7/08/03	FILING FEE RECEIPT NO. 338934	(1) STREET ADDRESS 702 EARL STREET	BLOCK & LOT AB41A/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/E1	(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.	(5) OCCUP. CLASS. F1/E1	(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 101 PCD / CED des McJadden 12/15/03	DATE: REASON:
APPROVED: <input type="checkbox"/>	per Board of Appeals resolution 02-122 Approved Julian Banafes	DATE: REASON:
APPROVED: <input type="checkbox"/>	(RT) 10/31/05 1/28/04	DATE: REASON:
APPROVED: <input type="checkbox"/>	BUREAU OF FIRE PREVENTION & PUBLIC SAFETY	DATE: REASON:
APPROVED: <input checked="" type="checkbox"/>	CHECKED OCT 05 2005 / Back check 12/27/05 BY: THOMAS LE CANT-PC/CAT-CE	DATE: REASON:
APPROVED: <input type="checkbox"/>	Robert Troy 10/11/05 Maldonado	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

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

APPLICATION NUMBER
20041129/015

APPROVAL NUMBER:

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.

DO NOT WRITE ABOVE THIS LINE

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: Lee	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 DEPT.): 434-4200	admit		

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)
In accord 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 PLOT 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 Buscanel	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 THERE TO 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 forthwith 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: [Signature] Date: 11/29/04

ORIGINAL

OFFICIAL COPY

SAN FRANCISCO

DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

REFER TO:

APPROVED: SEE PA # 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:

[Signature]

BY: THOMAS LE

DATE: REASON:

DEPARTMENT OF CITY PLANNING

NOTIFIED MR.

APPROVED:

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE: REASON:

NOTIFIED MR.

APPROVED:

MECHANICAL ENGINEER, DEPT OF BLDG. INSPECTION

DATE: REASON:

NOTIFIED MR.

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

CIVIL ENGINEER, DEPT OF BLDG INSPECTION

CHECKED OCT 05 2005 BY: THOMAS LE

DATE: REASON:

NOTIFIED MR.

APPROVED:

[Signature]

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



APPROVED
Dept of Building Insp

SEP 23 2009

APPROVED FOR ISSUANCE

SEP 21 2009

BLDG FORM 3/B

2009-0921-7299

APPLICATION NUMBER APPROVAL NUMBER

M/V

Vivian L. Day

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

VIVIAN L. DAY
DIRECTOR/CHIEF BUILDING OFFICIAL
COUNTY OF SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

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

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

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

Table with fields: DATE FILED, FILING FEE RECEIPT NO, STREET ADDRESS OF JOB, BLOCK & LOT, PERMIT NO, ISSUED, ESTIMATED COST OF JOB, REVISED COST, BY, DATE

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING

Table with fields: (4A) 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

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

Table with fields: (4) TYPE OF CONSTR, (5) NO OF STORIES OF OCCUPANCY, (6) NO OF BASEMENTS AND CELLARS, (7) PROPOSED USE (LEGAL USE), (8) OCCUP CLASS, (9) NO OF DWELLING UNITS

Table with fields: (10) IS AUTO HIGHWAY TO BE CONSTRUCTED OR ALTERED?, (11) WILL STREET SPACE BE USED DURING CONSTRUCTION?, (12) ELECTRICAL WORK TO BE PERFORMED?, (13) PLUMBING WORK TO BE PERFORMED?

Table with fields: (14) GENERAL CONTRACTOR, ADDRESS, PHONE, CALIF LIC NO, EXPIRATION DATE

Table with fields: (15) OWNER, ADDRESS, ZIP, ETRC#, PHONE (FOR CONTACT BY DEPT)

(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 - have two light fixtures - Add car utility shaft LESS THAN 50% repair in kind Not visible from street. No structural work on building.

ADDITIONAL INFORMATION

Table with fields: (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

Table with fields: (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? (IF YES SHOW ON PLOT PLAN), (24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?

Table with fields: (25) ARCHITECT OR ENGINEER (DESIGN [] CONSTRUCTION []), ADDRESS, CALIF CERTIFICATE NO

Table with fields: (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. 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 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 in 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 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, [X] CONTRACTOR, [] 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 and actions. I, 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. I 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 sell the real property 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 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: 238-000447-2. () 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 this 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 or Agent: Vivian L. Day, Date: 9/21/09

OFFICIAL COPY

SAN FRANCISCO

CONDITIONS AND STIPULATIONS

REFER TO DEPARTMENT OF BUILDING INSPECTION

REFER TO APPROVED... All electrical and / or plumbing... This application is approved without site inspection... not constitute an approval of the building work... authorized must be done in strict accordance with all applicable codes. Any electrical or plumbing work will require appropriate separate permits.

By Tom C HUI DBI SEP 21 2009

Table with 3 columns: Department/Agency, Approval Status, and Date/Reason. Rows include: 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.

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*

Market Street

Cost \$ *31,500*

Filed *AUG 13 1938*

Approved:

Superintendent Bureau of Building Inspection

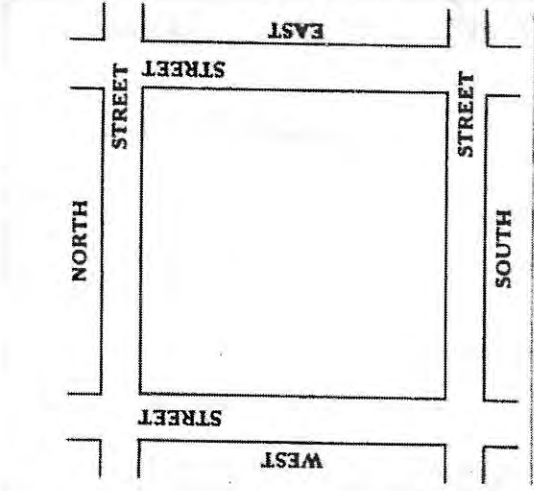
Permit No. *76545*

Issued *8-19-38*

Certificate of Final Completion

Applied for *1938*

Issued *1938*



APPROVED
Guay 16 1938
J. C. GEIGER, Director of Public Health

W. 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:

- 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:

Superintendent Bureau of Building Inspection

Approved: *8/15/38*

W. Hill
City Planning Commission

APPROVED TO BE NOTICED WITH 50' NET FROM 1938
REVISIONS TO BE NOTICED WITH 12' IN 1938

Approved:

J. C. GEIGER
Director of Public Health

Approved:

Department of Electricity

Approved:

Bureau of Engineering

Approved:

Art Commission

W. Hill
Bureau of Fire Prevention and Public Safety

Approved:

Fire Marshal



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: Innes 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) (WITHOUT) Basement. (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) (DOES NOT) carry Workmen's Compensation Insurance. (8) Supervision of construction by: Owner Address: 830 Innes 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: [Signature] Certificate No. License No. State of California City and County of San Francisco Address (10) Engineer: [Signature] 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 Innes 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.)

OFFICIAL COPY



OWNER Manning, T.J. 11 Innes Ave 225' W Fitch		LOCATION		APP. NO. 37181	
ADDRESS 839 Innes Avenue		LOT NO.	BLOCK NO.	HOUSE NO.	
ESTIMATED COST 5500 5500	FEE 30	DATE APPLICATION 8-18-40		8-23-38	
PERMIT ISSUED	193	PERMIT NO.			
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			
FILES		ADDRESS			
DEPARTMENT OF PUBLIC WORKS		BUILDING RECORD		CENTRAL PERMIT BUREAU	
CITY AND COUNTY OF SAN FRANCISCO					
ADDRESS 839 Innes Avenue	LOT NO.	BLOCK NO.	HOUSE NO.		
OWNER Manning, T.J. 11 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*

JR



WONDERLITE NEON PROD
170 OTIS STREET UN
BLDG. FORM.

No. 67820
APPLICATION OF
K. Zohar Owner

FOR PERMIT TO MAKE
ADDITIONS, ALTERATIONS OR REPAIRS
TO BUILDING

Location 840 Whittier Ave

Cost \$100

Filed FEB 5 1942

APPROVED: [Signature]
Superintendent
Bureau of Building Inspection

Permit No. 67820
Issued FEB 10 1942

WONDERLITE NEON PROD
170 OTIS STREET UN

Favorable
-2-6-42
J. 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 P. NO. 428

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 Sutter 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.
(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 _____
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 _____
Address WONDERLITE NEON PRODUCTS CO.

- (11) Contractor 170 OTIS STREET UNDERHILL 4080
License No. 2926 License No. 450
State of California _____ City and County of San Francisco _____
Address _____

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

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



National Home Corp

BLDG. FORM

No. *133054*

APPLICATION OF

M. P. Cuzzo

FOR PERMIT TO

ERECT SIGN OR BILL BOARD

Location *840 - James Ave*

Cost \$ *495.00*

Filed *11 - 28* 1950

Approved:

APPROVED
Public Works

Superintendent Bureau of Building Inspection

Permit No. *120733*

Issued *DEC 6 - 1950* 1950

REFER TO:

Bureau of Engineering	<input type="checkbox"/>
BBE Struct. Engineer	<input type="checkbox"/>
Boiler Inspector	<input type="checkbox"/>
Art Commission	<input type="checkbox"/>
Dept. of Public Health	<input type="checkbox"/>

Approved *11/29* 1950

H. E. Patten
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:

Zona
CPC Selback
It should be by James to be done
Public & Capital
Department of City Planning

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:

W. J. ...
11/29/50
Bureau of Fire Prevention & Public Safety

Approved:

W. J. ...
Structural Engineer, Bureau Building Inspection

Approved:

Bureau of Engineering

OFFICIAL COPY

SAN FRANCISCO



Central Permit Bureau Form No. 411

RECEIVED

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

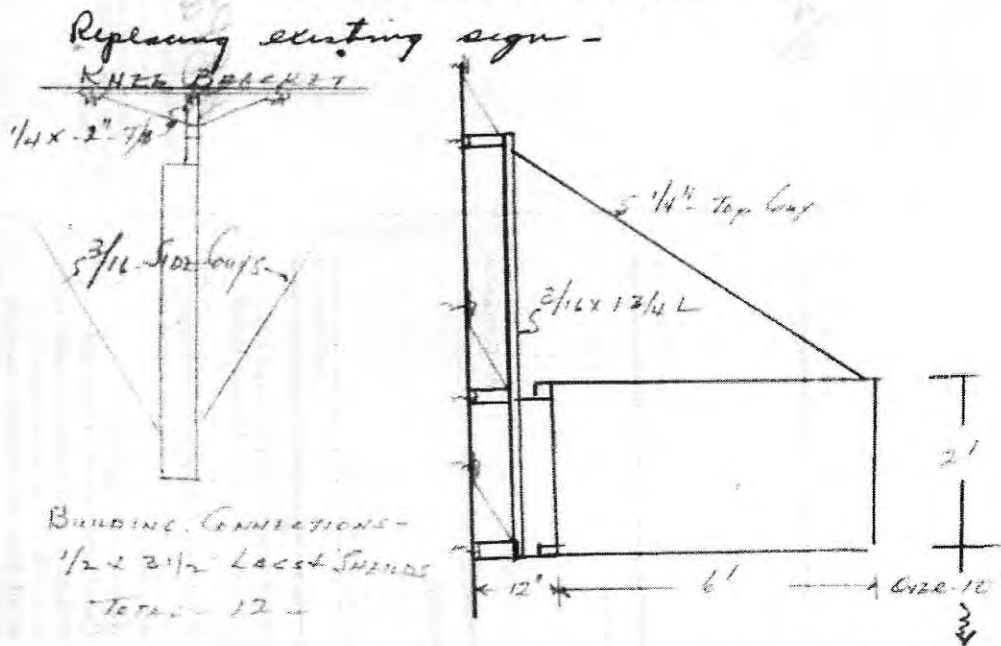
11-78 195.0

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

FOR PERMIT TO MAKE ADDITIONS, ALTERATIONS or REPAIRS TO BUILDING

Owner

John J. Winters

Location 846 Jones Ave.

Total Cost \$ 90.00

Filed 12/8 DEC 8 1950

Approved:

APPROVED

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

John J. Winters
Building Inspector, Bureau of Building Inspection

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

John J. Winters
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:

Zone
CPC Setbacks
Department of City Planning

Approved:

Bureau of Fire Prevention & Public Safety

Approved:

Structural Engineer, Bureau Building Inspection

Approved:

Bureau of Engineering

OFFICIAL COPY

SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BUILDING INSPECTION

CENTRAL PERMIT BUREAU 6435

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM

RECEIVED
DEC 1 1950

CENTRAL PERMIT BUREAU

3

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

12/8 1950

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 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 John J. Winter (Phone 001-0430)
Address 1117 Jackson St (For Contact by Bureau)

By J. J. Winter Address J. J. Winter
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: Shirley M. Williams
MAR 11 1958
Department of City Planning

Approved: _____

Approved: [Signature]
Bureau 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
- RRI Struct. Engineer
- Boiler Inspector
- Art Commission
- Dept. of Public Health

Approved: 3-13 1958

MAJOR
PROVIDED NO STRUCTURAL
CHANGES TO BUILDING FRAME

BUDG. FORM

3

No. 20770

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**
DEPT. PUBLIC WORKS
APR - 7 1958

[Signature]
SUPERVISOR

Superintendent, Bureau of Building Inspection

Permit No. 187352

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
1950 MARCH 11 PM 3:14
BUILDING INSPECTION

3

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

7 MARCH

19 50

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 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 Frank 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 Carle 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

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



DEPARTMENT OF BUILDING INSPECTION

NATIONAL NEEDS ACT
1942 AMENDMENT
SAN FRANCISCO

BLDG. FORM

4

APPLICATION OF

Coast-Cala Bottling Co., Owner

FOR PERMIT TO ERECT SIGN

Location Hunter's Point Rest.

838 Fines

Cost \$ 300.00

Filed FEB 26 1962
see 3508

Approved:

APPROVED
Dist. Public Works
MAR 5 1962

Thos C. Day
SUPERINTENDENT
BUREAU OF BUILDING INSPECTION

Superintendent, Bureau of Building Inspection

Permit No. WBR 34681

Issued 19.....

REFER TO:

Bureau of Engineering

BBE Civil Engineer

Parking Authority

Art Commission

[Signature]

Approved 3/1 1962

Provided the following Conditions are Complied with:

Parking Authority

Approved:

Art Commission

Approved:

Approved:

Zone C-1-M

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 Loni 3/15/62
Civil Engineer
Bureau of Building Inspection

[Signature]
Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.
[Signature]
Owner or Owner's Authorized Agent

OFFICIAL COPY



Central Permit Bureau F. No. 432

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:

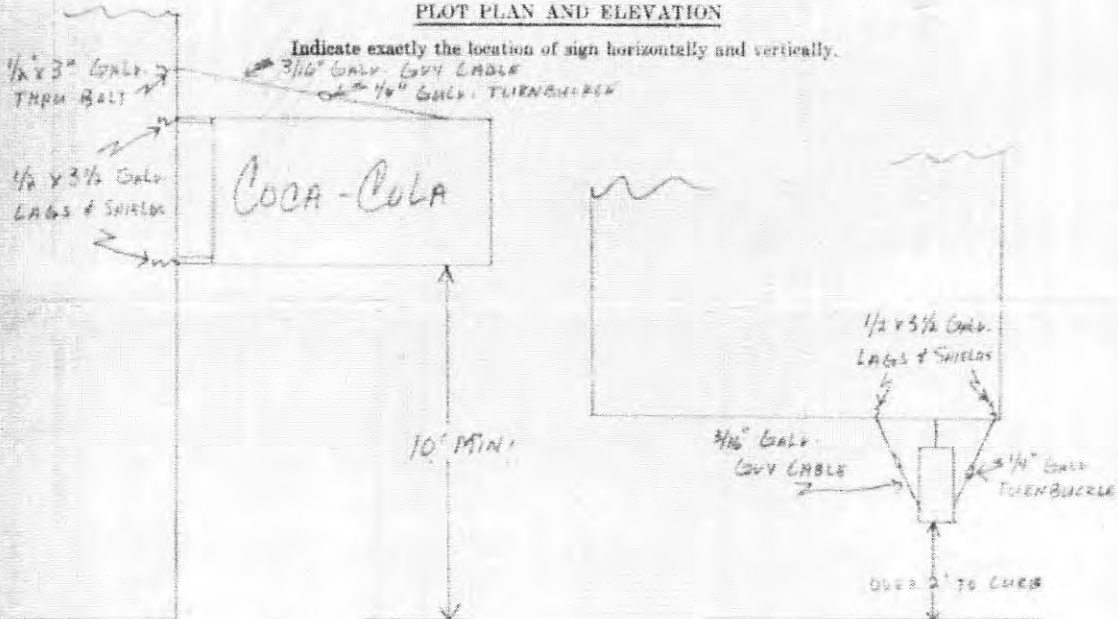
ELECTRIC SIGN

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. 1566
 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 assigns.

(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
CR-2008-16-1866

OSHA APPROVAL RECORD
APPROVAL NUMBER:

N/V

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS
FORM 3 OTHER AGENCIES REVIEW REQUIRED
FORM B OVER-THE COUNTER ISSUANCE
NUMBER OF PLAN SETS 12/31/10

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION
APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HERewith AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

Table with columns: DATE FILED, FILING FEE RECEIPT NO., STREET ADDRESS OF JOB, BLOCK & LOT, PERMIT NO., ISSUED, ESTIMATED COST OF JOB, REVISED COST, DATE.

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING
DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION
(1) TYPE OF CONSTR., (2) NO. OF STORIES OF OCCUPANCY, (3) NO. OF BASEMENTS AND CELLARS, (4) PRESENT USE, (5) OCCUP. CLASS, (6) NO. OF DWELLING UNITS.

ADDITIONAL INFORMATION

(17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING?
(18) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED?
(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING?
(20) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?

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 6' 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.

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...
I hereby affirm, under penalty of perjury one of the following declarations:
1. I have and will maintain a certificate of consent to self-insure for worker's compensation...
2. I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code...

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
MAY 05 2010
ORIGINAL

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 permission is approved without site inspection. Detailed plumbing or electrical plan review and close out certificate are approved 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.

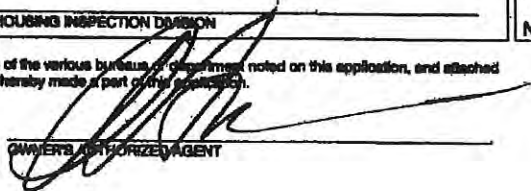
By TOM HUI
TOM C. HUI, DBI
APR 26 2011

<input type="checkbox"/>	APPROVED: TO PERMANENTLY REMOVE 6x12 GENERAL ADVERTISING SIGN (ORIG 920) PER NOV #10502.  C. LAMORENA 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


OWNER'S AUTHORIZED AGENT

329.37
APPROVED
Dist. of Building
JUN 10 2010

RESIDENTIAL WINDOW REPLACEMENT (SAME SIZE & LOCATION)
PROVIDE MAINTAIN LIGHT & VENTILATION (PER SECTIONS 1026, SFBC); EGRES. WINDOW (SECTIONS 1026, SFBC); FIRE RATING SECS 607, 701, TABLES 601, 602 & 704.8; SFBC); SAFETY GLASS (SECTION 1026 SFBC) AS APPLICABLE.
PROVIDE SMOKE DETECTORS PER SECTION 907 2.10.5. (SFBC) IF VALUATION EXCLD \$1,000.00.

BUILDING FORM 318
APPROVED FOR ASSURANCE JUN 10 2010
AL SMITH, DBI
APPLICATION NUMBER 201006104249
APPROVAL NUMBER:

1001201010... MAY UNFLUR 6.10.10

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

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION
APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HERewith AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

Table with 4 columns: DATE FILED (6-10-10), PERMIT NO. (1213883), (1) STREET ADDRESS OF JOB (840 Inness Ave), BLOCK & LOT (4645 Lot 6), (2) ESTIMATED COST OF JOB (8000.00), (3) REVISED COST (12,000.00), DATE (6-10-10)

INFORMATION TO BE FURNISHED BY ALL APPLICANTS
LEGAL DESCRIPTION OF EXISTING BUILDING
DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION
ADDITIONAL INFORMATION
IMPORTANT NOTICES
NOTICE TO APPLICANT

IMPORTANT NOTICES
No change shall be made in the structure 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 San 380, 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 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) OR (14).
THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.
In drawings of installing 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
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.
8002-02 (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), whichever is applicable. If however item (v) is checked item (iv) must be checked as well. Mark the appropriate method of compensation below.
I hereby affirm under penalty of perjury one of the following declarations:
() I. I have and will maintain a certificate of contract 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 herewith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed voided.
(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] JUN 10 2010
Date

OFFICIAL COPY

SAN FRANCISCO

DEPARTMENT OF BUILDING INSPECTION

REFER TO: APPROVED: AL SMITH, DBI

JUN 10 2010

THE CONDITIONS AND STIPULATIONS

Can 414-BB-0076, to various 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. INSPECTION

DATE: 6/10/10 REASON: OK TO PROCESS

Table with 3 columns: APPROVED (checkbox), Department Name, and NOTIFIED MR. (checkbox, date, reason). Rows include 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, and HOUSING INSPECTION DIVISION.

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

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 [X] 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), PERMIT NO. (1221812), STREET ADDRESS (840 INNES AVE), ESTIMATED COST (1900), REVIEWED COST (\$1,000), BLOCK & LOT (4645 06).

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING

Table with building details: (4A) TYPE OF CONSTR. (WOOD-FR), (5A) NO. OF STORIES (2), (6A) NO. OF BASEMENTS (0), (7A) PRESENT USE (COMMERCIAL-RESTAURANT), (8A) OCCUP. CLASS (M, R-3).

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

Table with alteration details: (4) TYPE OF CONSTR. (V-R), (5) NO. OF STORIES (2), (6) NO. OF BASEMENTS (0), (7) PROPOSED USE (RESTAURANT-1-RESIDENTIAL), (8) OCCUP. CLASS (M, R-3).

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

Table with contractor and owner info: (14) GENERAL CONTRACTOR (ADDRESS: 0009122), (15) OWNER - LESSEE (ROSS OLIVIERO) (ADDRESS: 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)

Replace existing roof, touch on flat roofing product - DiBitane at front flat portion only.

ADDITIONAL INFORMATION

Table with additional info: (17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT? (NO), (18) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION? (NO), (19) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? (NO).

(20) ARCHITECT OR ENGINEER (DESIGN) [] CONSTRUCTION [X] ADDRESS

(21) 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. 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 368, 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 drawings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

- [X] 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 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 herewith with the provisions of Section 2600 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: J. J. Winters 9-22-10
Date

BLDG. FORM 3/8
APPLICATION NUMBER: 201009221389
COSTA APPROVAL RECORD: []
APPROVAL NUMBER: []

OFFICIAL COPY

SAN FRANCISCO

DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

REFER TO APPROVED:

DAVID RANG
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 plumbing permits.

APPROVED:

MA
JP

DEPARTMENT OF CITY PLANNING

APPROVED:

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

APPROVED:

MECHANICAL ENGINEER, DEPT OF BLDG. INSPECTION

APPROVED:

CIVIL ENGINEER, DEPT. OF BLDG INSPECTION

APPROVED:

BUREAU OF ENGINEERING

APPROVED:

DEPARTMENT OF PUBLIC HEALTH

APPROVED:

REDEVELOPMENT AGENCY

APPROVED:

HOUSING INSPECTION DIVISION

DATE: _____

REASON: _____

NOTIFIED MR. _____

DATE: _____

REASON: _____

NOTIFIED MR. _____

DATE: _____

REASON: _____

NOTIFIED MR. _____

DATE: _____

REASON: _____

NOTIFIED MR. _____

DATE: _____

REASON: _____

NOTIFIED MR. _____

DATE: _____

REASON: _____

NOTIFIED MR. _____

DATE: _____

REASON: _____

NOTIFIED MR. _____

DATE: _____

REASON: _____

NOTIFIED MR. _____

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

OFFICIAL COPY

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: 20130514827

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS. CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION. APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HERewith AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

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

LEGAL DESCRIPTION OF EXISTING BUILDING. (4A) TYPE OF CONSTR. 5. (5A) NO. OF STORIES OF OCCUPANCY 1. (6A) NO. OF BASEMENTS AND CELLARS 0. (7A) PRESENT USE SFD. (8A) OCCUP. CLASS R3. (9A) NO. OF DWELLING UNITS 1.

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION. (4B) TYPE OF CONSTR. 5. (5B) NO. OF STORIES OF OCCUPANCY 1. (6B) NO. OF BASEMENTS AND CELLARS 0. (7B) PROPOSED USE (LEGAL USE) SFD. (8B) OCCUP. CLASS R3. (9B) 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 Home 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. Slope 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 TO BUILDING? 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 carrying 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 WORKING 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) (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 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. 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 4700 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 4700 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 5-14-13 Date

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: Approved
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 [Signature]

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. _____

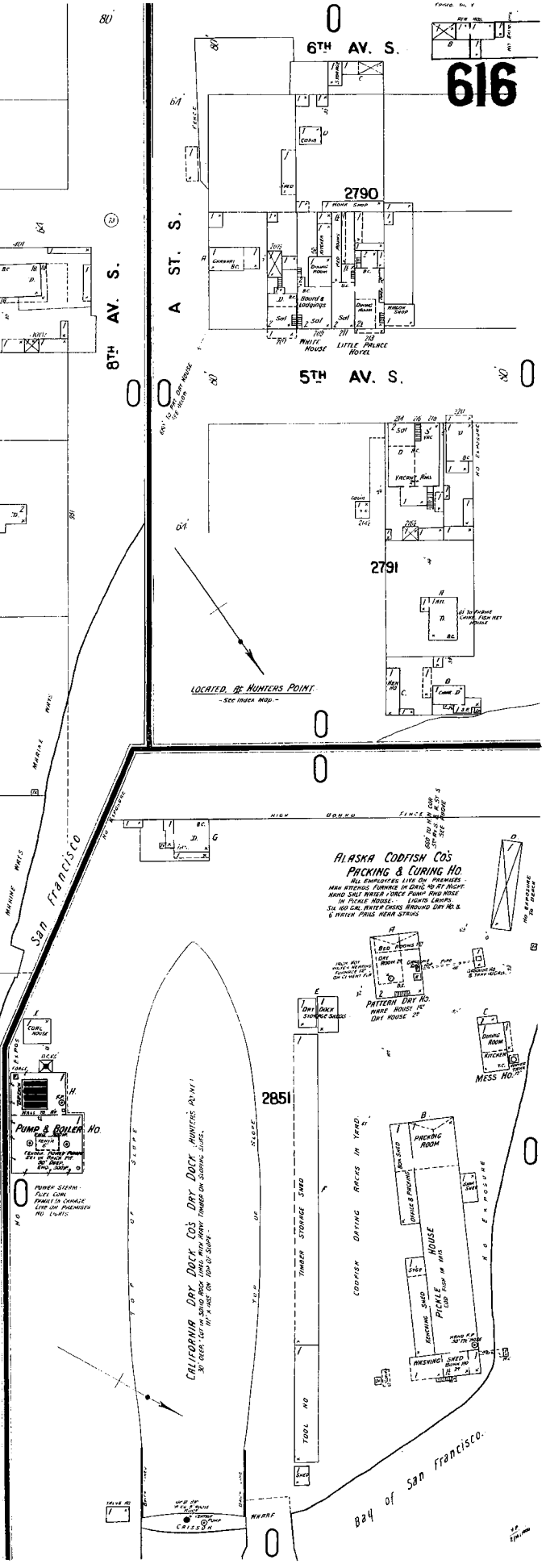
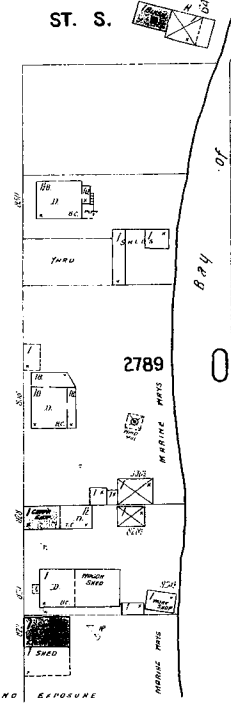
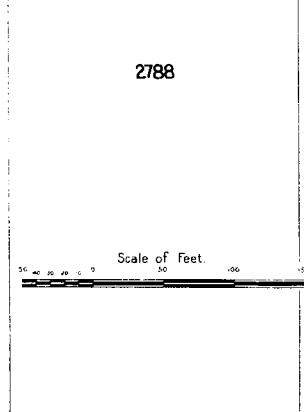
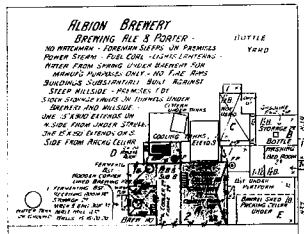
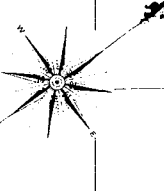
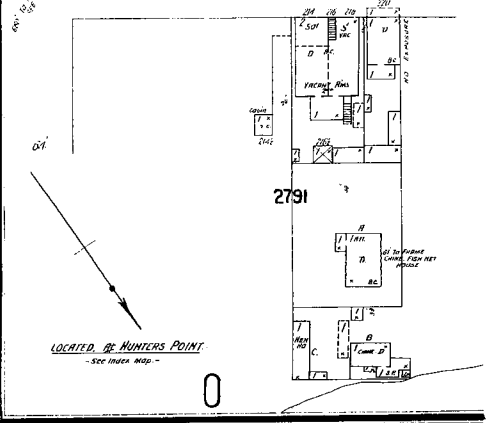
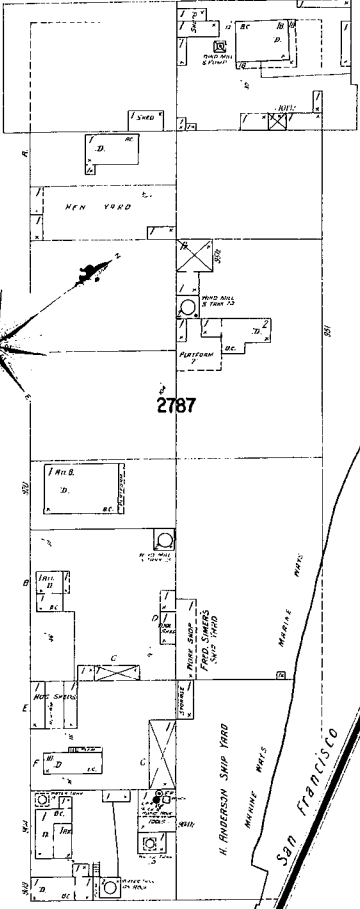
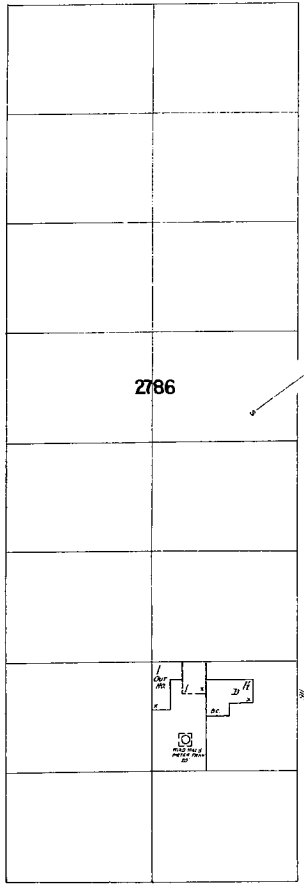
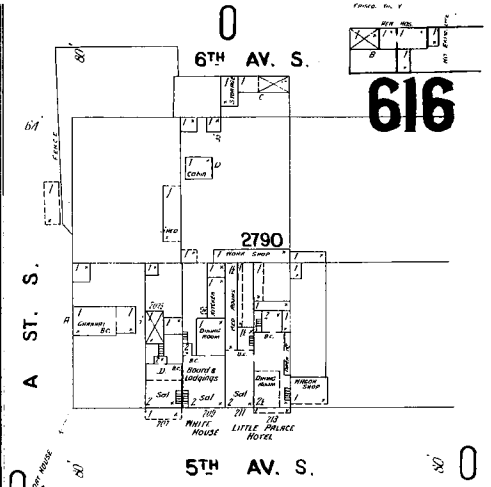
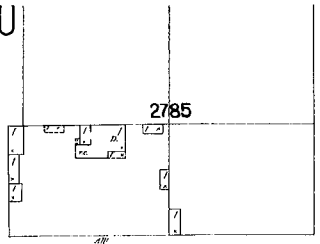
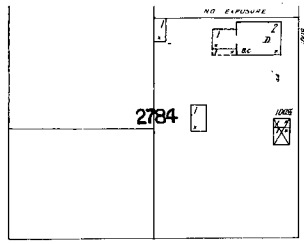
HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

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

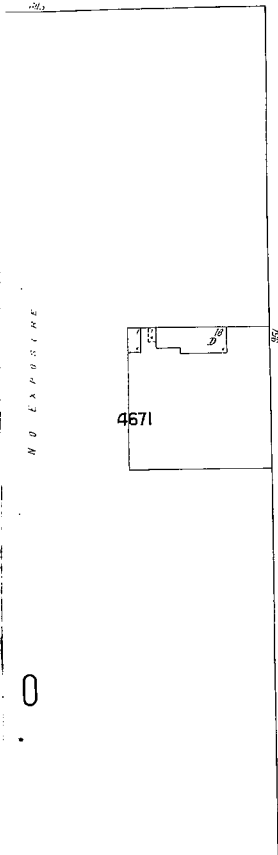


ALASKA CODFISH CO'S
PACKING & CURING HO.
ALL EMPLOYEES LIVE ON PREMISES
MAN AREAS FORWARD IN CHASE BY NIGHT
WOOD SHED WATER TOWER PUMP HOUSE
IN PICKLE HOUSE - LIGHT LAMP
SHEDS ON WATER TOWER AROUND DRY DOCK &
6 WATER TOWER NEAR STRAITS

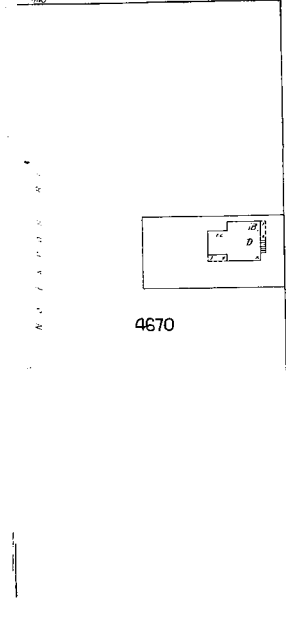
CALIFORNIA DRY DOCK CO'S DRY DOCK
PUNTERS (R.V.)
30 FEET x 140 FEET SHED LONG WITH MANY TIMBERS ON SHEDDING STRIPS.
BY A LANE ON TOP OF SHED.

BAY of San Francisco.

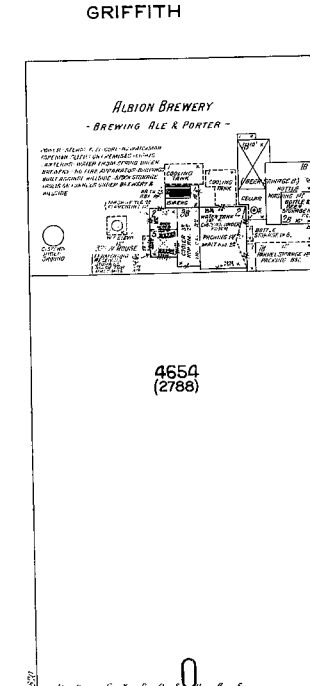
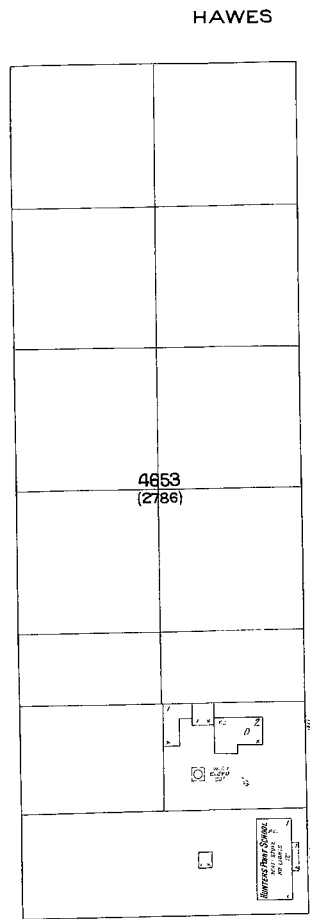
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EXPOSURE
4672



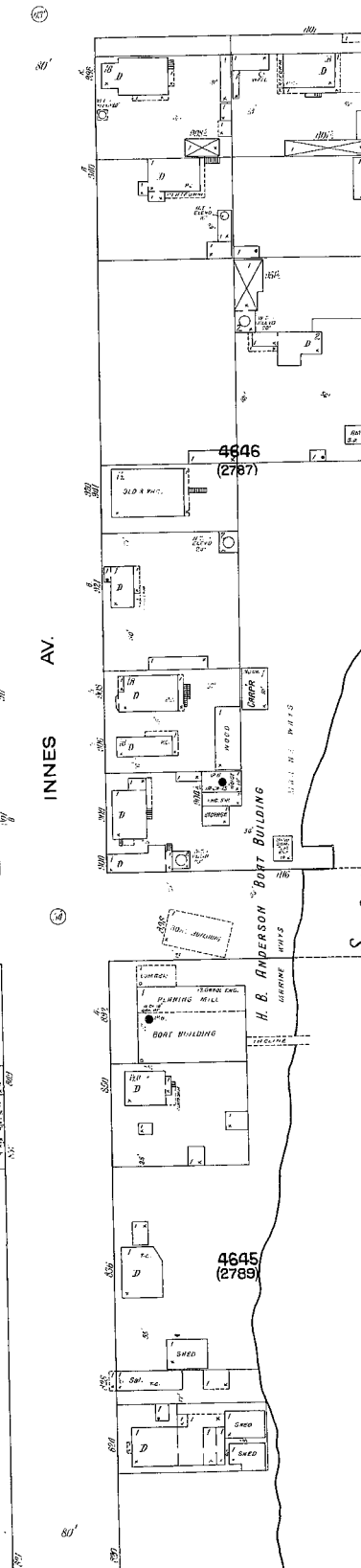
Scale of Feet. 0 50 100



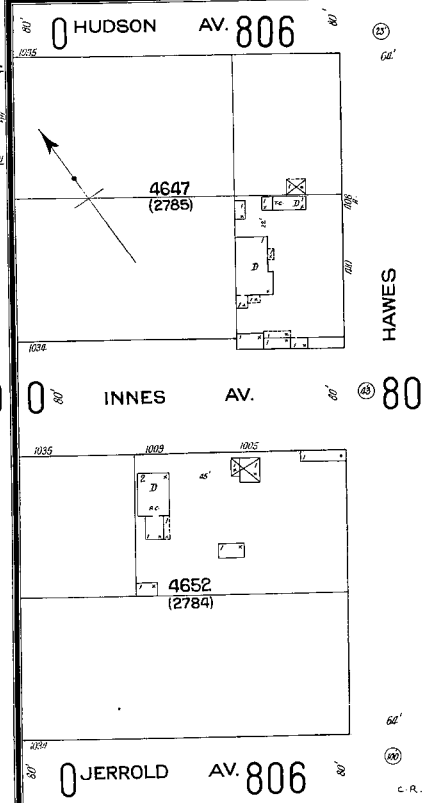
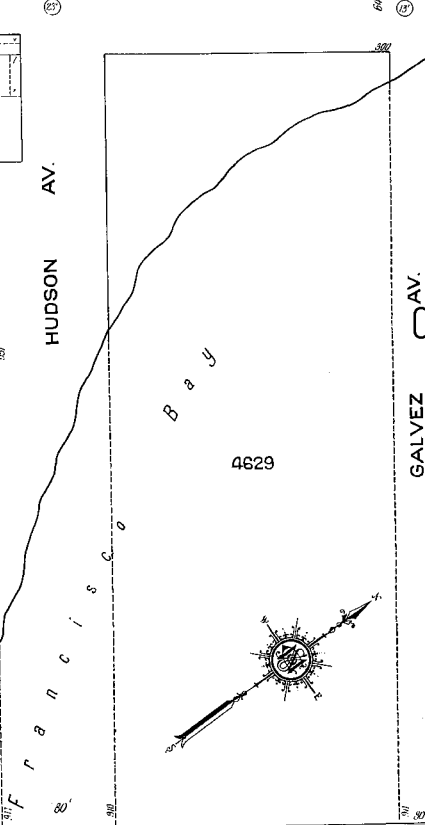
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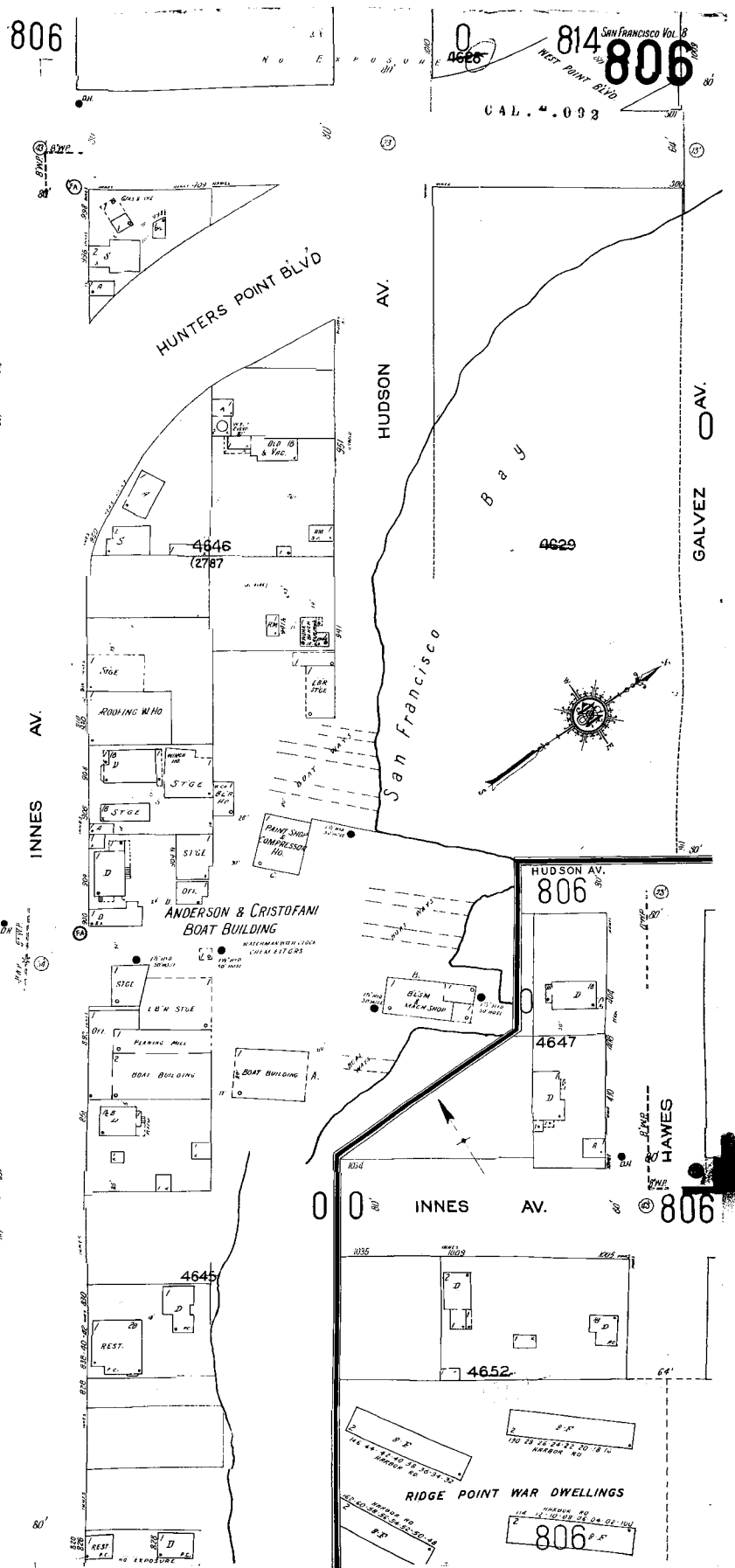
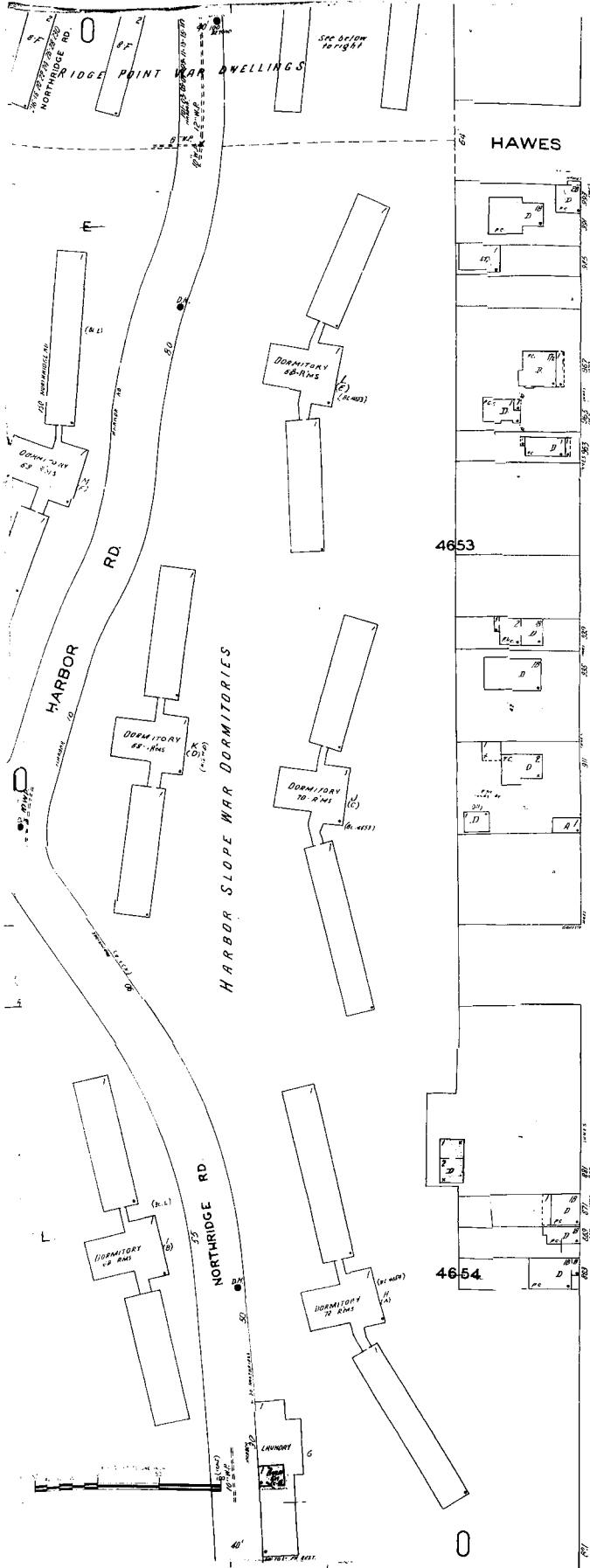
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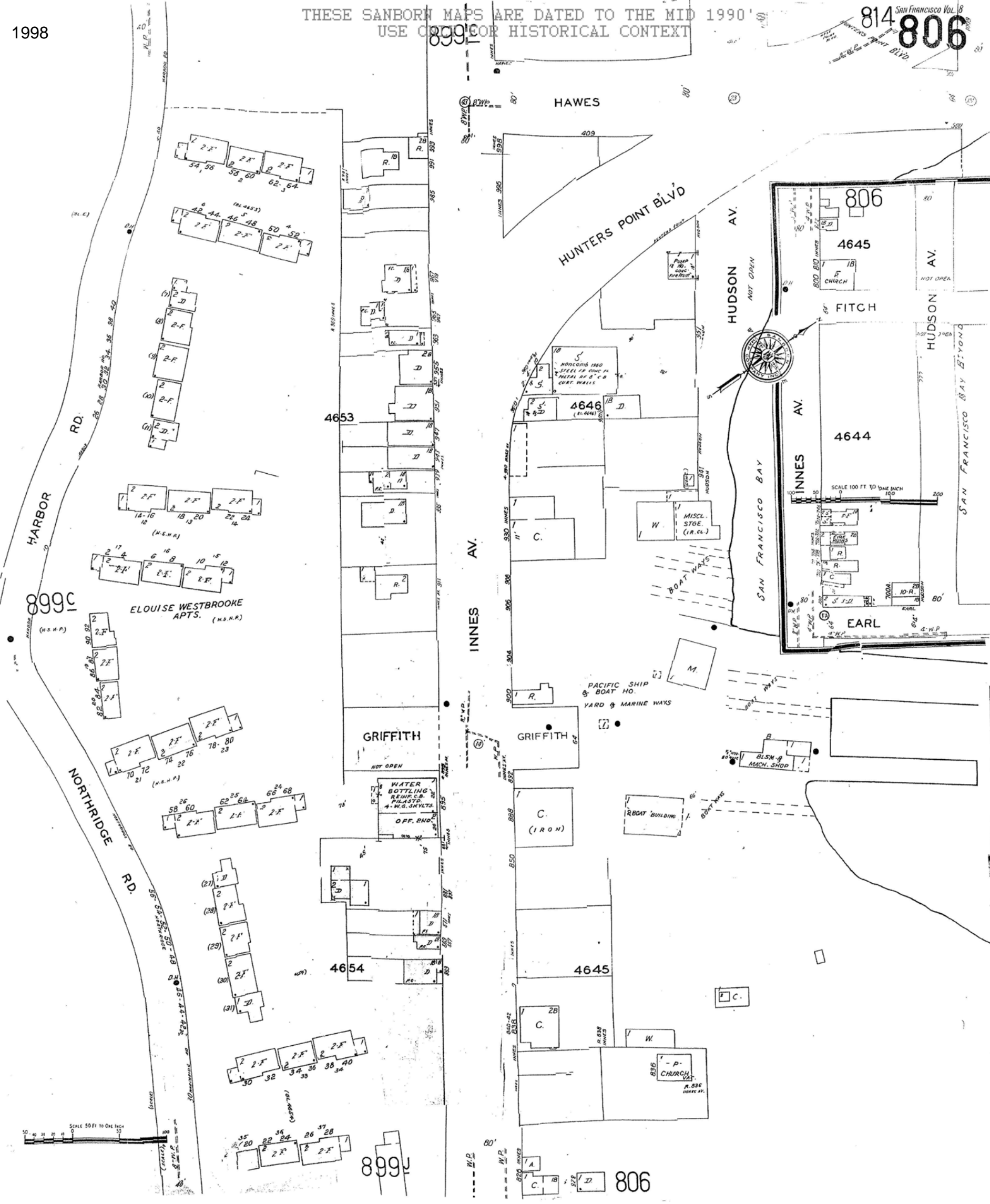


0
814
4628
806
SAN FRANCISCO VOL. 8



HAWES AV. 806
JERROLD AV. 806
HUDSON AV. 806
INNES AV. 806
GALVEZ AV.





APPENDIX C. PROPOSED PROJECT DRAWINGS

700 INNES AVENUE PROPERTY

702 EARL STREET

900 INNES AVENUE PROPERTY AND INDIA BASIN SHORELINE PARK

SHIPWRIGHT'S COTTAGE, OVERLOOK PAVILION, SHOP BUILDING, AND OUTFITTERS
PAVILLION

700 INNES AVENUE PROPERTY

Source: Skidmore, Owings & Merrill, 2016.



Proposed Project – Site and Land Use Plan



Proposed Project – Building Heights



Proposed Project East and North Building Elevations



Proposed Project South and West Elevations



Proposed Variant – Site and Land Use Plan



Proposed Variant – Building Heights



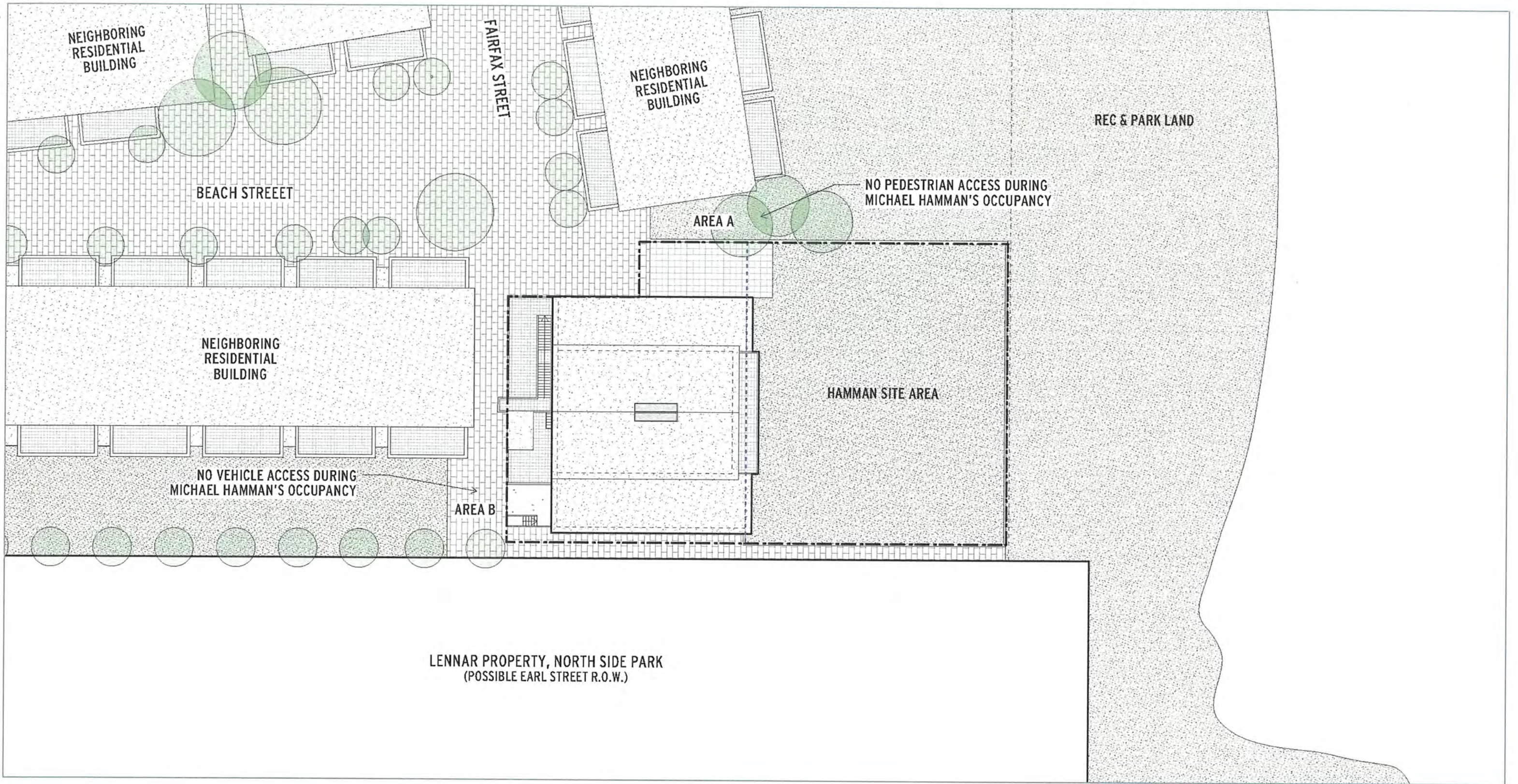
Proposed Variant East and North Building Elevations



Proposed Variant West and South Building Elevations

702 EARL STREET

Source: Macy Architecture, 2016



1/32" = 1'-0"



SITE & SURROUNDING CONTEXT

12/9/16

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TURE**

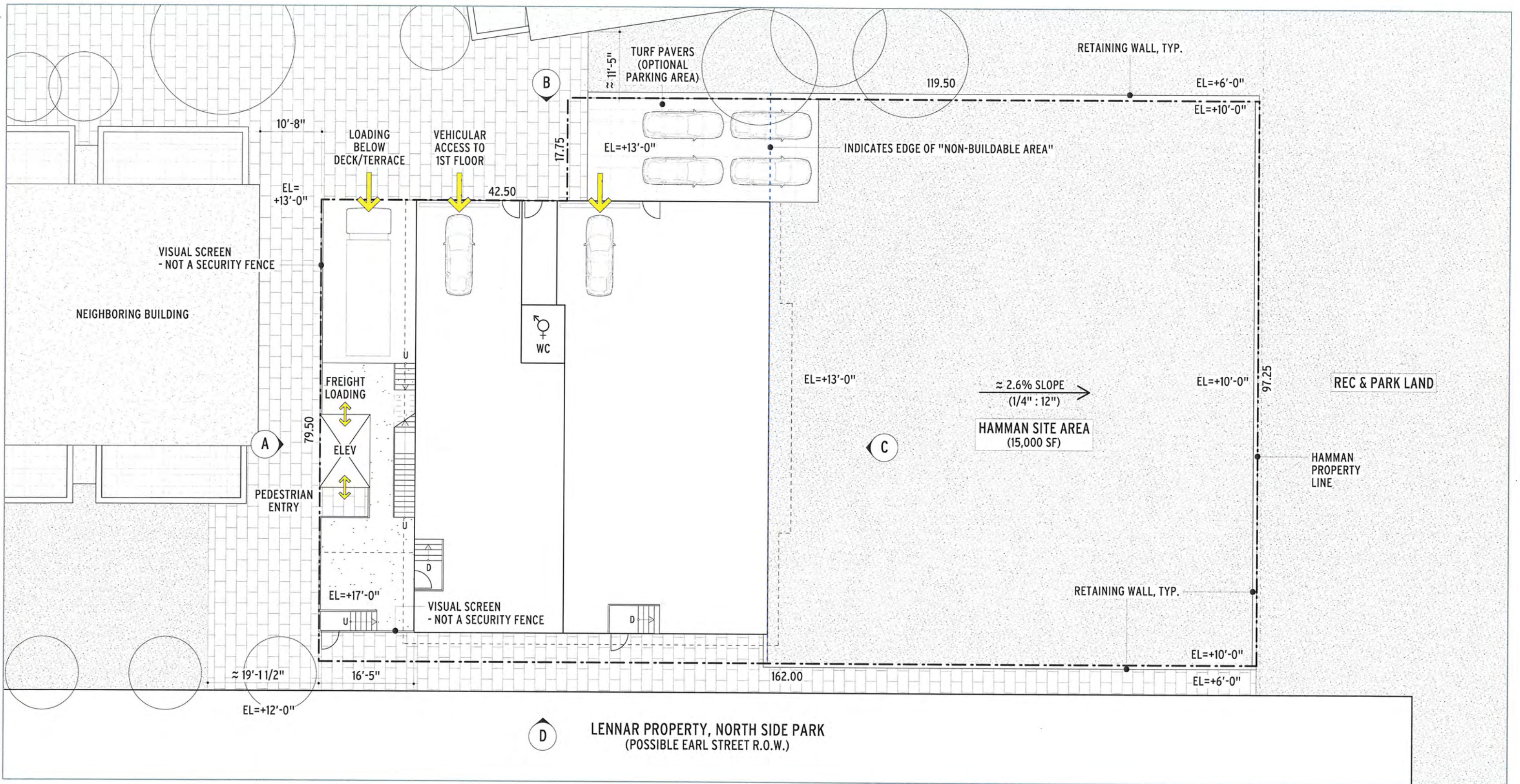
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CONCEPTUAL PLANS
INDIA BASIN, SAN FRANCISCO, CA 94124

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1/16" = 1'-0"



GROUND FLOOR / 1ST FLOOR PLAN

12/9/16

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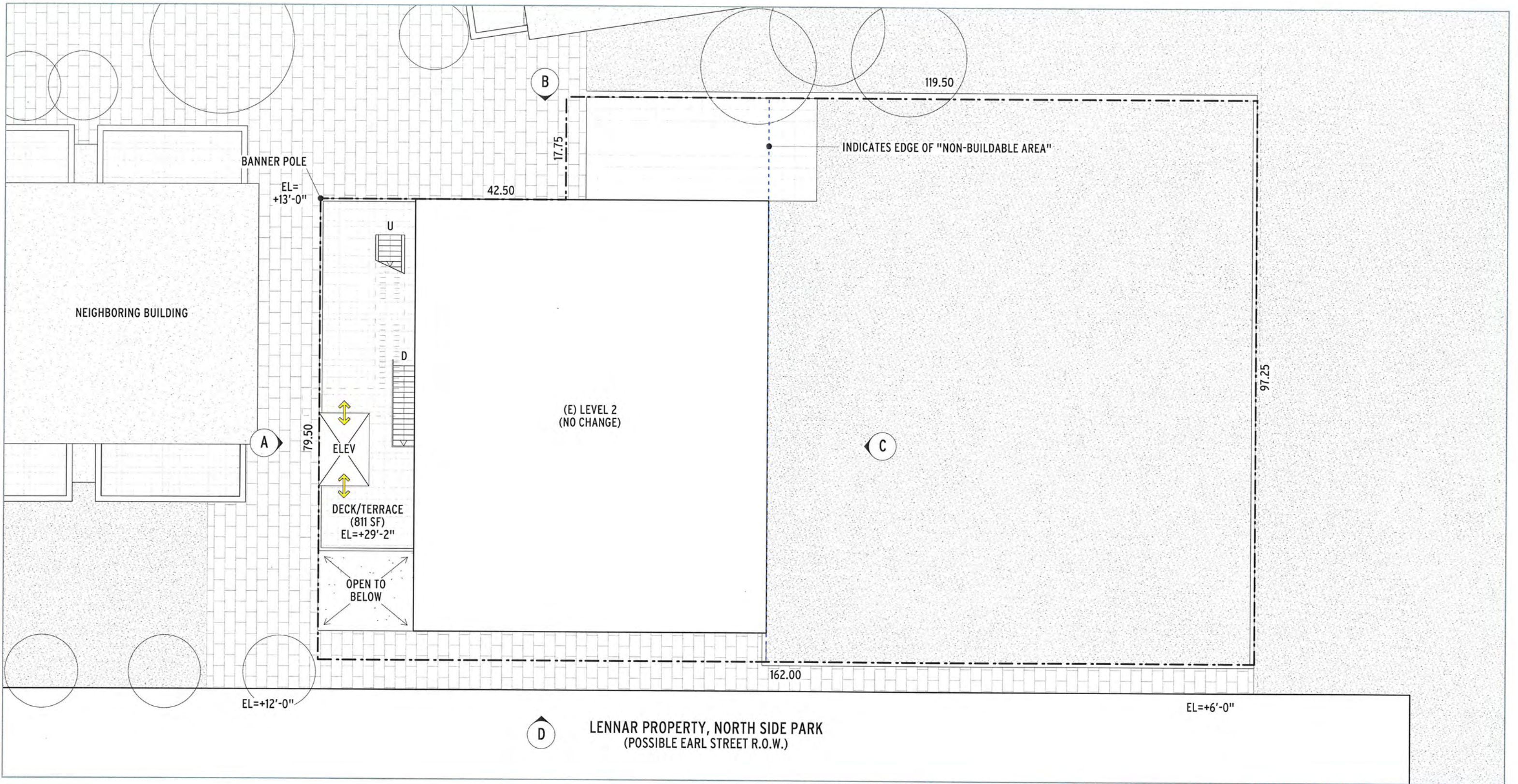
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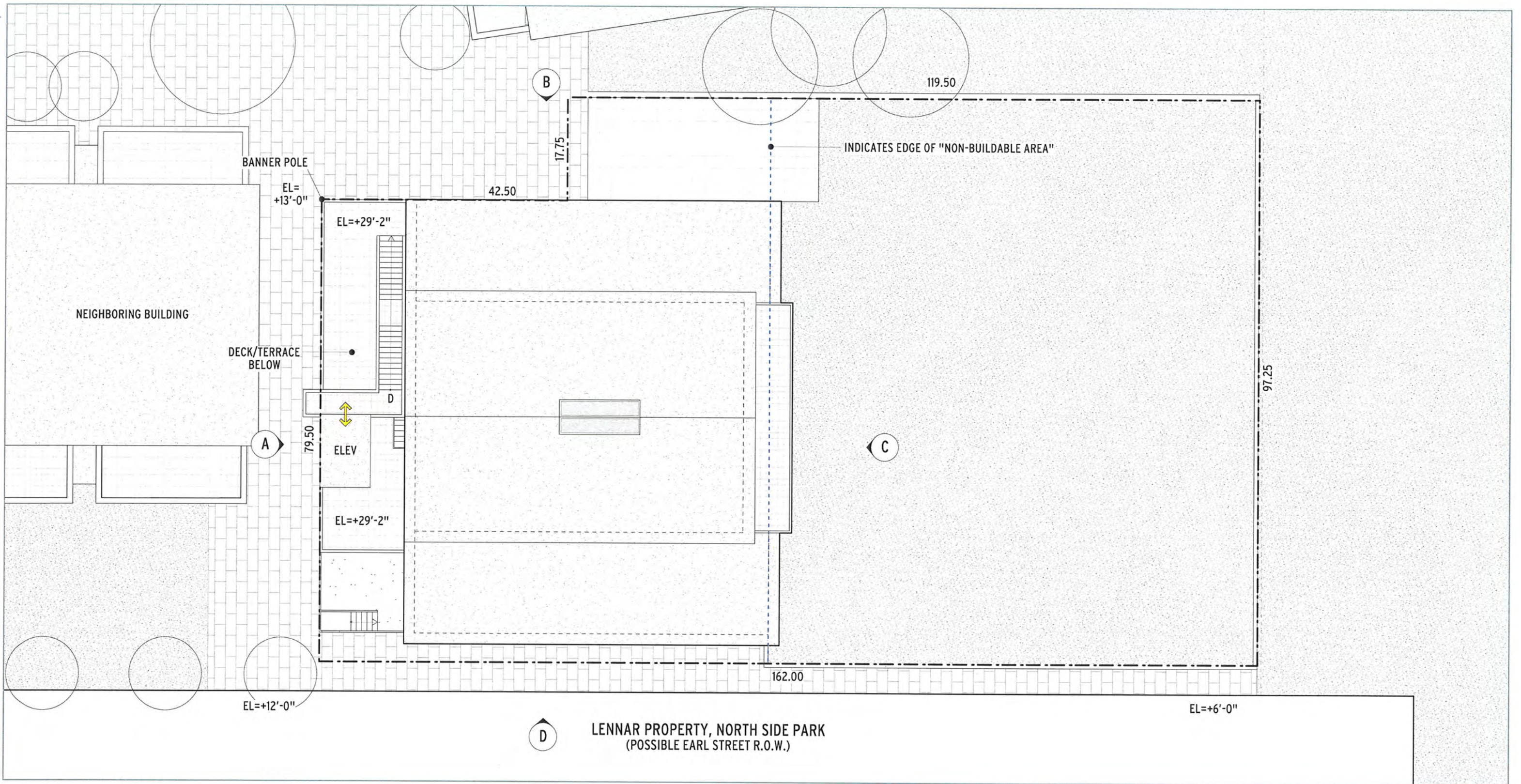


1/16" = 1'-0"



GROUND FLOOR / 1ST FLOOR PLAN

12/9/16



D LENNAR PROPERTY, NORTH SIDE PARK
(POSSIBLE EARL STREET R.O.W.)



1/16" = 1'-0"



ROOF PLAN

12/9/16

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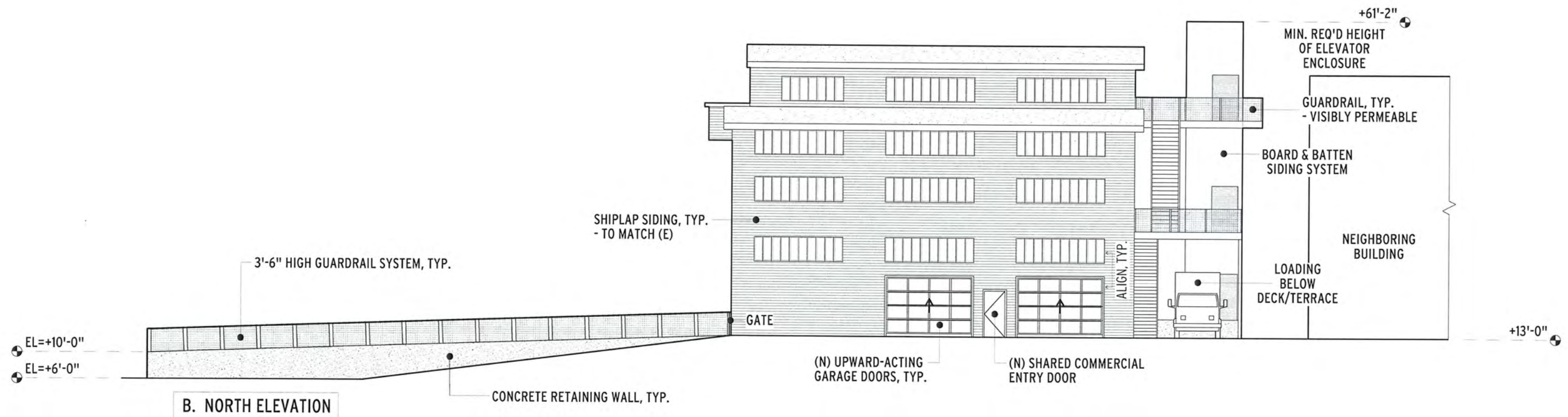
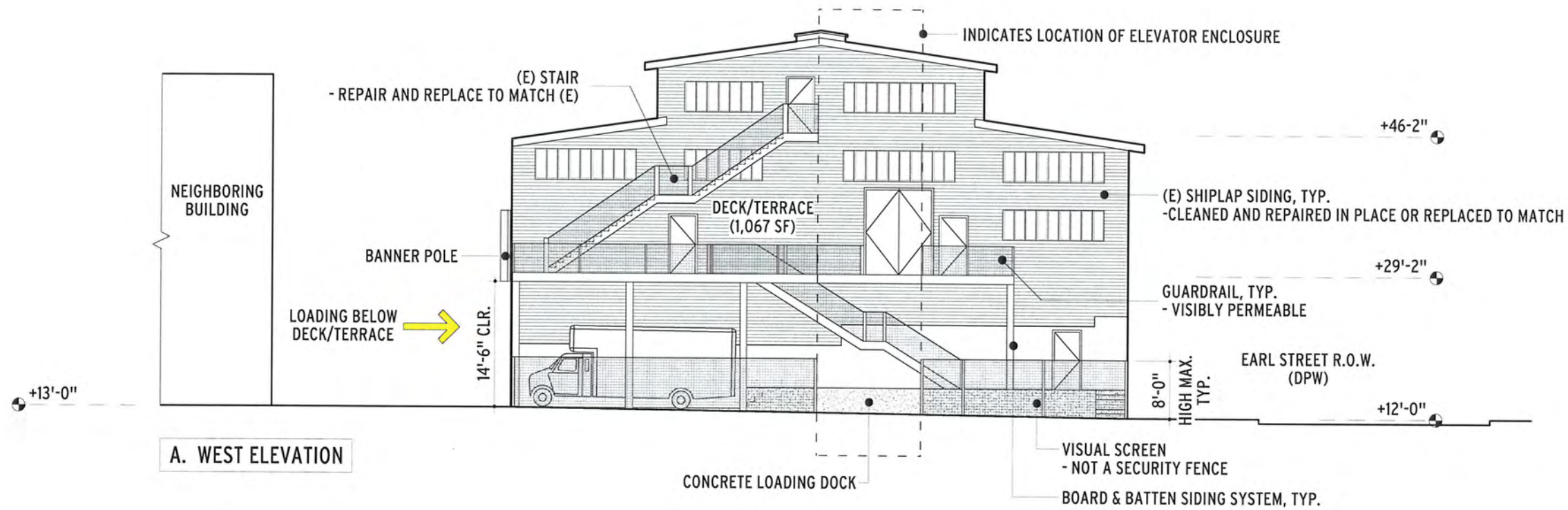
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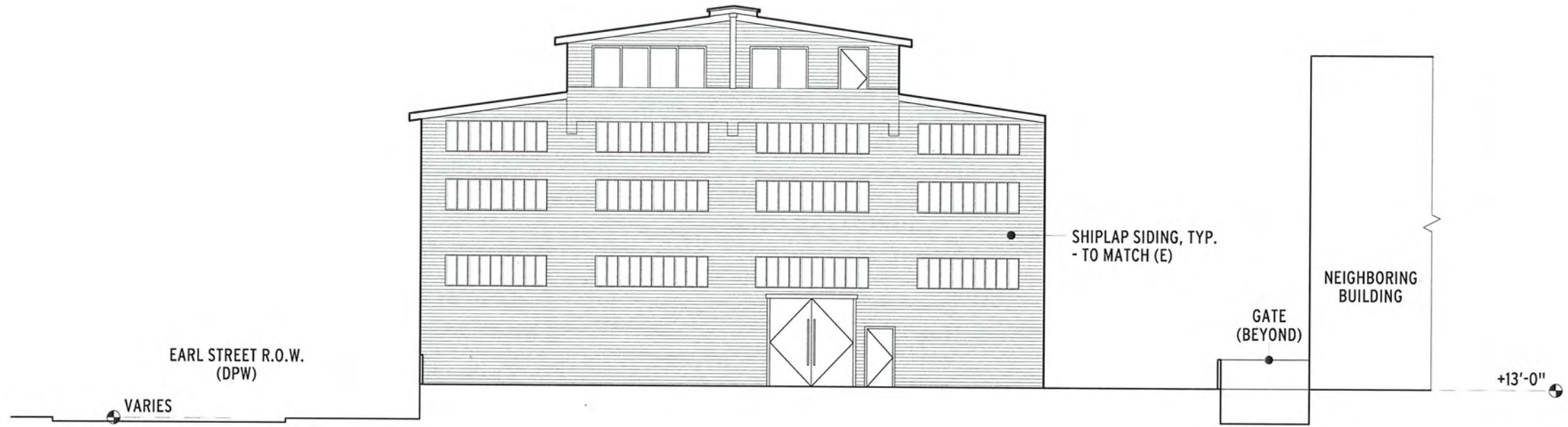
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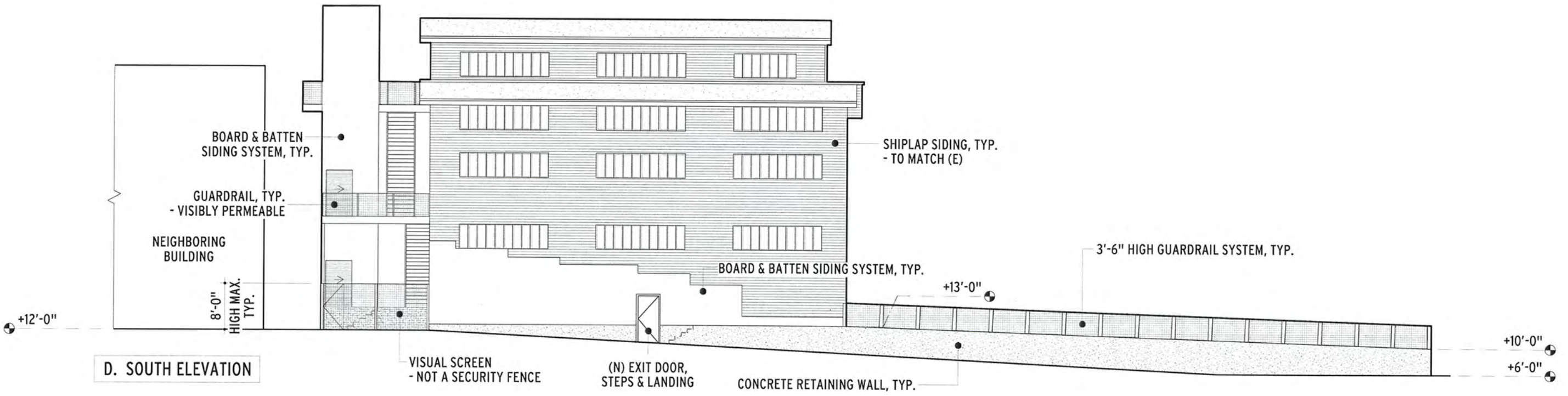
1/16" = 1'-0"

WEST AND NORTH ELEVATION

12/9/16



C. EAST ELEVATION



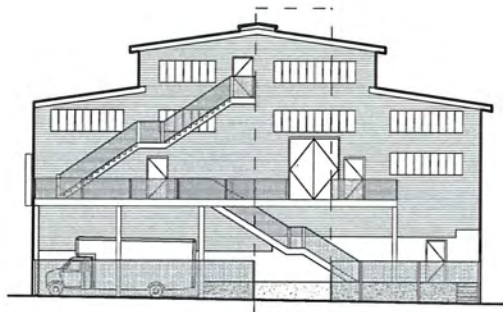
D. SOUTH ELEVATION



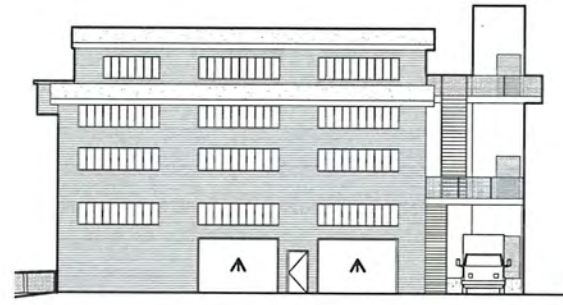
1/16" = 1'-0"

EAST AND SOUTH ELEVATION

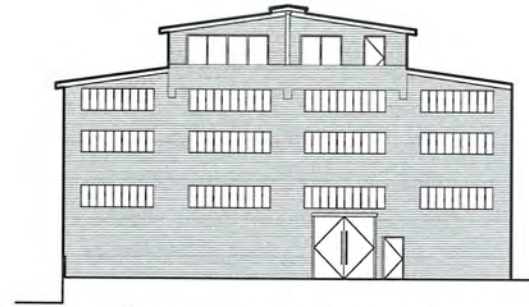
12/9/16



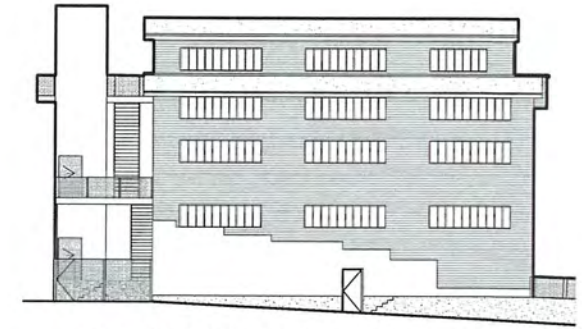
A. PROPOSED WEST ELEVATION



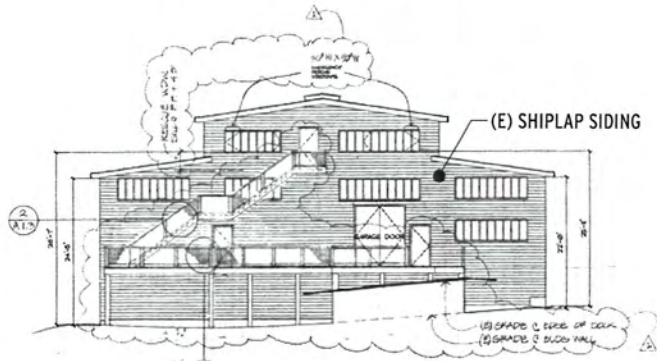
B. PROPOSED NORTH ELEVATION



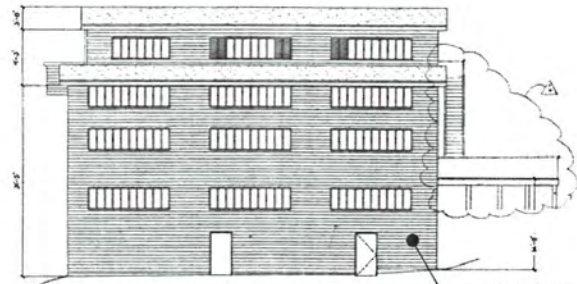
C. PROPOSED EAST ELEVATION



D. PROPOSED SOUTH ELEVATION



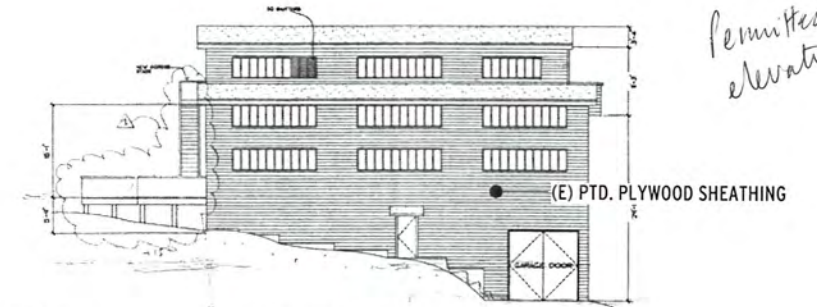
(E) WEST ELEVATION



(E) NORTH ELEVATION



(E) EAST ELEVATION



(E) SOUTH ELEVATION



(E) WEST ELEVATION



(E) NORTH ELEVATION



(E) EAST ELEVATION



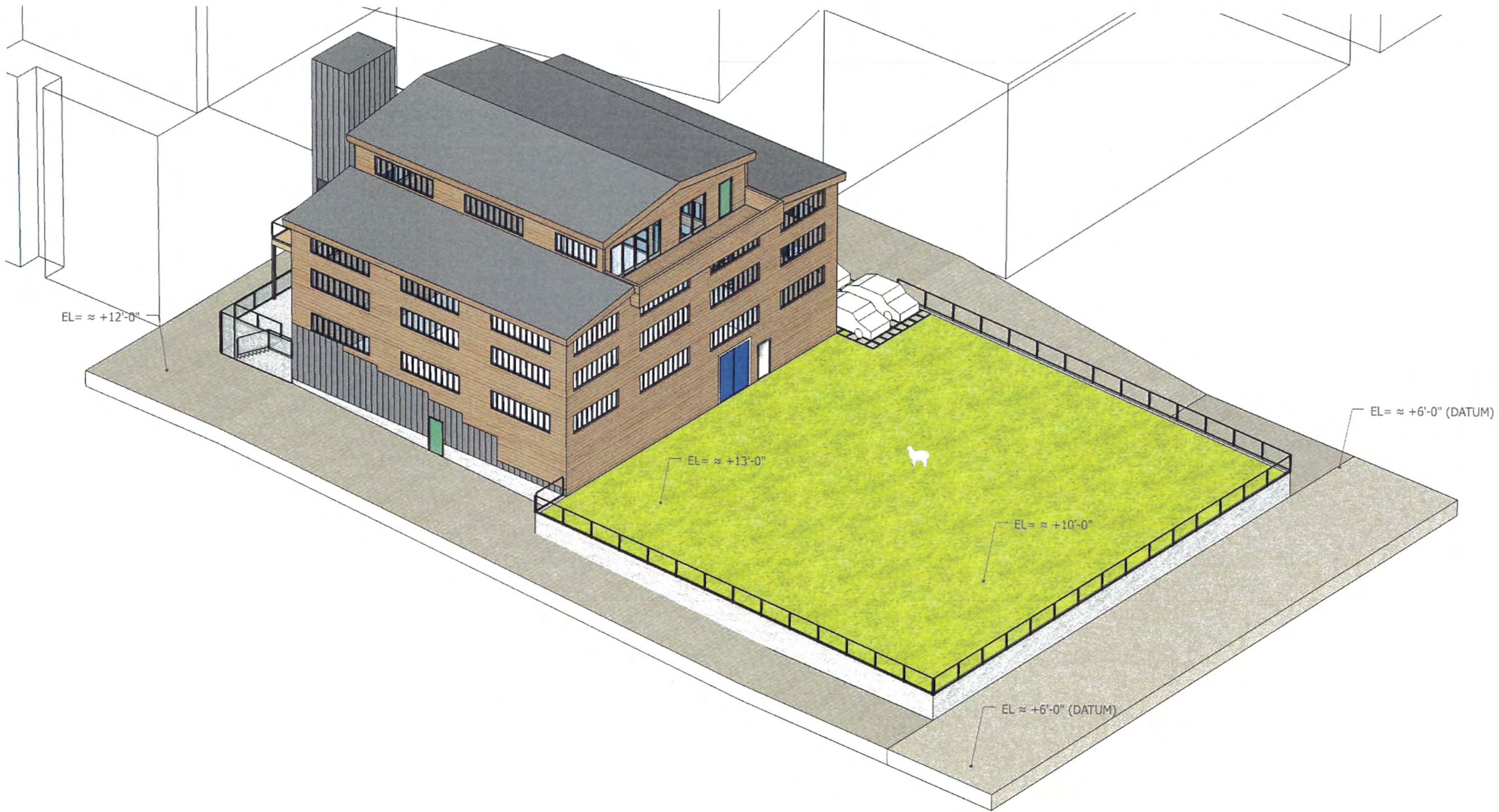
(E) SOUTH ELEVATION



1/16" = 1'-0"

EXISTING & PROPOSED ELEVATION COMPARISON

12/9/16



12/9/16

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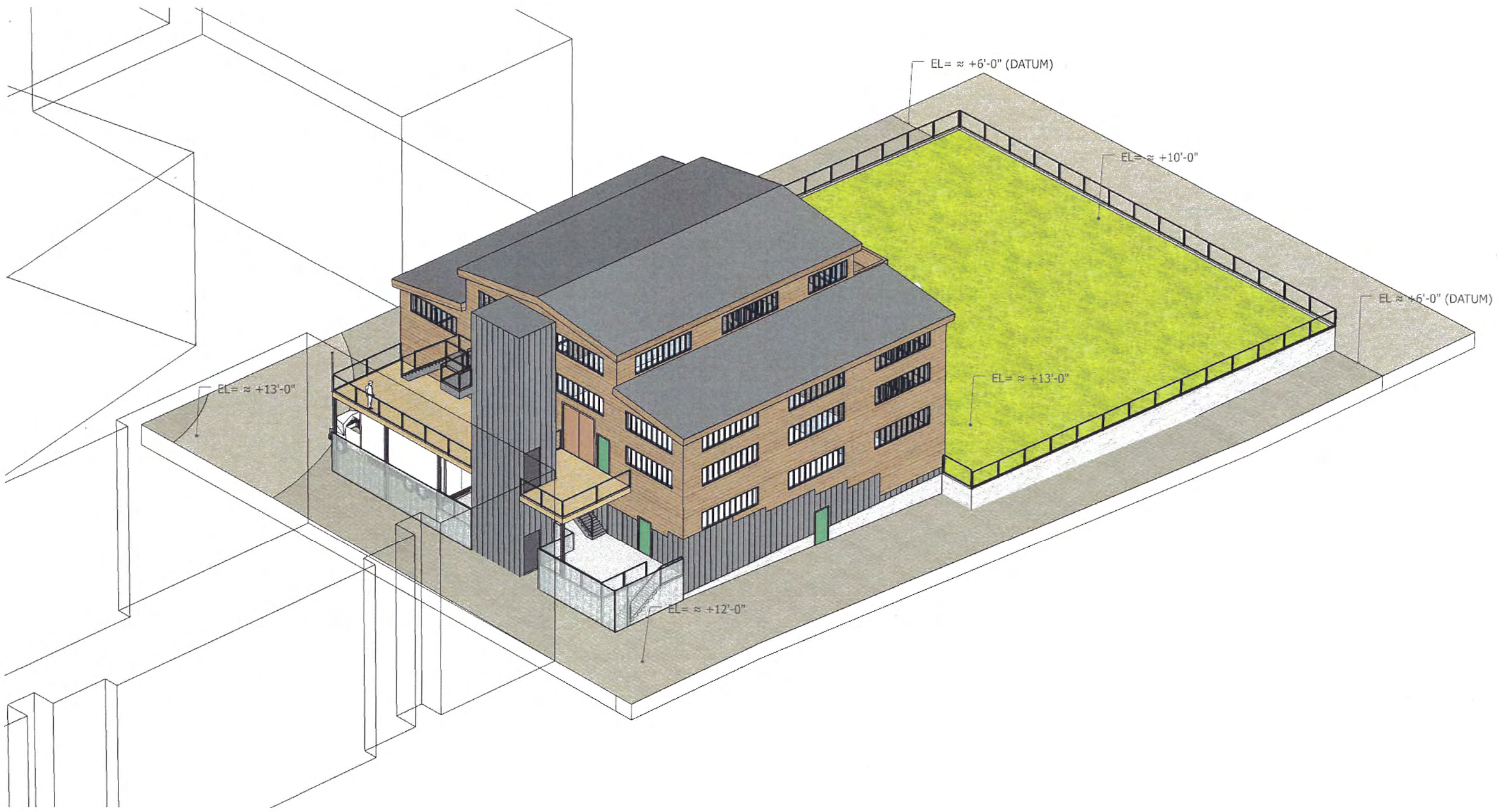
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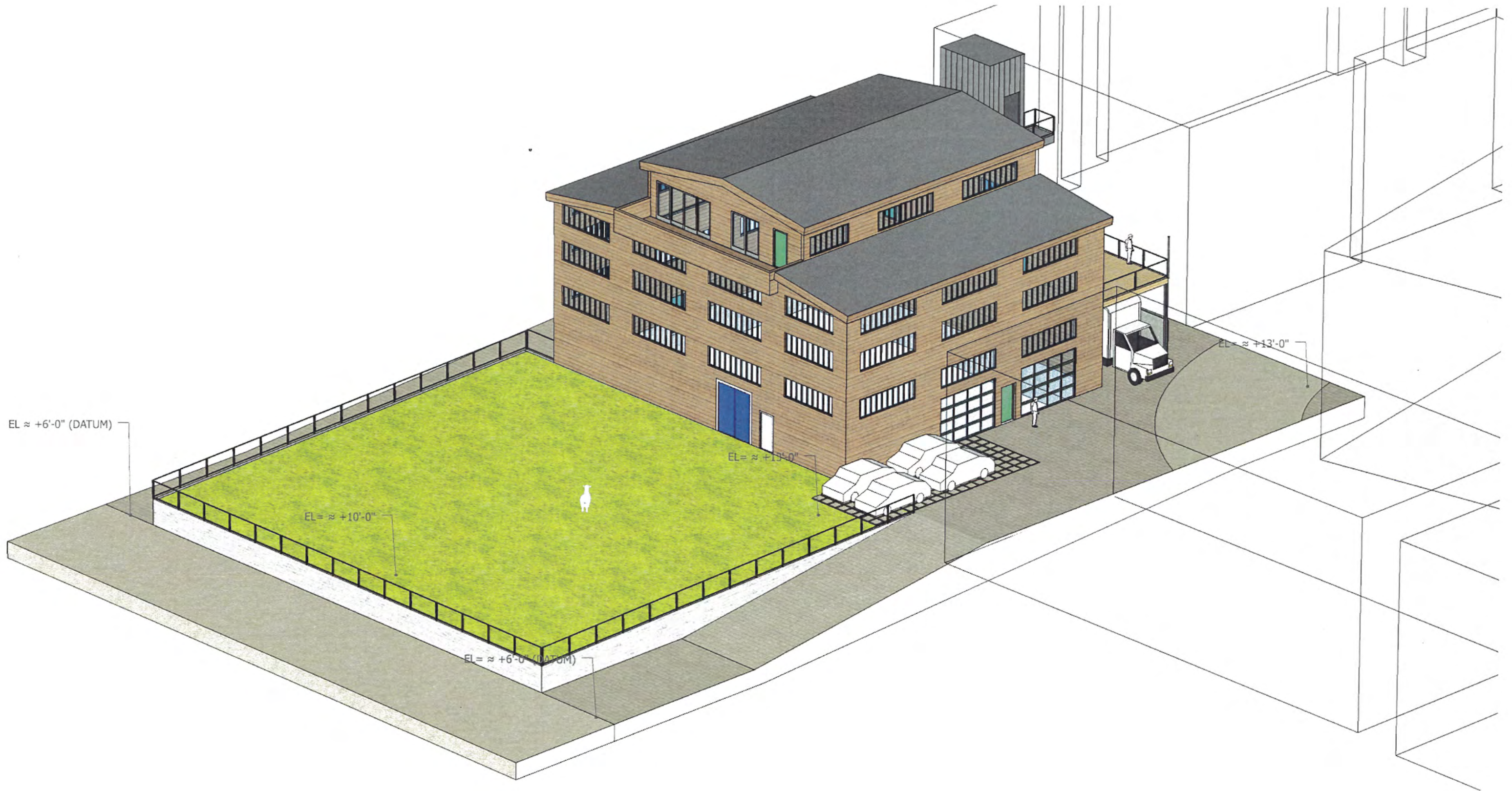
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CONCEPTUAL PLANS
INDIA BASIN, SAN FRANCISCO, CA 94124

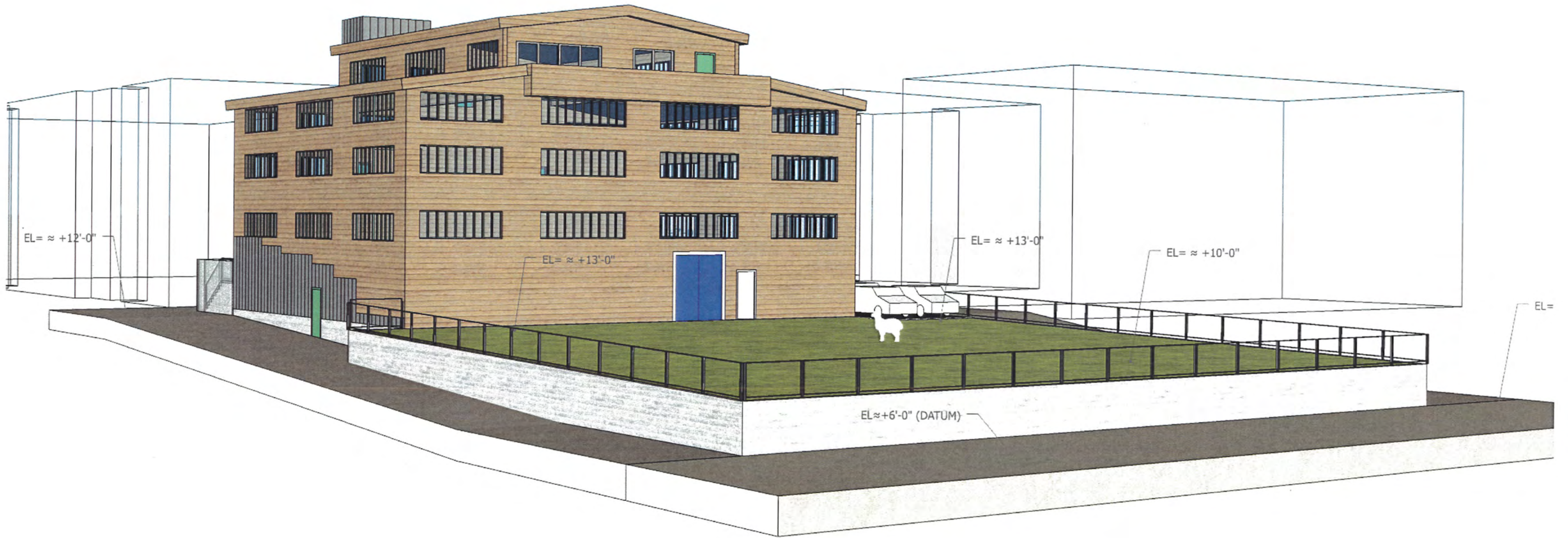
PAGE 10 OF 16



12/9/16



12/9/16



12/9/16



12/9/16

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ITECTURE**

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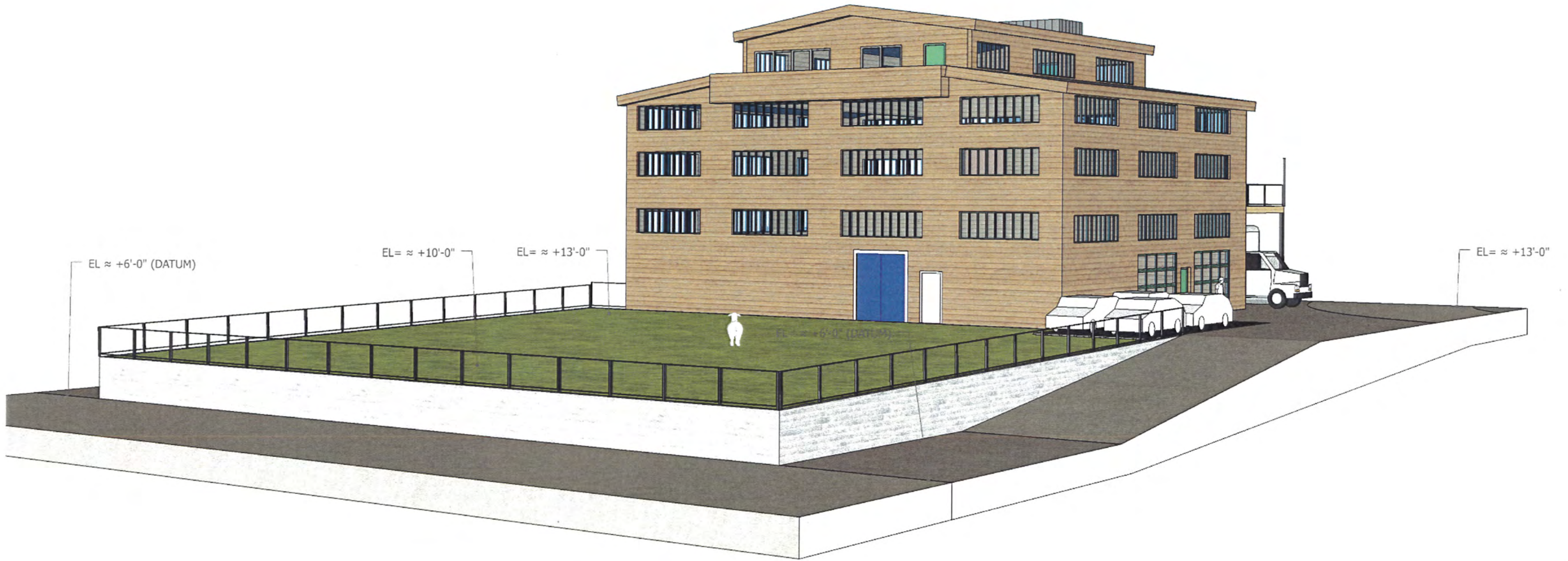
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CONCEPTUAL PLANS
INDIA BASIN, SAN FRANCISCO, CA 94124

PAGE 14 OF 16



12/9/16



12/9/16

900 INNES AVENUE PROPERTY AND INDIA BASIN SHORELINE PARK

Source: Gustafson Guthrie Nichol, 2017





**NEIGHBORHOOD EDGE
& HISTORIC SHOREWALK**

- 1 Restored Shipwright's Cottage Welcome Center
- 2 Innes Ave Porch Swings
- 3 Overlook Porch Pavilion
- 4 Garden Path + Accessible Ramp
- 5 Griffith Street Steps
- 6 Heritage Garden
- 7 Parking
- 8 Shorewalk Promenade

SCOW SCHOONER BOATYARD

- 9 Historic Scow Schooner Boatyard Artifacts
- 10 Floating Piers
- 11 Shop Building
- 12 Gravel Beach Play Area

SAGE SLOPES

- 13 Adventure Play Area
- 14 1/4 Mile Recreation Loop
- 15 Adult Fitness Stations
- 16 Skate Bypass Wave Paths
- 17 Basketball Courts
- 18 Parking and Bus Drop-Off
- 19 Outfitter Pavilion

THE MARINEWAY

- 20 BBQ and Picnic Bosque
- 21 Play Lawn
- 22 Sloped Lawn
- 23 Gravel Beach
- 24 Floating Dock

- Restroom
- Bay Trail / Blue Greenway Route
- Class 1 Bikeway Route





PRECEDENT: HERON'S HEAD PARK



ALKALI HEATH
Frankenia salina



SALTGRASS
Distichlis spicata



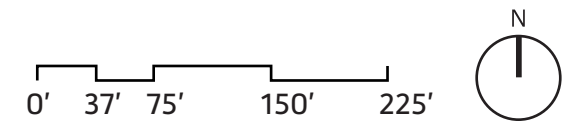
PACIFIC CORDGRASS
Spartina foliosa



PICKLEWEED
Salicornia virginica



- PROPERTY LINE
- BCDc SHORELINE BOUNDARY
- - - BCDc SHORELINE BAND
- MARSH EDGE





PRECEDENT: LANDS END



WHITE SAGE
Salvia apiana



COAST LIVE OAK
Quercus agrifolia



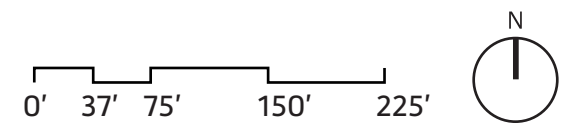
CALIFORNIA LILAC
Ceanothus 'Concha'



DOUGLAS IRIS
Iris douglasiana



- PROPERTY LINE
- BCD SHORELINE BOUNDARY
- - - BCD SHORELINE BAND
- SAGE SLOPES





PRECEDENT: BERKELEY BOTANICAL GARDEN



FOXTAIL AGAVE
Agave attenuata



ALOE VERA
Aloe arborescens



CALIFORNIA FUSCHIA
Epilobium 'Select Matole'



CLIMBING ROSE
Rosa 'Reve D'Or'



- PROPERTY LINE
- BCDc SHORELINE BOUNDARY
- - - BCDc SHORELINE BAND
- NEIGHBORHOOD EDGE



**SHIPWRIGHT'S COTTAGE, OVERLOOK PAVILION, SHOP BUILDING, AND OUTFITTERS
PAVILION**

Source: Turnbull Griffin Haesloop Architects, 2016

900 INNES PARK



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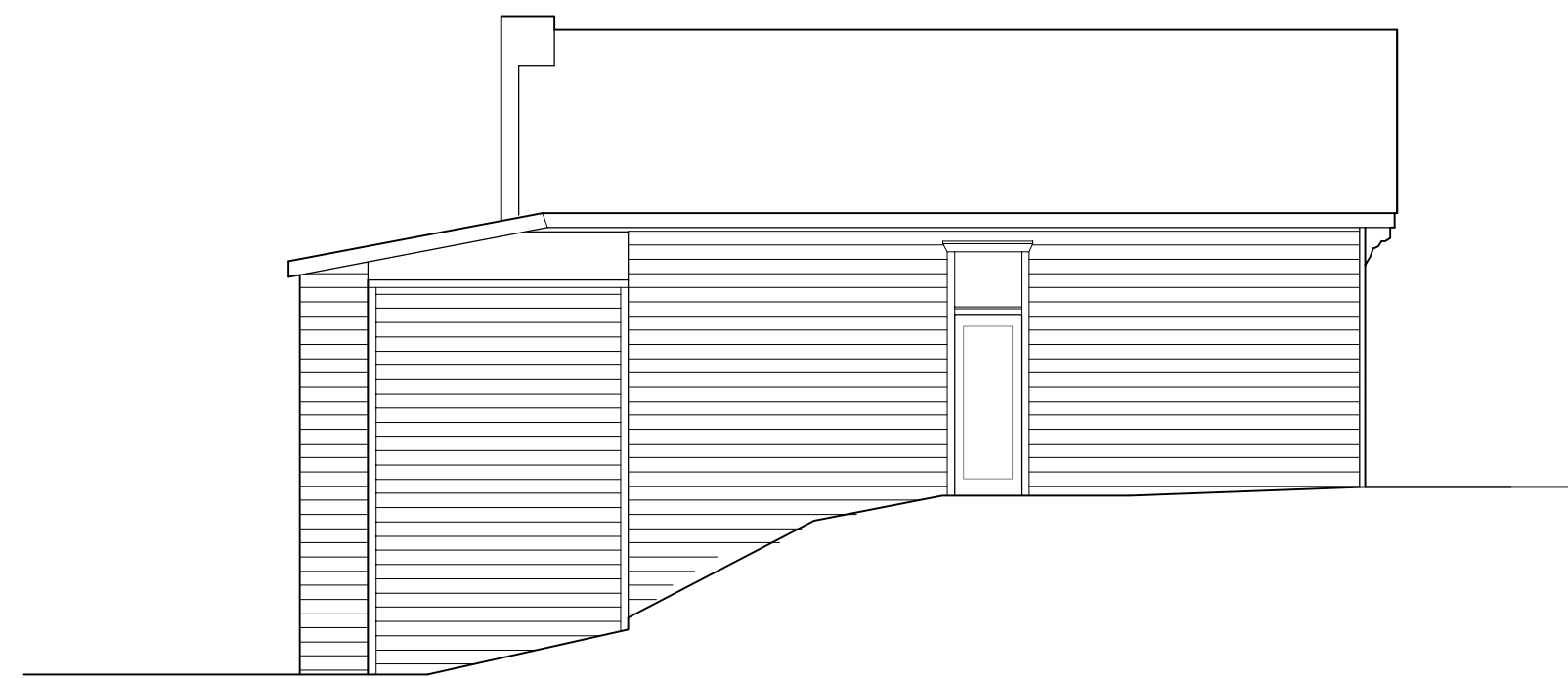
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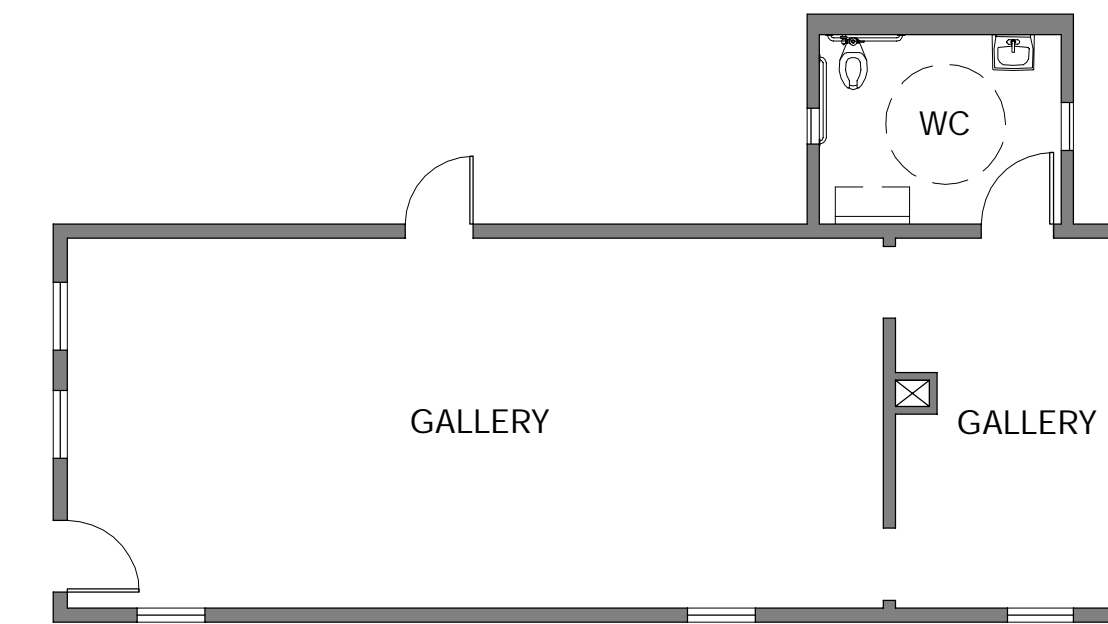
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GREENLEE AND ASSOCIATES
PH. 415-468-1961



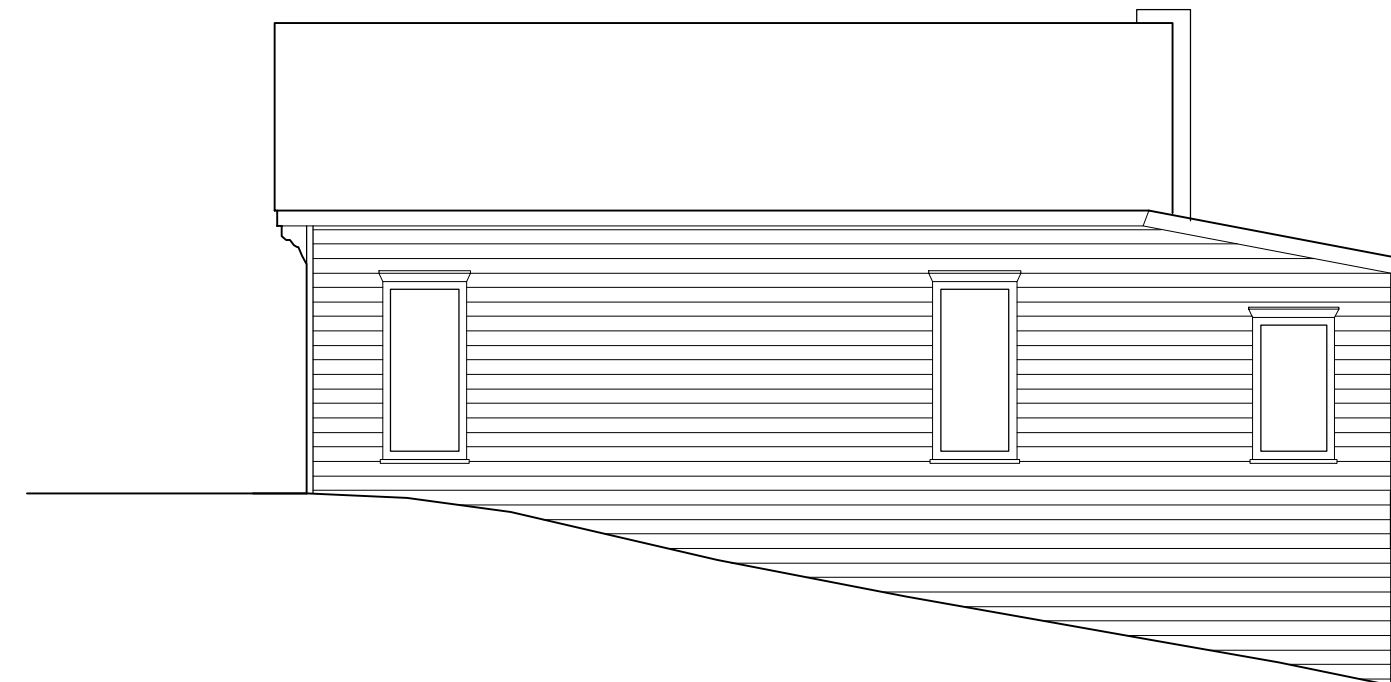
EXTERIOR ELEVATION - WEST
SCALE: 1/8" = 1'-0" A-1
X



EXTERIOR ELEVATION - SOUTH
SCALE: 1/8" = 1'-0" 8
A-1



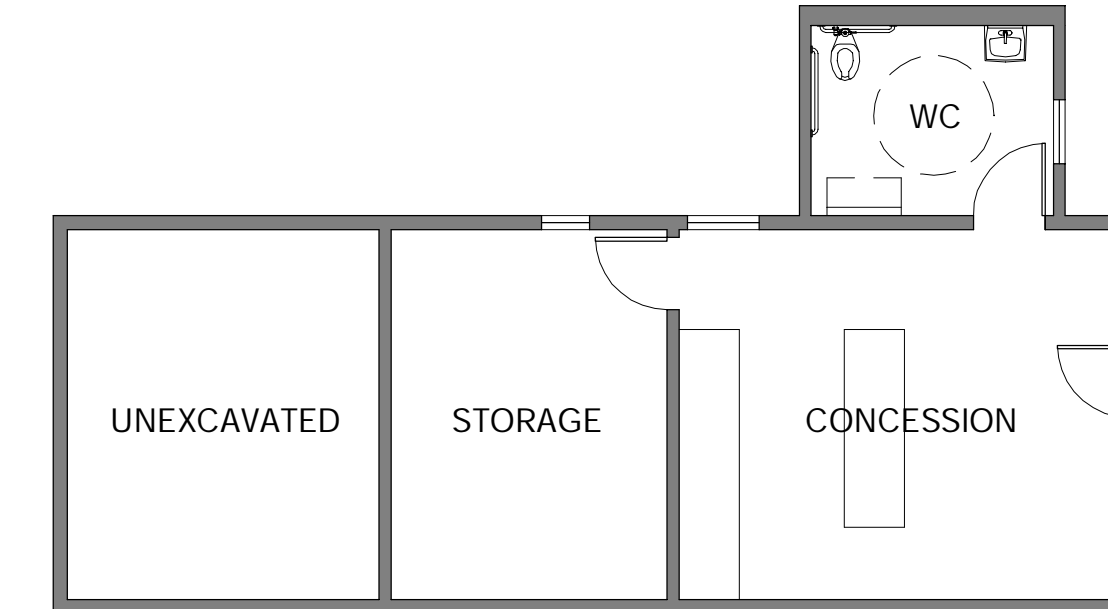
UPPER LEVEL FLOOR PLAN
SCALE: 1/8" = 1'-0" 7
A-1 N
030°



EXTERIOR ELEVATION - EAST
SCALE: N.T.S. 6
A-1



EXTERIOR ELEVATION - NORTH
SCALE: N.T.S. 5
A-1



LOWER LEVEL FLOOR PLAN
SCALE: 1/8" = 1'-0" 4
A-1 N
030°

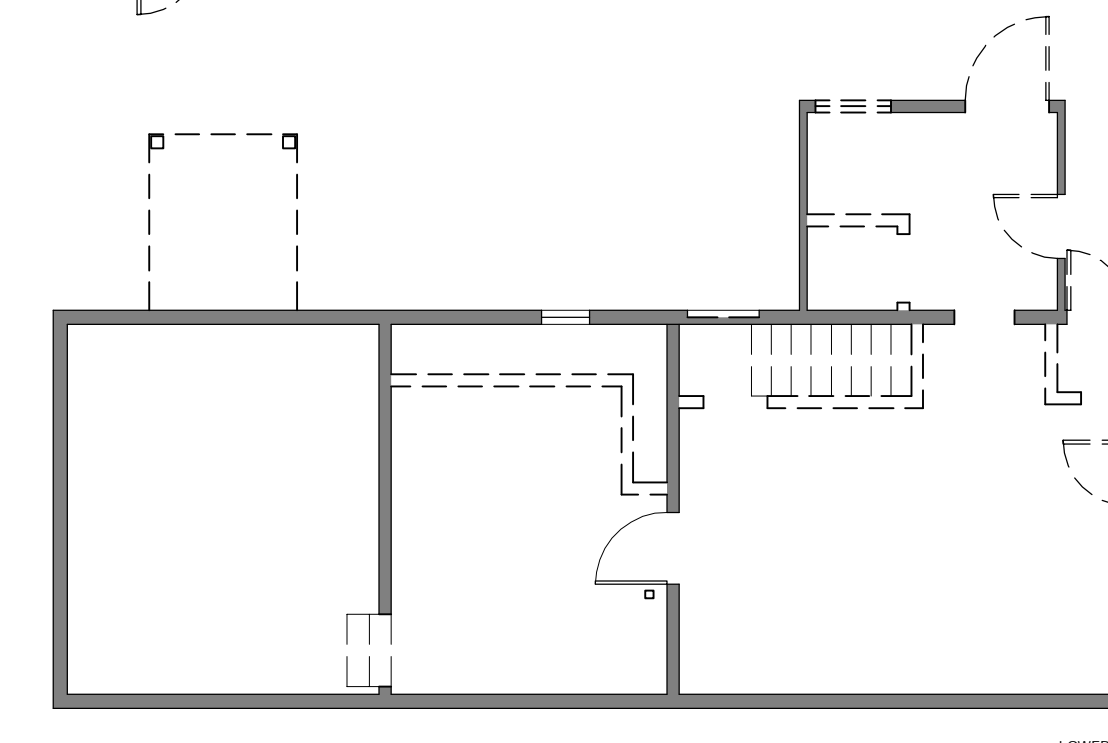
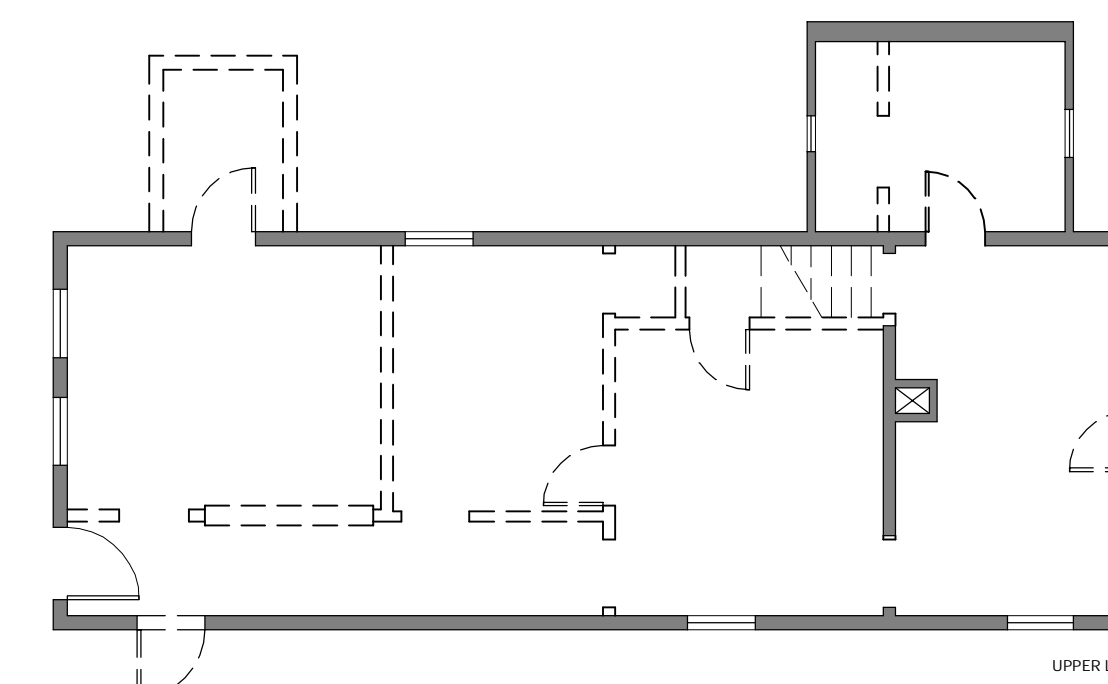
KEY PLAN



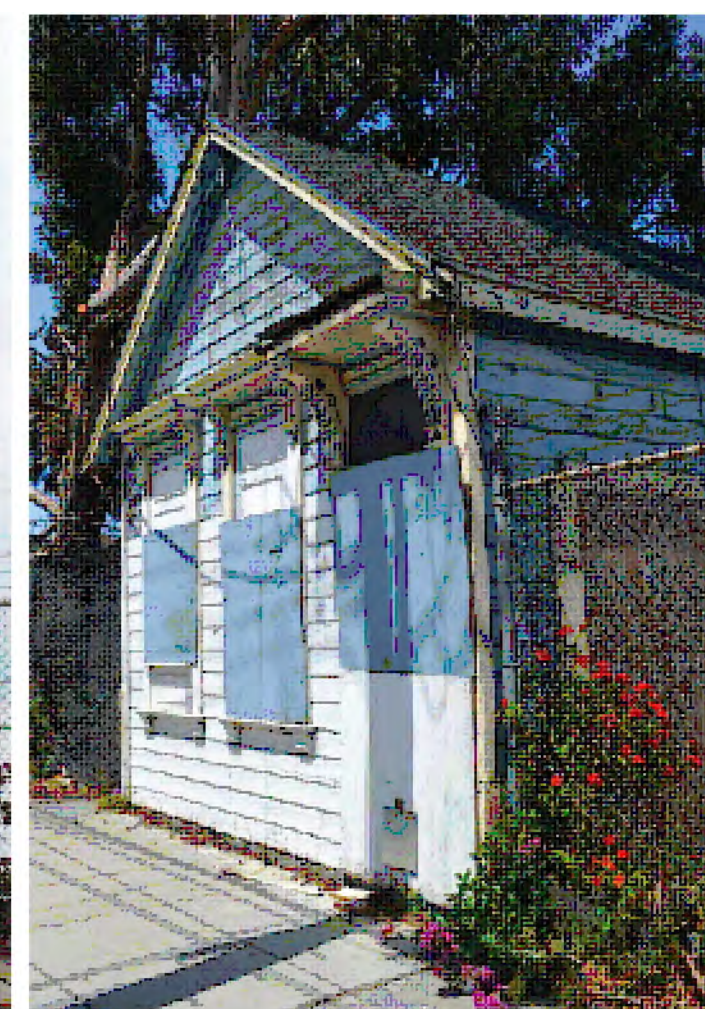
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INTERIOR DEMOLITION PLANS
SCALE: 1/8" = 1'-0" 1
A-1 N
030°



CURRENT CONDITION
NTS 3
A-1



HISTORIC VIEW OF COTTAGE
NTS 2
A-1

8/18/2016 ANSI A (8.50 x 11.00 inches)

SHIPWRIGHT'S COTTAGE

900 INNES PARK



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KEY PLAN



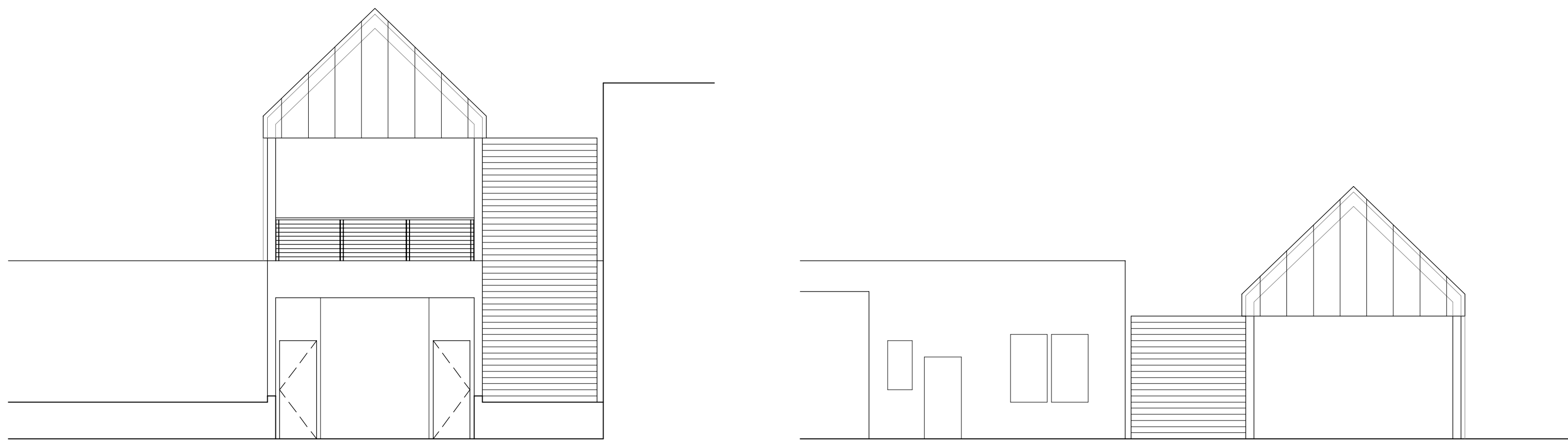
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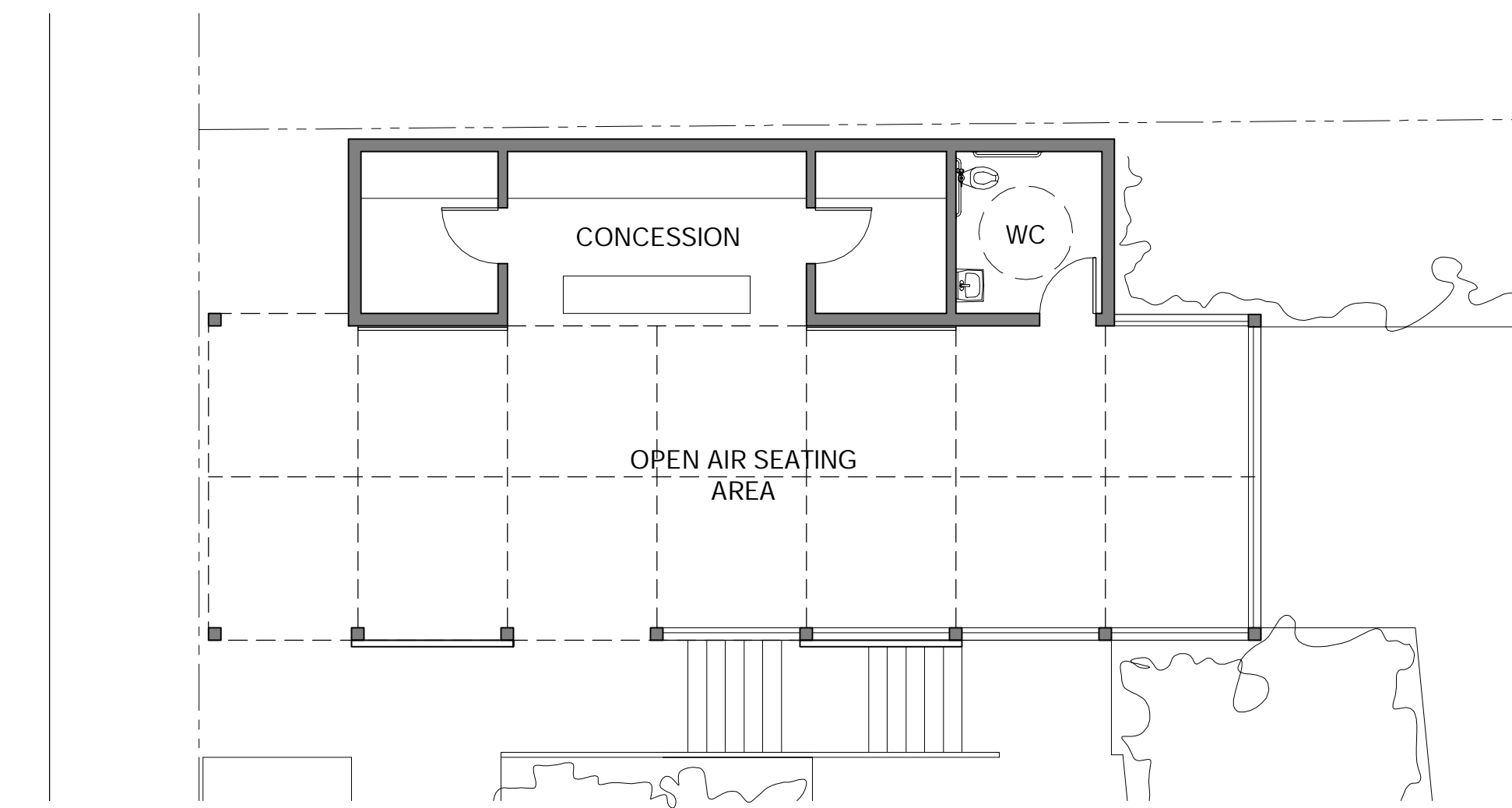
OVERLOOK BUILDING

A-2

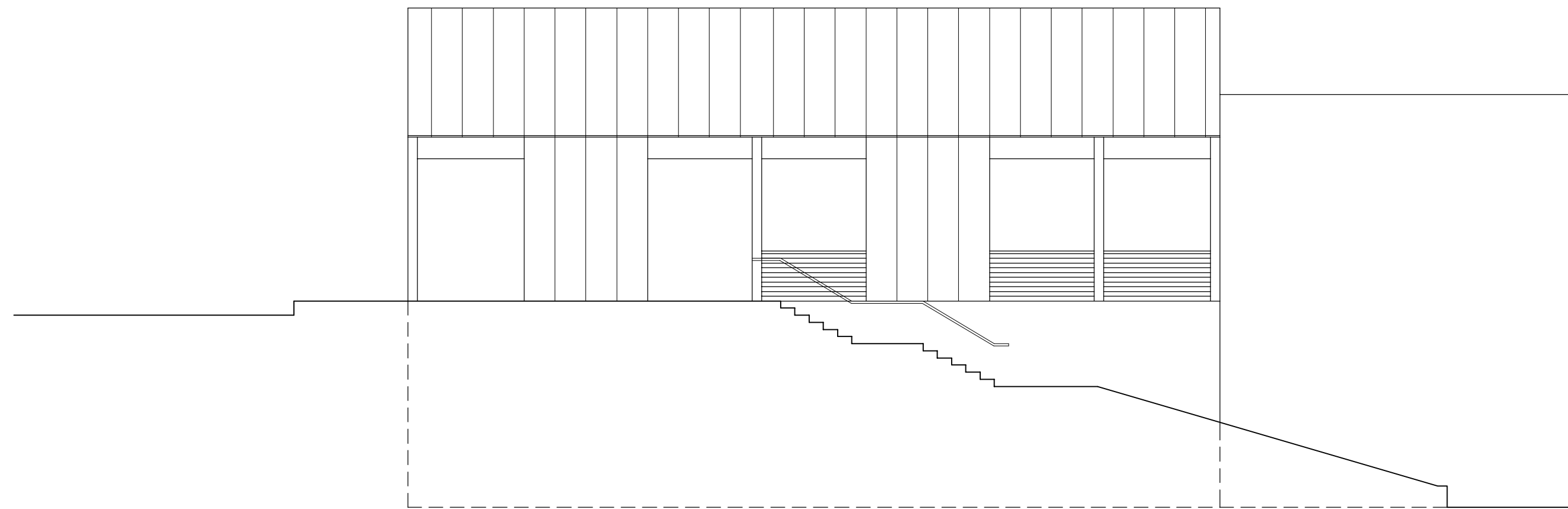


EXTERIOR ELEVATION - NORTH
SCALE: 1/8" = 1'-0"
7 A-2

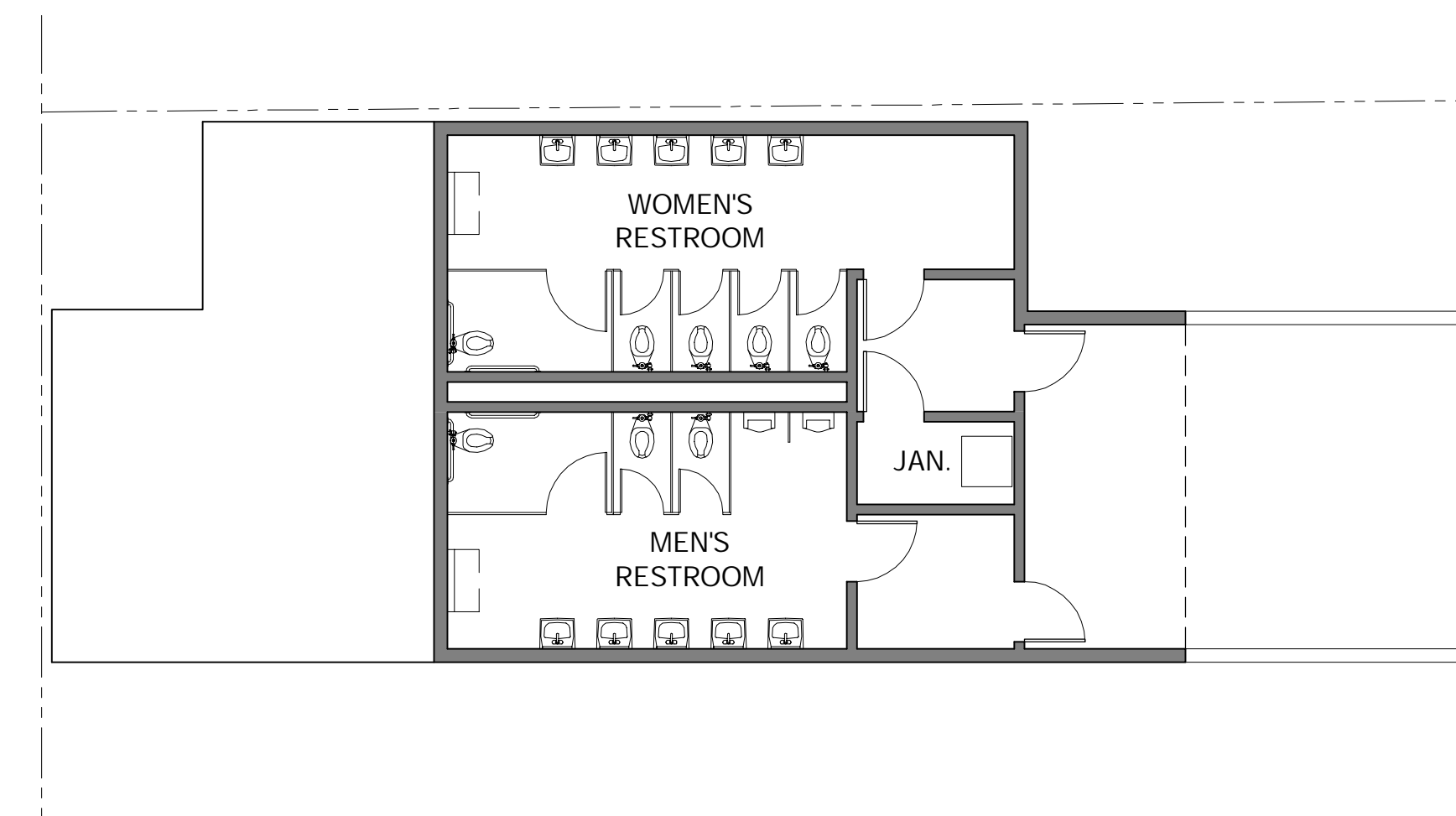
EXTERIOR ELEVATION - SOUTH
SCALE: 1/8" = 1'-0"
6 A-2



FLOOR PLAN - UPPER LEVEL
SCALE: 1/8" = 1'-0"
5 A-2



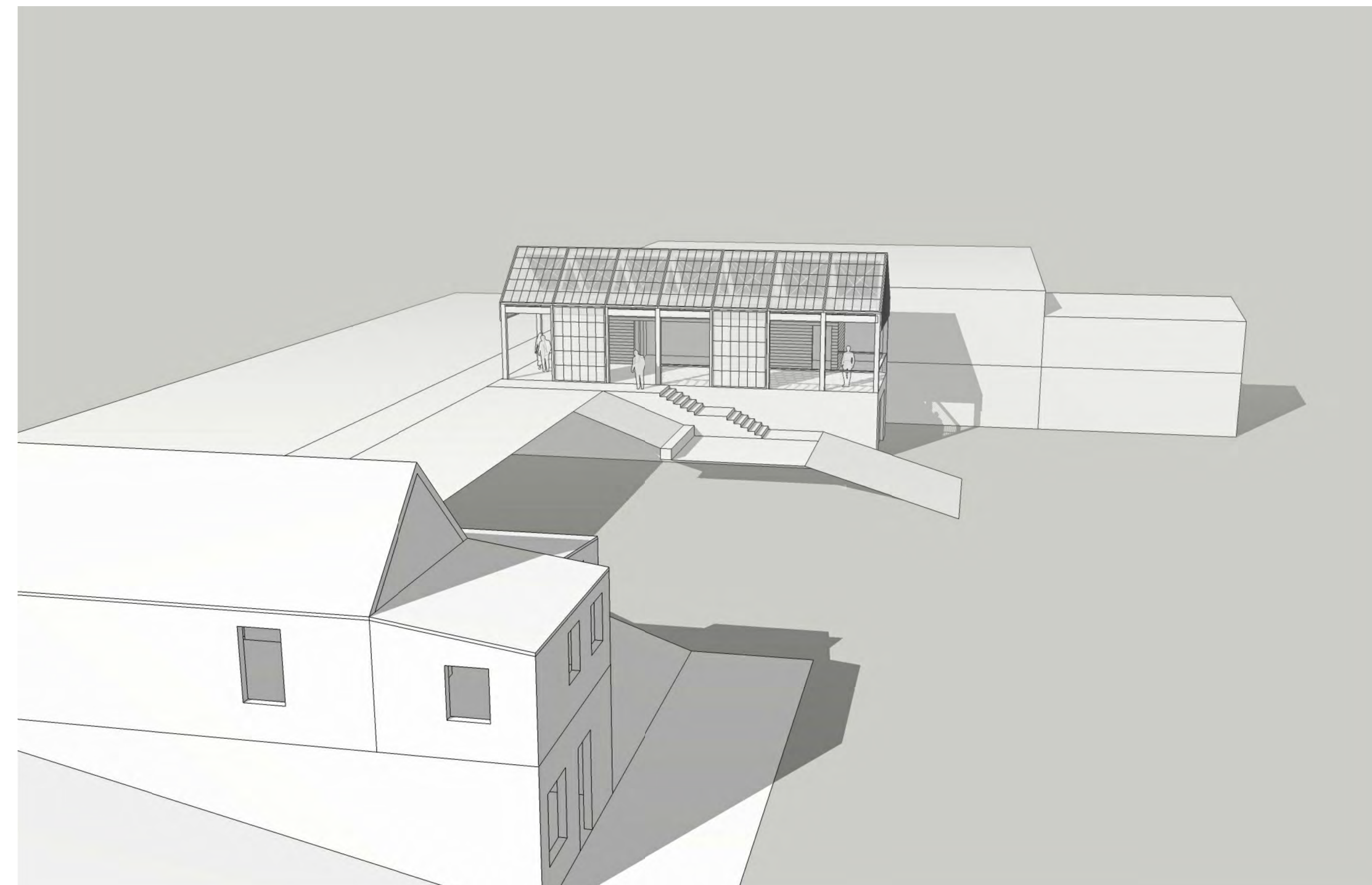
EXTERIOR ELEVATION - EAST
SCALE: 1/8" = 1'-0"
4 A-2



FLOOR PLAN - LOWER LEVEL
SCALE: 1/8" = 1'-0"
3 A-2



MODEL VIEW FROM INNES AVENUE
NTS
2 A-2



MODEL VIEW FROM EAST
NTS
1 A-2

900 INNES PARK



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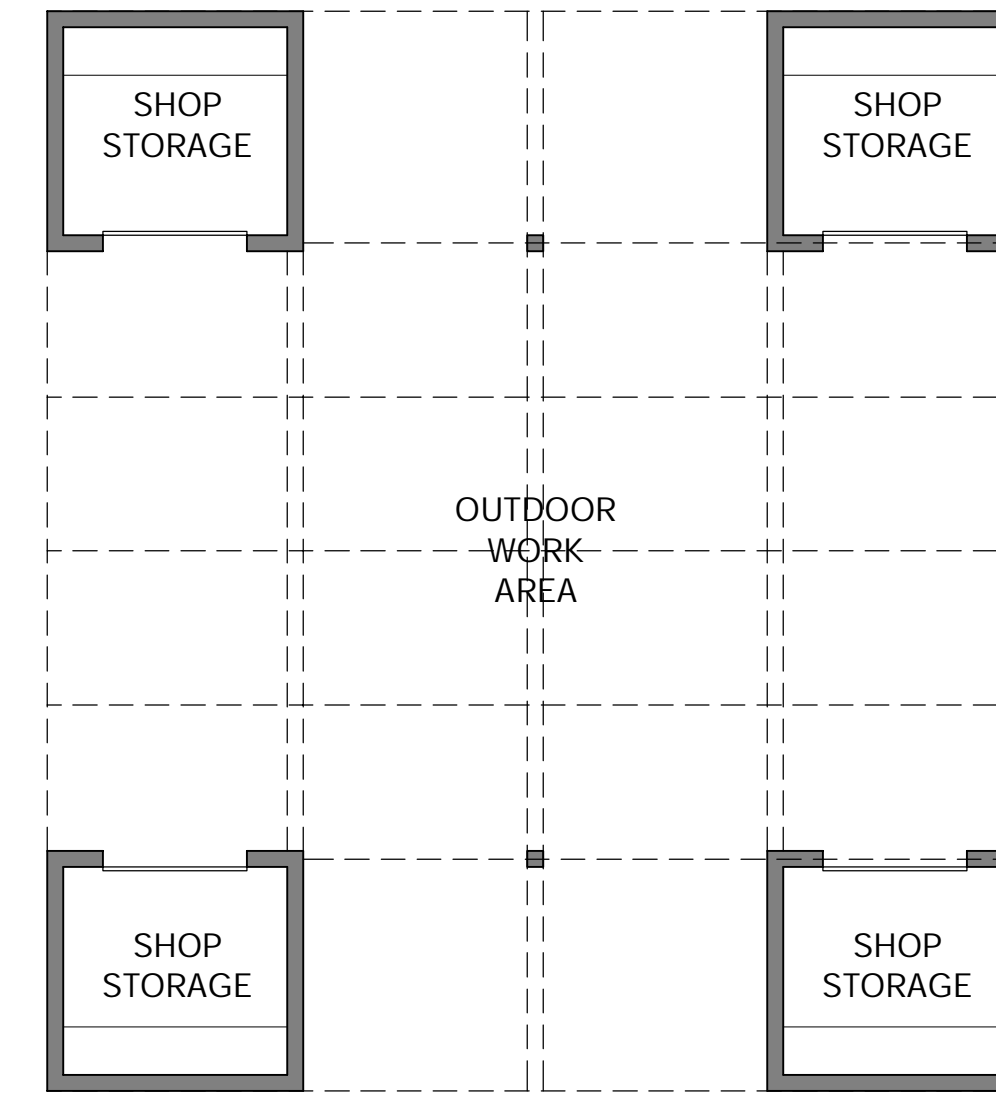
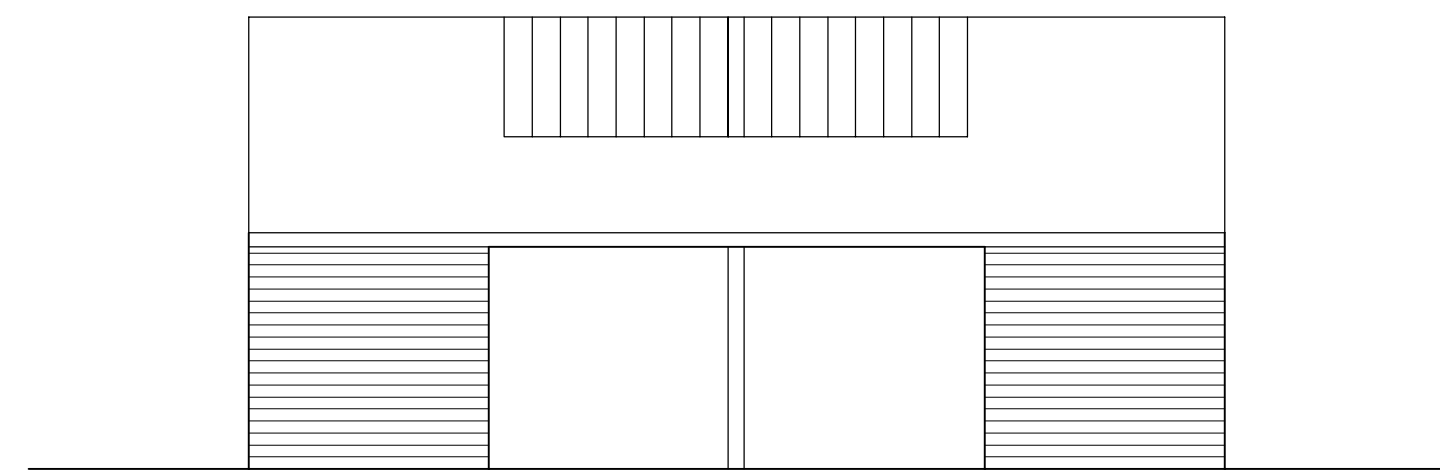
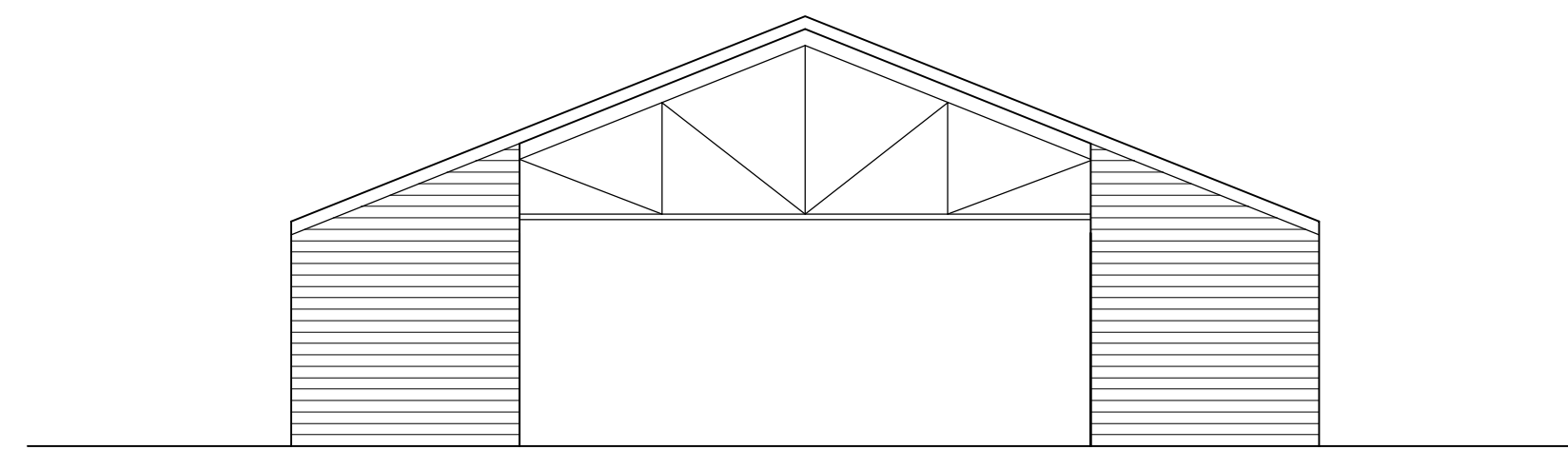
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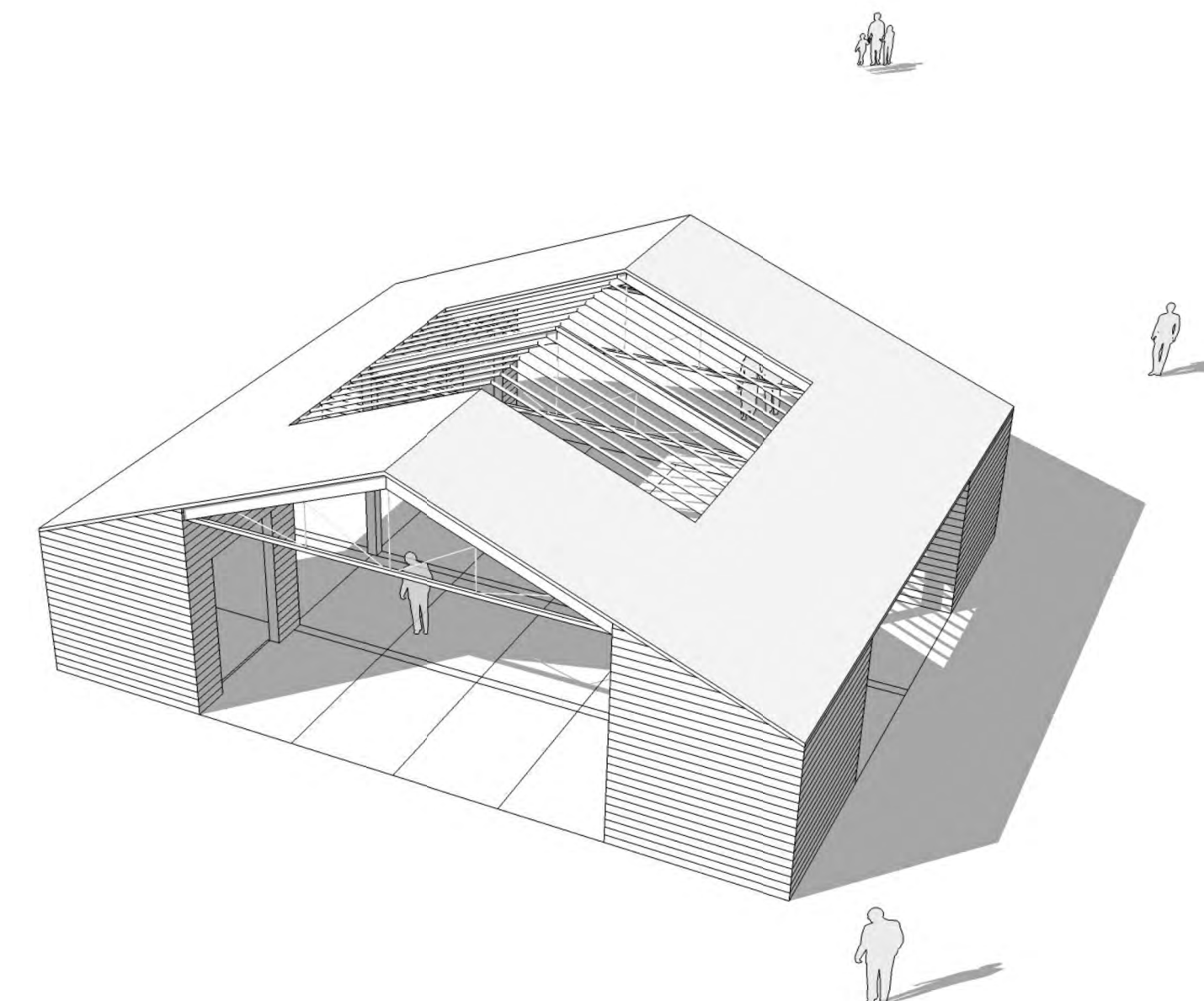
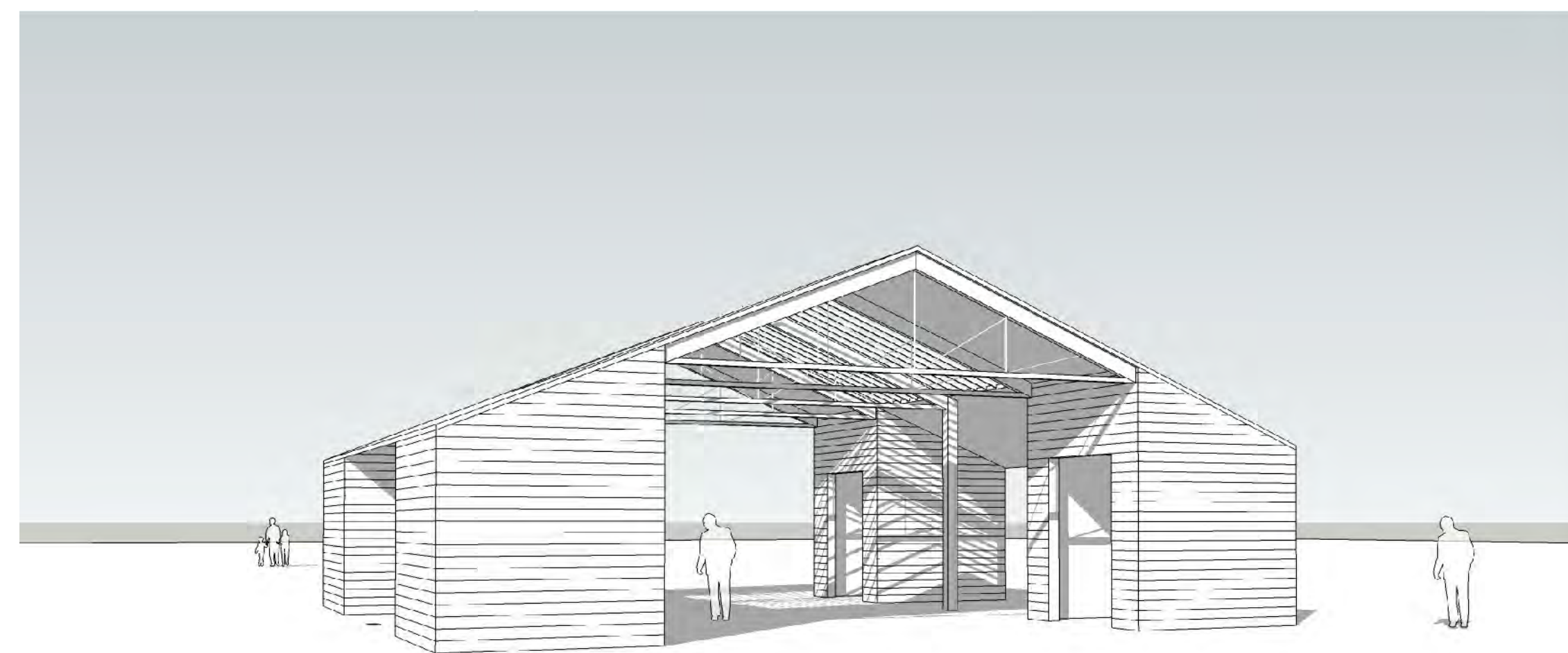
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EXTERIOR ELEVATION - EAST (WEST SIM.)
SCALE: 1/8" = 1'-0"
5
A-3

EXTERIOR ELEVATION - SOUTH (NORTH SIM.)
SCALE: 1/8" = 1'-0"
4
A-3

FLOOR PLAN
SCALE: 1/8" = 1'-0"
3
A-3



KEY PLAN



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MODEL VIEW FROM SOUTH-WEST
NTS
2
A-3

MODEL VIEW FROM ABOVE
NTS
1
A-3

SHOP BUILDING

A-3

900 INNES PARK



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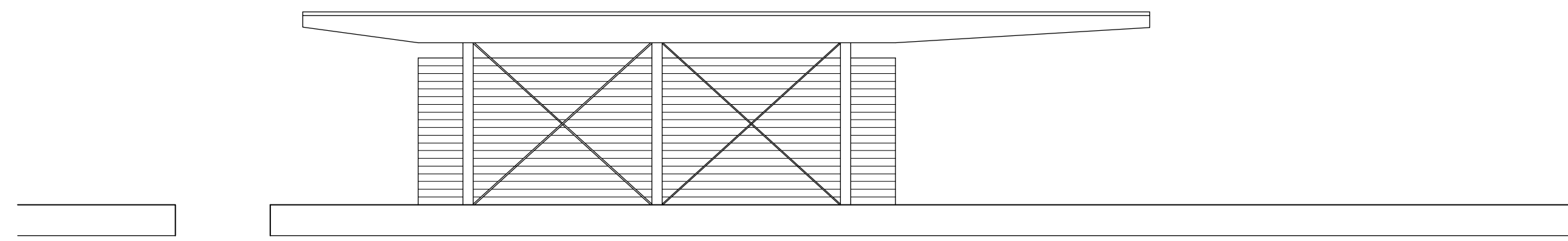
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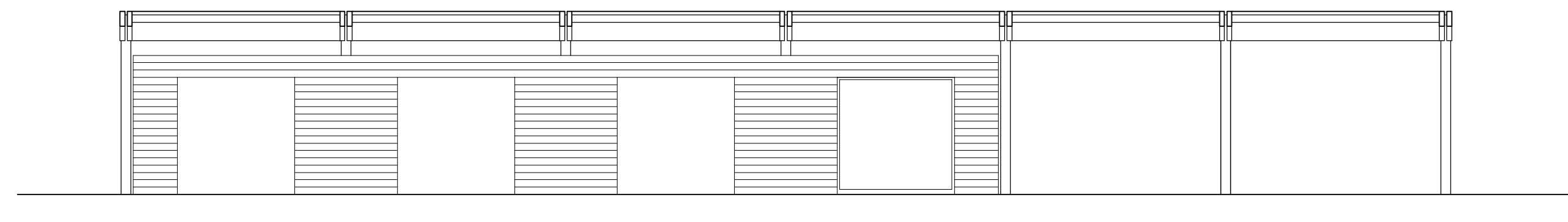
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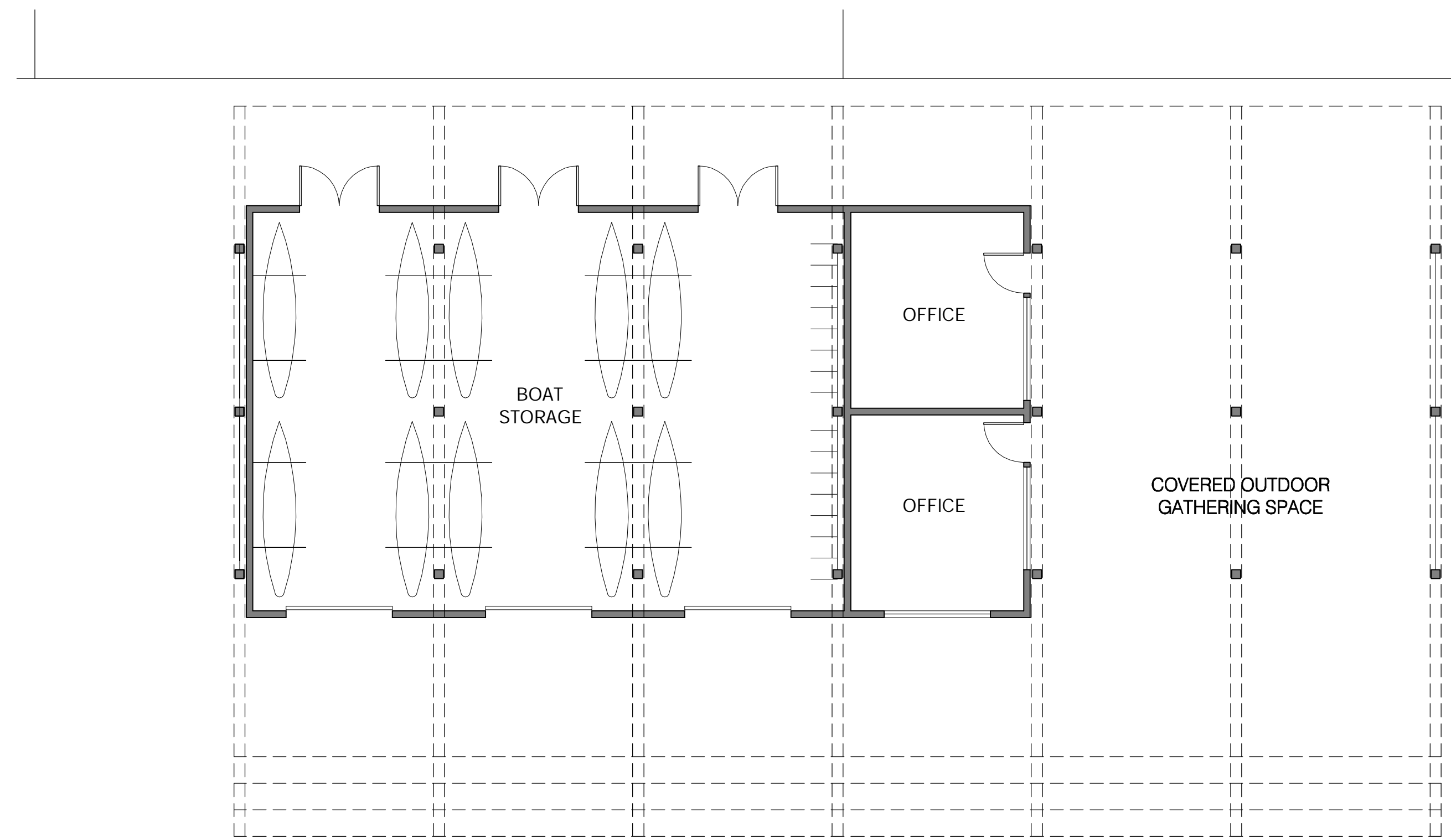
EXTERIOR ELEVATION - SOUTH
SCALE: 1/8" = 1'-0" 5
A-3



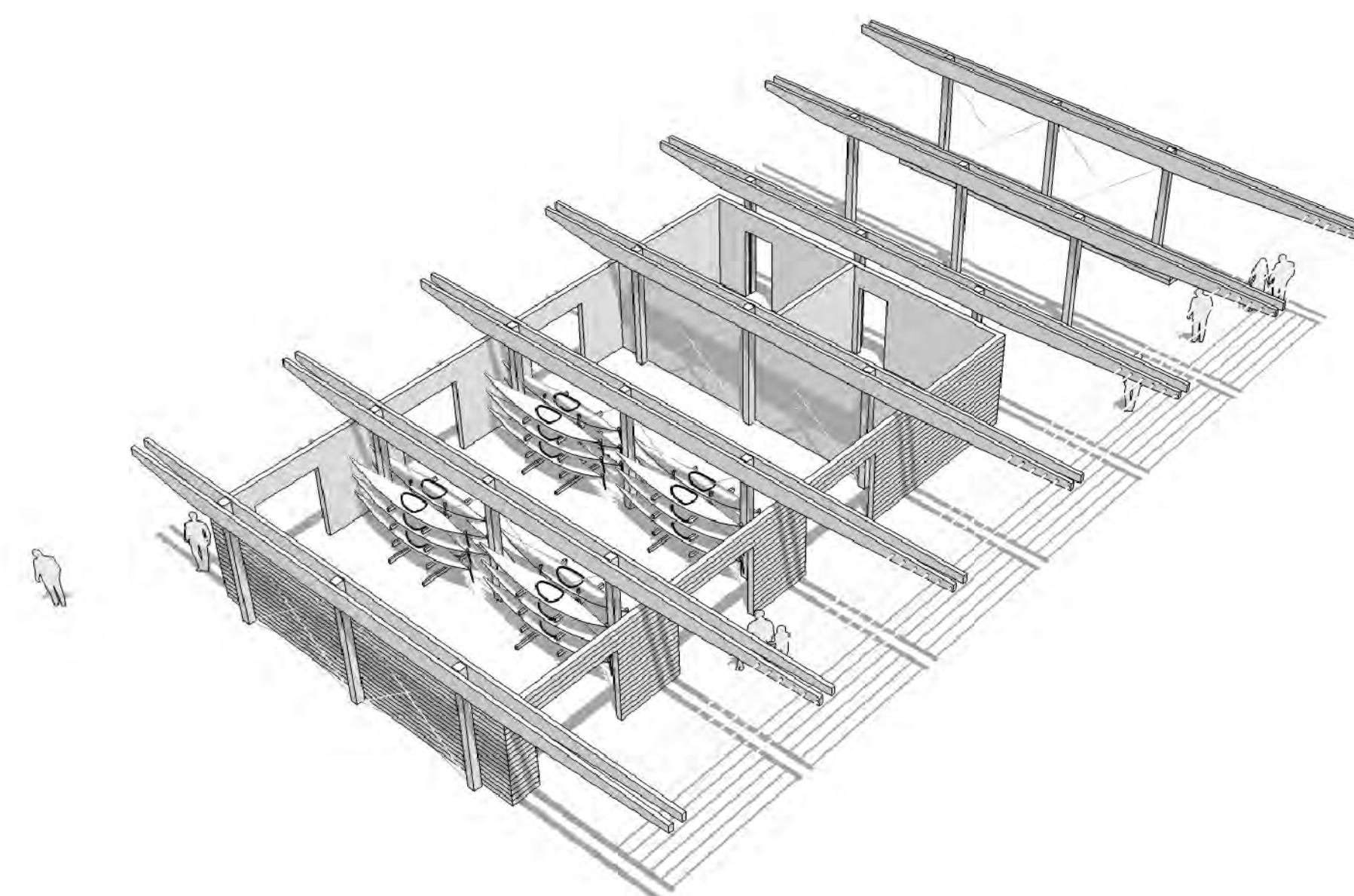
EXTERIOR ELEVATION - EAST
SCALE: 1/8" = 1'-0" 4
A-3



MODEL VIEW FROM SOUTH-EAST
NTS 2
A-3

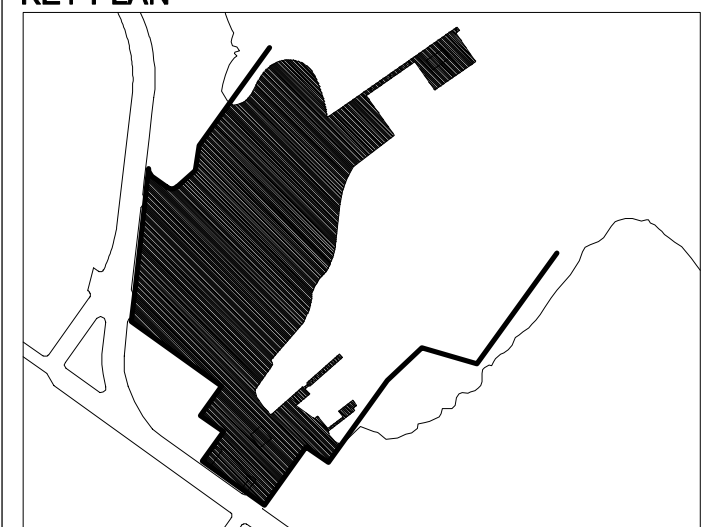


FLOOR PLAN
SCALE: 1/8" = 1'-0" 3
A-3 N
OFF



MODEL VIEW FROM ABOVE - WITHOUT ROOF
NTS 1
A-3

KEY PLAN



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OUTFITTERS BUILDING

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PRESERVATION TECHNOLOGY

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DRAFT MEMORANDUM

DATE July 20, 2017 PROJECT NO. 14290D
TO Victoria Lehman PROJECT India Basin Transportation
Action Plan CEQA Analysis
BUILD Inc.
OF 315 Linden Street FROM Jonathon Rusch
San Francisco, CA 94102 Architectural Historian
Allison Vanderslice
CC Kelsey Bennett VIA Email
Nicole Avril

REGARDING: INDIA BASIN TRANSPORTATION ACTION PLAN

INTRODUCTION

This memorandum has been prepared for BUILD Inc. to analyze the potential impacts caused by the India Basin Transportation Action Plan (IBTAP) on historic resources under the California Environmental Quality Act (CEQA). Page & Turnbull prepared the *Historic Resource Evaluation (HRE) Parts 1 and 2* (March 8, 2017) for the India Basin Mixed-Use Project. The HRE evaluated the historic significance of properties located within the site of a proposed commercial, residential, and park development project in the India Basin neighborhood in southeastern San Francisco. Three properties within the project site were identified as eligible for listing in the California Register of Historical Resources: the Shipwright's Cottage, the India Basin Scow Schooner Boatyard, and 702 Earl Street. The HRE analyzed the potential impacts of the development project on identified historical resources, including two properties adjacent to the project site, 881 Innes Avenue (Albion Brewery) and 911 Innes Avenue. The project description reviewed during the preparation of the HRE did not include the IBTAP, components of which will be implemented in association with the India Basin Mixed-Use Project. The IBTAP has therefore enlarged the project area and added scope items that were not previously analyzed in the HRE. This memorandum supplements the HRE's existing project analysis to inform the determination of environmental impacts included in the Draft Environmental Impact Report (DEIR) for the India Basin Mixed-Use Project.

METHODOLOGY

Page & Turnbull completed this memorandum after reviewing the description of the IBTAP provided in the DEIR dated June 27, 2017. On July 18, 2017, Page & Turnbull staff conducted a site walk of the areas of Jennings Street, Evans Avenue, Hunters Point Boulevard, and Innes Avenue that will be improved as a result of the IBTAP. This area generally spans from the intersection of Jennings Street and Cargo Way to the intersection of Innes Avenue and Donahue Street. The site survey was

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conducted to record current site conditions within the streetscape and at intersections that will be improved, as well as to identify any potential historic resources within the public right-of-way.

CURRENT SITE CONDITIONS

Survey of the area where streetscape and roadway improvements will occur revealed asphalt-paved roadways lined by concrete curbing, as well as concrete- and asphalt-paved sidewalks in most areas. Sidewalks are absent along the southwestern edge of Innes Avenue, where the Hunters Point ridge slopes steeply towards the roadway with exposed rock outcroppings. Common features located within the public right-of-way include the following: wood utility poles with attached street lights; fire hydrants; bicycle racks; one modern Muni bus shelter; traffic, parking, and street identification signage on metal posts; street trees, in some instances surrounded by protective metal grating; and trash receptacles. Innes Avenue's intersections with Hunters Point Boulevard and Griffith Street feature striping for pedestrian crossings; Innes Avenue's intersections with Arelious Walker Drive and Donahue Street feature curb ramps with tactile paving. None of the observed features within the public right-of-way appears to be more than 50 years old.

SITE PHOTOGRAPHS

The following photographs were taken by Page & Turnbull on July 18, 2017. They are sequenced from the north end of the IBTAP area at the intersection of Jennings Street and Cargo Way to the south end at the intersection of Innes Avenue and Donahue Street.



Figure 1. Intersection of Jennings Street and Cargo Way, viewed facing northeast



Figure 2. Jennings Street, viewed facing northeast



Figure 3. Evans Avenue, viewed facing southwest from Jennings Street



Figure 4. Evans Avenue, viewed facing northwest from Hunters Point Boulevard



Figure 5. Hunters Point Boulevard, viewed facing southeast from Evans Avenue



Figure 6. Hunters Point Boulevard, viewed facing south



Figure 7. Intersection of Hawes Avenue and Hunters Point Boulevard, viewed facing north



Figure 8. Intersection of Hawes Avenue and Hunters Point Boulevard, viewed facing south down Hunters Point Boulevard



Figure 9. Intersection of Hunters Point Boulevard and Innes Avenue, viewed facing north



Figure 10. Intersection of Hunters Point Boulevard and Innes Avenue, viewed facing southeast



Figure 11. Sidewalk at south edge of Innes Avenue, viewed facing northwest. 911 Innes Avenue is at left.



Figure 12. Intersection of Innes Avenue and Griffith Street, viewed facing southeast. The Shipwright's Cottage and India Basin Scow Schooner Boatyard are at left.



Figure 13. Intersection of Innes Avenue and Griffith Street, viewed facing northwest.



Figure 14. Crosswalk and bus shelter at the intersection of Innes Avenue and Griffith Street, viewed facing northeast. The India Basin Scow Schooner Boatyard is located at center.



Figure 15. Intersection of Innes Avenue and Arelious Walker Drive, viewed facing northwest



Figure 16. Intersection of Innes Avenue and Arelious Walker Drive, viewed facing southeast



Figure 17. Innes Avenue viewed facing southeast from Arelious Walker Drive



Figure 18. Intersection of Innes Avenue and Earl Street, viewed facing northwest



Figure 19. Earl Street, viewed facing northeast from Innes Avenue



Figure 20. Innes Avenue, viewed facing northwest from near Donahue Street

INDIA BASIN TRANSPORTATION ACTION PLAN

Based on the project description included in the DEIR, specific measures to be implemented as part of the IBTAP related to the India Basin Mixed-Use Project (both project variants) are the following:

New Intersection Signals and Pedestrian Crosswalks

- Hunters Point Boulevard and Hudson/Hawes Street
- Innes Avenue and Hunters Point Boulevard
- Innes Avenue and Griffith Street
- Innes Avenue and Arelious Walker Drive
- Innes Avenue and Earl Street

Left-Turn Pockets

- Innes Avenue and New Griffith Street
- Innes Avenue and Arelious Walker Drive
- Innes Avenue and Earl Street

General Innes Avenue Streetscape Improvements

- Street benches
- Bicycle racks
- Trash receptacles
- Signage
- Repaving

The IBTAP does not propose to widen the existing roadway or public sidewalks.

ANALYSIS

The observed features in the public right-of-way within the IBTAP area are standard features typical of most streets in San Francisco. None appears to have the potential to contribute to the significance and historic setting of identified historic resources. Furthermore, the five identified historic resources within and adjacent to the India Basin Mixed Use Project site—the Shipwright’s Cottage, India Basin Scow Schooner Boatyard, 702 Earl Street, Albion Brewery at 881 Innes Avenue, and 911 Innes Avenue—are located outside of the roadway and public sidewalks that would be improved by the IBTAP. The IBTAP would not have a physical effect on any character-defining features or materials that belong to the identified resources. The following discussion therefore addresses the potential of the IBTAP measures listed above to have an impact on the setting of the five identified historic resources.

702 Earl Street is located on a lot situated approximately 150’ northeast of Innes Avenue, and is furthermore separated from Innes Avenue by its lower elevation as well as a row of buildings lining the Innes Avenue. As a result, 702 Earl Street has a weak visual relationship with Innes Avenue, and changes occurring to features within the streetscape, including new signals and pedestrian crosswalks at the intersection of Innes Avenue and Earl Street, would have effectively no impact on the resource’s integrity of setting.

The remaining four identified historic resources are located adjacent to Innes Avenue, generally between Hunters Point Boulevard and Arelious Walker Drive. The Shipwright’s Cottage, 911 Innes Avenue, and the Albion Brewery face onto Innes Avenue; the India Basin Scow Schooner Boatyard site spreads northeast to meet the shore of San Francisco Bay, and one portion of the site’s southwestern boundary lies adjacent to Innes Avenue in front of the Shipwright’s Cottage. It is therefore possible that changes proposed within the roadway and public sidewalks of Innes Avenue may affect the integrity of setting of the adjacent historic resources. However, the measures proposed by the IBTAP do not appear to change the existing character of Innes Avenue substantially. Each of the identified resources was evaluated with consideration of a streetscape that has been modernized with new paving, curbing, and related features since the resources’ periods of significance.¹ The measures proposed by the IBTAP would modernize the appearance of the streetscape and roadway by employing new road striping, signage, paving, and small-scale features that are generally similar to those that currently exist along Innes Avenue. New intersection signals are compatible in scale, appearance, and function with the existing signage and utility poles. As a

¹ The HRE identified the following periods of significance: Shipwright’s Cottage (1875); India Basin Scow Schooner Boatyard (1875-1936); and 702 Earl Street (1935-1936). The periods of significance of the adjacent resources, 911 Innes Avenue and the Albion Brewery, are not well-defined based on available documentation, but are presumed to be their dates of construction: c. 1873 and c. 1870, respectively.

result, the IBTAP would result in minimal changes to the overall character of Innes Avenue and would not affect the California Register eligibility of any identified historic resources.