

BECAUSE OF CALTRANS'S OBLIGATION TO PROTECT ARCHAEOLOGICAL SITES, THE ARCHAEOLOGICAL SURVEY REPORT IS NOT AVAILABLE FOR PUBLIC DISTRIBUTION.

Confidentiality of Archaeological Information

The following codes provide justification for not releasing information regarding archaeological sites to the public.

- Government Code section 6254.10; rationale set forth in section 6254 r
- Rationale set forth in cases such as Johnson v. Winter (App.1 Dist1982) 179 Cal.Rptr.585, 127 Cal. App.3d 435 and Black Panther party v. Kehoe (App. 3 Dist.1974)117Cal.Rptr. 106, 42 Cal. App. 3d 645.

HISTORIC PROPERTY SURVEY REPORT
YERBA BUENA ISLAND RAMPS IMPROVEMENT PROJECT
YERBA BUENA ISLAND, SAN FRANCISCO COUNTY, CALIFORNIA
04-SF-80-PM 7.6/8.1

EA 04-3A640K

Prepared by:

EDAW
2022 J Street
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February 26, 2009

Prepared by:



Mark Bowen, Senior Historian/ Architectural Historian

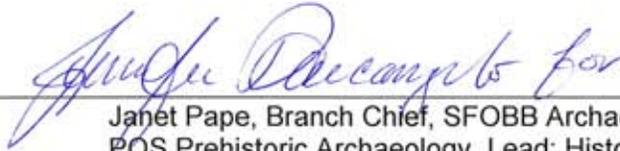
9/23/09

Date

Prepared for:

Eric Cordoba, Project Manager
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Approved by:

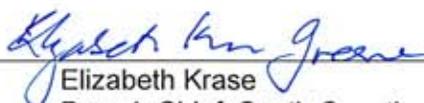


Janet Pape, Branch Chief, SFOBB Archaeology
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10/22/09

Date

Approved by:



Elizabeth Kruse
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Caltrans District 4
111 Grand Avenue, P.O. Box 23660
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10/22/09

Date

September, 2009

HISTORIC PROPERTY SURVEY REPORT**1. UNDERTAKING DESCRIPTION AND LOCATION**

District	County	Route <i>(Local Agency)</i>	<i>Local Assistance Project Prefix</i>	Post Miles <i>(Project No.)</i>	Charge Unit <i>(Agreement)</i>	Expenditure Authorization <i>(Location)</i>
04	SF	I-80		7.6 - 8.1	L1C0	04-3A640K

(For Local Assistance projects off the highway system, use headers in italics)

Project Description:

(Insert project description here; refer reader to location and vicinity maps in HPSR)

Yerba Buena Island (YBI) is located in the San Francisco Bay approximately halfway between Oakland and San Francisco. YBI is only accessible to vehicular traffic via the San Francisco Oakland Bay Bridge (SFOBB) stretch of I-80. The SFOBB is considered a “lifeline structure” and is a critical link between the East Bay and San Francisco. It provides the only vehicle access to YBI, the active U.S. Coast Guard (USCG) facilities located on the south side of the island, and Treasure Island, located immediately north of YBI.

The proposed project would replace the existing westbound on- and off-ramps located on the east side of YBI with new westbound on- and off-ramps. The new ramps would maintain the functional role of the current ramps while satisfying seismic requirements, highway design standards, traffic operations, and improve safety. The YBI Ramps Improvement Project is independent of both the SFOBB East Span Seismic Safety Project, currently under construction, and the Treasure Island and Yerba Buena Island (TI/YBI) Redevelopment Plan, currently undergoing its own environmental review process.

The purpose of the project is to improve the safety of the westbound on- and off-ramps to the extent physically and economically feasible. The current ramps do not meet current Caltrans design standards. The proposed project would provide standard deceleration length for the off-ramp and improved acceleration/merging length for the on-ramp. In addition, the project would improve traffic operations to and from YBI.

Alternatives have been proposed to address the geometric deficiencies of the existing on- and off-ramps. In addition to the no-build alternative, the proposed build alternatives would analyze the effects to the SFOBB (I-80) mainline structure and YBI. The proposed project is located between post-mile (PM) 7.6 and 8.1¹ beginning at the east portal of the YBI tunnel and ending at the east side of the Transition Structure portion of the new SFOBB. The SFOBB Transition Structure is located between PM 7.9 and 8.1 between the YBI tunnel and the SFOBB Self-Anchored Suspension (SAS) span.²

Three alternatives are currently under consideration, including:

- **No Build Alternative**

This Alternative assumes that the existing on- and off-ramps would remain in place and no further action or improvements would occur.

¹ Kilometer Post (KP) 12.3 and 13.2

² The SFOBB Transition Structure is the name of a section of the new Bay Bridge. The Transition Structure will connect the Self-Anchored Suspension (SAS) span to Yerba Buena Island, and will transition the East Span’s side-by-side road decks to the upper and lower decks of the YBI tunnel and West Span.

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- **Alternative 2b**

Alternative 2b would include removal of the existing westbound on- and off-ramps on the east side of YBI, construction of a westbound loop on-ramp from Macalla Road on the east side of YBI, and construction of a westbound off-ramp to Macalla Road on the east side of YBI.

This alternative proposes to reconstruct two of the existing six on- and off-ramps at the I-80/YBI interchange. The proposed on- and off-ramps would provide standard shoulder widths, and would include the following features:

- Westbound on-ramp on the east side of YBI- This ramp would begin at a “T” intersection at Macalla Road, loop right with a tight radius, and merge on to the north side of the Bay Bridge. The length of this ramp would be approximately 876 feet (267 meters). This ramp would have two traffic lanes, merging into one as it connects to the SFOBB. One lane would be a high occupancy vehicle (HOV) lane and the other a mixed-flow lane.
- Westbound off-ramp on the east side of YBI - This ramp would diverge from the new SFOBB Transition Structure between bents W3 and W4 curving around the Nimitz House and terminate at a “T” intersection at Macalla Road. The length of this ramp would be approximately 1,115 feet (340 meters). A stop sign is proposed at the ramp terminus.
- Macalla Road would be widened for approximately 660 feet adjacent to the terminus of the westbound on- and off-ramps. The existing roadway is about 20 feet wide near the ramp terminus. The roadway widening is required to accommodate a 12-foot wide multi-use pedestrian/bike path and two 12-foot wide lanes within the Caltrans right-of-way. A retaining wall would be constructed adjacent to Macalla Road to provide the required width. The height of the retaining wall would vary from 4 to 16 feet and would retain the hillside above Macalla Road. The stairway adjacent to the Caltrans Substation would be relocated to the west side of the building to make room for the new retaining wall. The roadway width would vary around the curve at South Gate Road to provide proper width for truck turning movements.
- Under Alternative 2B, the westbound on- and off-ramps would terminate at Macalla Road where Quarters 10 and Building 267 are currently located.³ Quarters 10 and Building 267 would be relocated prior to construction of the ramps at Macalla Road. The relocation site for these buildings would be on YBI and would be determined under the Section 106 mitigation development process.

- **Alternative 4**

Alternative 4 would include the removal of the existing westbound on- and off-ramps on the east side of YBI, construction of westbound on-ramp from South Gate Road, and construction of westbound off-ramp to Macalla Road on the east side of YBI.

This alternative proposes to reconstruct two of the existing six on- and off-ramps at the I-80/YBI

³ Quarters 10 and Building 267 (a contributing garage) are listed in the National Register of Historic Places and significant at the local level under Criterion C, as a significant example of mid-twentieth century residential architecture.

For the federal undertaking described in Part 1: To minimize redundancy and paperwork for the California Department of Transportation and the State Historic Preservation Officer, and in the spirit intended under the federal Paperwork Reduction Act (U.S.C. 44 Chapter 35), this document also satisfies consideration under California Environmental Quality Act Guidelines Section §15064.5(a) and, as appropriate, Public Resources Code §5024 (a)(b) and (d).

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interchange. The proposed on- and off-ramps would provide standard shoulder widths, and would include the following features:

- Westbound on-ramp on the east side of YBI - This ramp would begin at South Gate Road, proceed east paralleling the eastbound on-ramp, loop under the new SFOBB Transition Structure near its eastern end to provide adequate merging distances, cross over the westbound off-ramp along the north side of the Bay Bridge. The length of this ramp would be approximately 2,883 feet (879 meters). HOV lane would not be provided under Alternative 4.
- Westbound off-ramp on the east side of YBI - This ramp would diverge from the new SFOBB Transition Structure between bents W2 and W3, parallel the Transition Structure, cross under the westbound on-ramp and terminate at a “T” intersection at Macalla Road. The length of this ramp would be approximately 1,168 feet (356 meters). A stop sign is proposed at the ramp terminus.
- Macalla Road would be widened for approximately 660 feet adjacent to the terminus of the westbound on-and off-ramps. The existing roadway is about 20 feet wide near the ramp terminus. The roadway widening is required to accommodate a 12-foot wide multi-use pedestrian/bike path and two 12-foot wide lanes within the Caltrans right-of-way. A retaining wall would be constructed adjacent to Macalla Road to provide the required width. The height of the retaining wall would vary from 4 to 16 feet and would retain the hillside above Macalla Road. The roadway width would vary around the curve at South Gate Road to provide proper width for truck turning movements.
- Under Alternative 4, Quarters 10 and Building 267 and its associated landscaping would remain in place.

2. AREA OF POTENTIAL EFFECTS

The Area of Potential Effects (APE) for the project was established in consultation with Janet Pape, Caltrans District 4 Archaeologist, Mary K. Smith, Caltrans District 4 Architectural Historian, and Jack Siau, Project Manager/Local Assistance Engineer, on 10/21/08, 10/23/08, and 10/24/08. The APE maps (Maps 2, 3, and 4) are located in Attachment A in this Historic Property Survey Report.

The archaeological APE (Map 3) was established as generally following the maximum possible area of direct impact resulting from the proposed project, including all new construction, easements, and staging areas.

Consistent with Caltrans policies and general cultural resource practices, the area for potential effect for the built environment (Map 4) encompassed areas that might be either directly or indirectly affected by construction; i.e., those areas within which the project could cause a change in character or use of historic properties. Only those resources located within the architectural APE were included in the survey.

The APE for historic architectural resources includes two areas: a General APE (Map 2) and Focused APE (Map 4). The General APE was developed to encompass both the project area, and the contributing elements of the large, multi-component SFOBB historic property that extend outside of the project area. The Focused APE encompasses only the project area; therefore, those portions of the SFOBB property that may be potentially affected by the Project are included. A small segment of the westernmost portion of the East Span is extant within the Focused APE.

For the federal undertaking described in Part 1: To minimize redundancy and paperwork for the California Department of Transportation and the State Historic Preservation Officer, and in the spirit intended under the federal Paperwork Reduction Act (U.S.C. 44 Chapter 35), this document also satisfies consideration under California Environmental Quality Act Guidelines Section §15064.5(a) and, as appropriate, Public Resources Code §5024 (a)(b) and (d).

HISTORIC PROPERTY SURVEY REPORT**3. CONSULTING PARTIES / PUBLIC PARTICIPATION****x** Local Government

- San Francisco Planning Department. Mark Luellen, Preservation Coordinator. Letter Sent December 11, 2008
- San Francisco County Transportation Authority. Eric Cordoba, Project Manager.

x Native American Tribes, Groups and Individuals

- Letters sent on December 17, 2008. No response received as of February 18, 2009. See ASR Appendix C.
- Jakki Kehl
- Amah/Matsun Tribal Band
- Indian Canyon Band of Costanoan
- Muwekma Ohlone Indian Tribe of the SF Bay Area
- The Ohlone Indian Tribe
- Trina Marine Ruano Family

x Native American Heritage Commission

- Request for search of files: November 7, 2008. Response November 13, 2008.

x Local Historical Society / Historic Preservation Group

- San Francisco Architectural Heritage. Letter Sent December 11, 2008. No response as of Feb 16, 2009
- San Francisco Landmark Preservation Advisory Board. Letter Sent December 11, 2008. No response as of Feb 16, 2009
- San Francisco History Association. Letter Sent December 11, 2008. No response as of Feb 16, 2009
- San Francisco Museum and Historical Society. Letter Sent December 11, 2008. No response as of Feb 16, 2009
- California Historical Society. Letter Sent December 11, 2008. No response as of Feb 16, 2009
- San Francisco Beautiful. Letter Sent December 11, 2008. No response as of Feb 16, 2009
- California Heritage Council. Letter Sent December 11, 2008. No response as of Feb 16, 2009
- California Preservation Foundation. Letter Sent December 11, 2008. No response as of Feb 16, 2009
- National Trust for Historic Preservation Western Office. Letter Sent December 11, 2008. No response as of Feb 16, 2009
- National Park Service, Pacific West Region Office. Letter Sent December 11, 2008. No response as of Feb 16, 2009
- Oakland Heritage Alliance. Letter Sent December 11, 2008. No response as of Feb 16, 2009
- Oakland Landmarks Preservation Advisory Board. Letter Sent December 11, 2008. No response as of Feb 16, 2009
- Oakland Cultural Heritage Survey. Letter Sent December 11, 2008. No response as of Feb 16, 2009
- Alameda County Historical Society. Letter Sent December 11, 2008. No response as of Feb 16, 2009
- Alameda County Parks, Recreation, and Historical Commission. Letter Sent December 11, 2008. No response as of Feb 16, 2009

x Public Information Meetings

- Public Scoping Meeting. Location: Port of San Francisco office, Bayside Conference Room. Pier 1, The Embarcadero, San Francisco, CA 94111. Date: September 24, 2008 from 6:30 to

For the federal undertaking described in Part 1: To minimize redundancy and paperwork for the California Department of Transportation and the State Historic Preservation Officer, and in the spirit intended under the federal Paperwork Reduction Act (U.S.C. 44 Chapter 35), this document also satisfies consideration under California Environmental Quality Act Guidelines Section §15064.5(a) and, as appropriate, Public Resources Code §5024 (a)(b) and (d).

HISTORIC PROPERTY SURVEY REPORT

8:00 p.m.

- Coordination plan letters sent out on September 18, 2008.

4. SUMMARY OF IDENTIFICATION EFFORTS

- | | | |
|-------------------------------------|---------------------------------------------|-----------------------------------------------|
| <input checked="" type="checkbox"/> | National Register of Historic Places | Month & Year: 1979-2002 & supplements |
| <input checked="" type="checkbox"/> | California Register of Historical Resources | Year: 1992 & supplemental information to date |
| <input checked="" type="checkbox"/> | California Inventory of Historic Resources | Year: 1976 |
| <input checked="" type="checkbox"/> | California Historical Landmarks | Year: 1995 & supplemental information to date |
| <input checked="" type="checkbox"/> | California Points of Historical Interest | Year: 1992 & supplemental information to date |
| <input type="checkbox"/> | State Historic Resources Commission | Not Applicable |
| <input checked="" type="checkbox"/> | Caltrans Historic Highway Bridge Inventory | Year: 2006 & supplemental information to date |
| <input checked="" type="checkbox"/> | Archaeological Site Records | |
- Northwest Information Center, records search on November 24, 2008.
- Other sources consulted
-
- Results:

The NWIC record search demonstrated that a total of 23 cultural resources investigations have been conducted within and in the vicinity (approximately 1 mile radius) of the project APE. Prior to the efforts outlined in this current Archaeological Survey Report, there were at least 8 studies that have occurred directly within the Yerba Buena Island Ramps Improvement Project APE; the earliest documented investigations conducted within the vicinity of the project area APE consist of Rudo (1982) and Roop (1984). With the exception of Rudo's thesis, each of these prior studies was related to Caltrans' seismic retrofit of the Bay Bridge and the Navy's privatization efforts regarding Yerba Buena Island.

The majority of the 8 studies conducted within the Yerba Buena Island Ramps Improvement Project APE consisted primarily of archaeological investigations and treatment plans. Almost the entire APE was subjected to complete survey coverage by PAR in 1996. A large portion of the APE was also previously surveyed in 1995 by Glenn Gmoser. These previous studies revealed that one archaeological site, CA-SFR-04/H, had been recorded within the YBI APE. One historical archaeological resource, P-38-004322, which consists of sections of a retaining wall and weir with inscriptions by prisoners-of-war who built it in the 1940s, is located outside the APE. This resource was evaluated to be ineligible for inclusion in the National Register (Supernowicz 2003). See ASR for Archaeological site record citations.

5. PROPERTIES IDENTIFIED

- Caltrans Architectural Historian, Mary K. Smith, who meets the Professionally Qualified Staff Standards in Section 106 Programmatic Agreement Attachment 1 as an Architectural Historian, has determined that the only/only other properties present within the APE meet the criteria for Section 106 PA Attachment 4 (**Properties Exempt from Evaluation**).
- Caltrans, as assigned by FHWA, has determined that the following **archaeological sites** within the Project APE shall be considered eligible for inclusion in the National Register without conducting subsurface testing or surface collection within the APE, for which the **establishment of an ESA** will protect the sites from any potential effects, in accordance with Section 106 PA Stipulation VIII.C. See attached documentation.

For the federal undertaking described in Part 1: To minimize redundancy and paperwork for the California Department of Transportation and the State Historic Preservation Officer, and in the spirit intended under the federal Paperwork Reduction Act (U.S.C. 44 Chapter 35), this document also satisfies consideration under California Environmental Quality Act Guidelines Section §15064.5(a) and, as appropriate, Public Resources Code §5024 (a)(b) and (d).

HISTORIC PROPERTY SURVEY REPORT

- CA-SFr-04/H DOE 8/13/1998
- Properties **previously listed or determined eligible** for inclusion in the National Register of Historic Places are present within the Project APE. *(Include date of listing or determination):*
 - CA-SFr-04/H DOE 8/13/1998
 - Quarters 8 DOE September 1998
 - Quarters 10 (and contributing Building 267) Listed 2/26/08
 - The Senior Officers Historic District Listed 2/26/2008
 - San Francisco Oakland Bay Bridge Listed 8/13/01

6. LIST OF ATTACHED DOCUMENTATION

- Project Vicinity, Location, and APE Maps (Attachment A)
- California Historic Bridge Inventory sheet (Attachment B)
- Historical Resources Evaluation Report (HRER)
 - JRP Historical Consulting, LLC, May 2009, prepared by Toni Webb; peer reviewed by Mary K. Smith, Caltrans PQS Principal Architectural Historian (Attachment C)
- Archaeological Survey Report (ASR)
 - EDAW, June 2009, prepared by Brian Ludwig and Charlane Gross; peer reviewed by Janet Pape, Caltrans, PQS Prehistoric Archaeology, Lead; Historical Archaeology, Co PI (Attachment D)
- Archaeological Evaluation Report (CARIDAP, XPI, PII, PIII)
 - Not Applicable

7. HPSR to File

- No properties requiring evaluation** are present within the Project APE.

8. HPSR to SHPO

- Not applicable.

9. Findings for State-Owned Properties

- Caltrans has determined that the following **State-owned buildings and structures previously included in the Master List of Historical Resources** are within the Project APE.
 - East Span San Francisco – Oakland Bay Bridge 33-0025
- Caltrans has determined that this project will have **no effect** on **state-owned buildings and structures** within the Project APE that meet National Register and/or California Historical Landmarks eligibility criteria and is providing notice and summary to SHPO pursuant to PRC §5024(f). [Bridge 33-0025 will not be present when subject project is undertaken: See HRER]

10. CEQA IMPACT FINDINGS

(Check all that apply. Consultation with SHPO is not required under CEQA. This instruction line and findings that are not applicable may be deleted)

- Not applicable; Caltrans is not the lead agency under CEQA.

HISTORIC PROPERTY SURVEY REPORT

11. HPSR PREPARATION AND DEPARTMENT APPROVAL

Prepared by: *(sign on line)*


9/17/09

Consultant / discipline: Mark Bowen, Architectural Historian

Date

Affiliation: EDAW, Sacramento, CA

Reviewed for approval by:

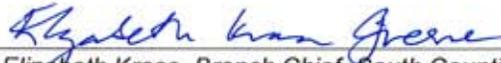


10/22/09

District 4 Caltrans PQS
discipline/level:

Janet Pape, Branch Chief, SFOBB Archaeology
 PQS Prehistoric Archaeology, Lead; Historical
 Archaeology, Co-PI
 Office of Cultural Resource Studies
 Caltrans District 4

Date



10/22/09

Elizabeth Kruse, Branch Chief, South Counties
 PQS Principal Architectural Historian
 Office of Cultural Resource Studies
 Caltrans District 4

Date

ATTACHMENT A

Maps

**Map 1:
Project Vicinity and Location**

**Yerba Buena Island
Ramps Improvement Project**



Portion of USGS topographic quadrangles
Oakland West and San Francisco North

 Project Location

 Transition Structure Portion of SFOBB

0 0.25 0.5 Miles





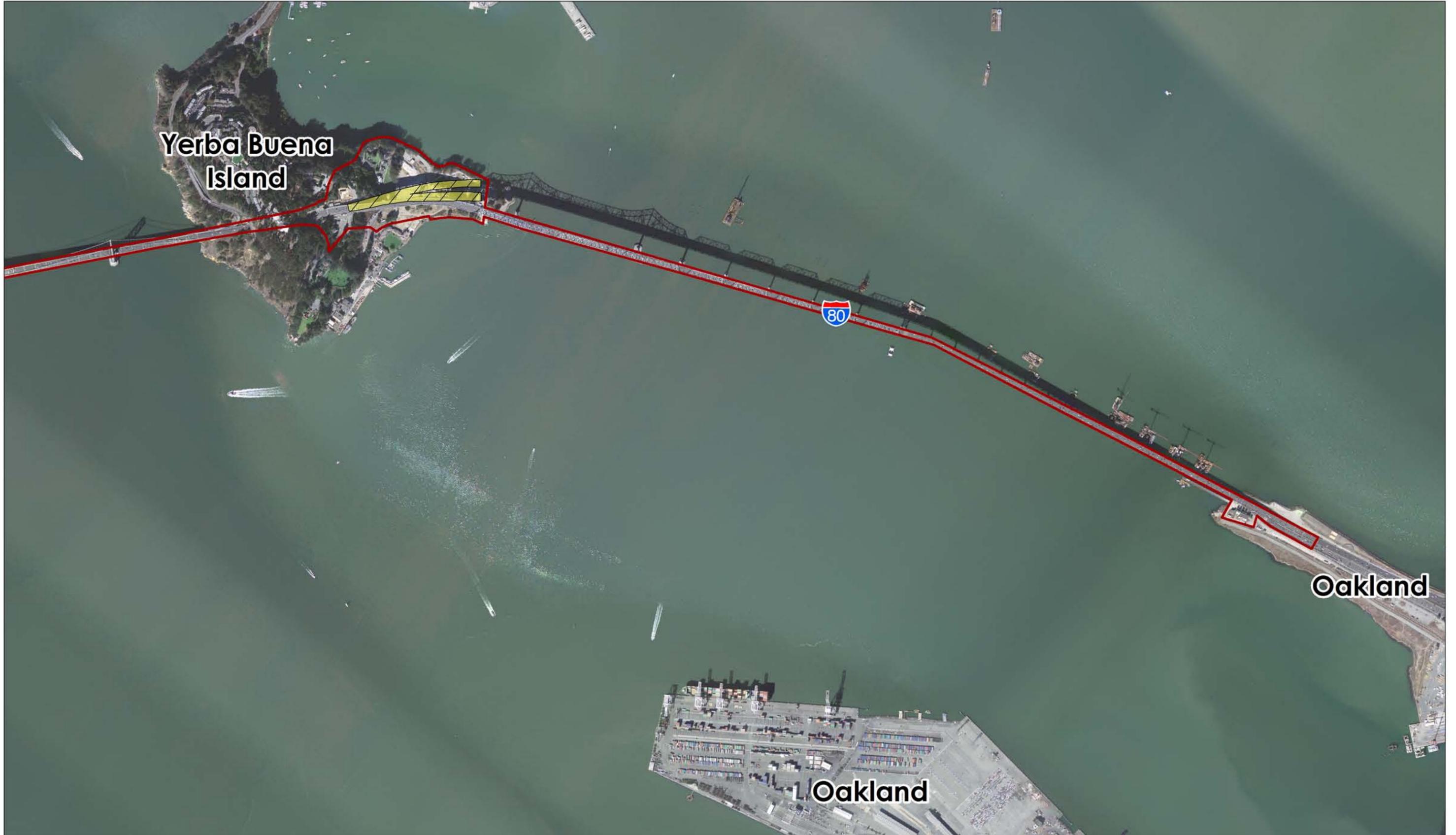
Area of Potential Effects

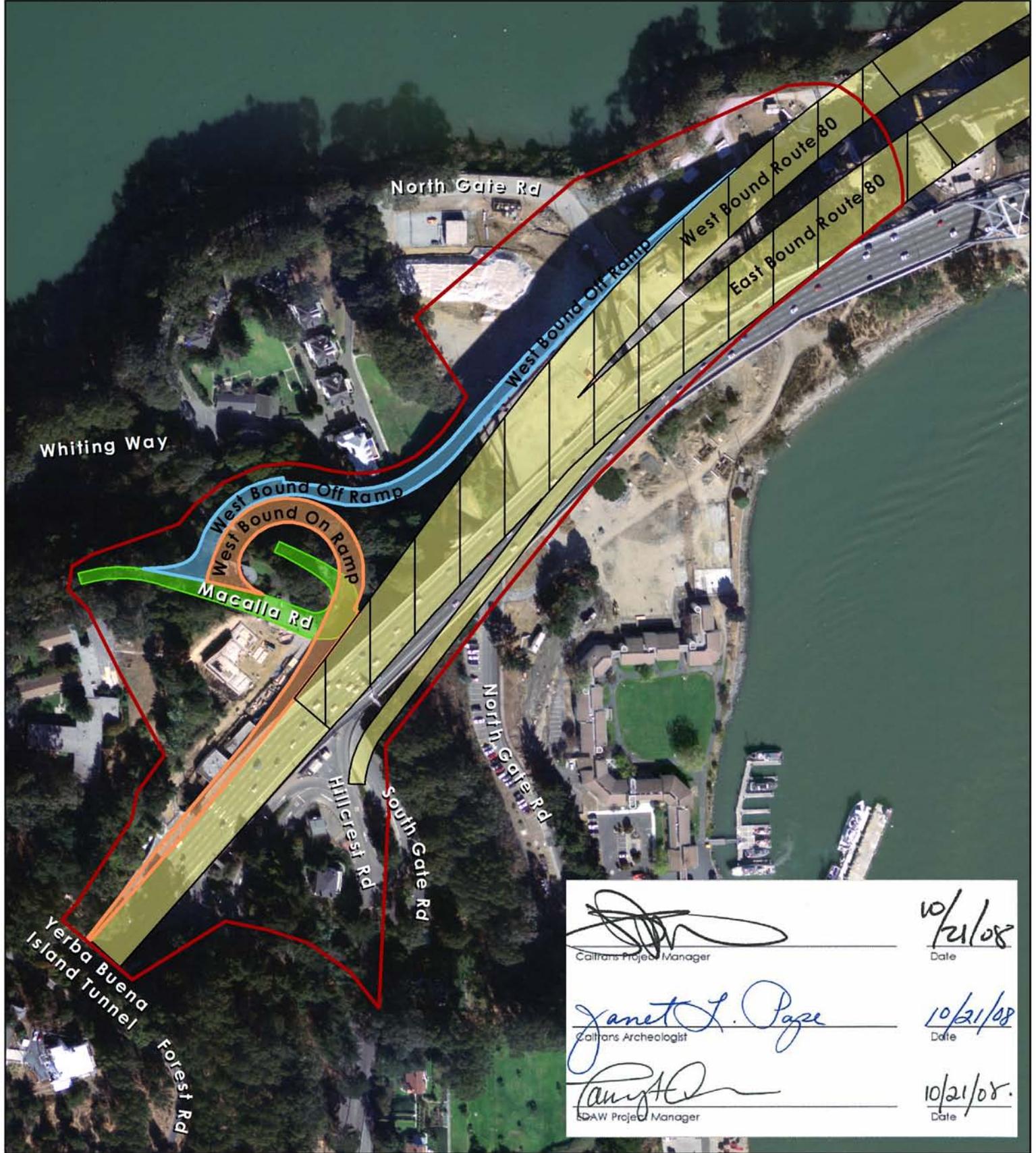
Transition Structure Portion of SFOBB

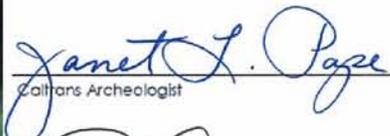


Map 2a:
General Architectural Area of Potential Effects







	10/21/08
Caitrans Project Manager	Date
	10/21/08
Caitrans Archeologist	Date
	10/21/08
SDAW Project Manager	Date

- Alternative 2b Proposed Ramps**
-  Proposed West Bound Off-Ramp
 -  Proposed West Bound On-Ramp
 -  Proposed Macalla Road Improvements

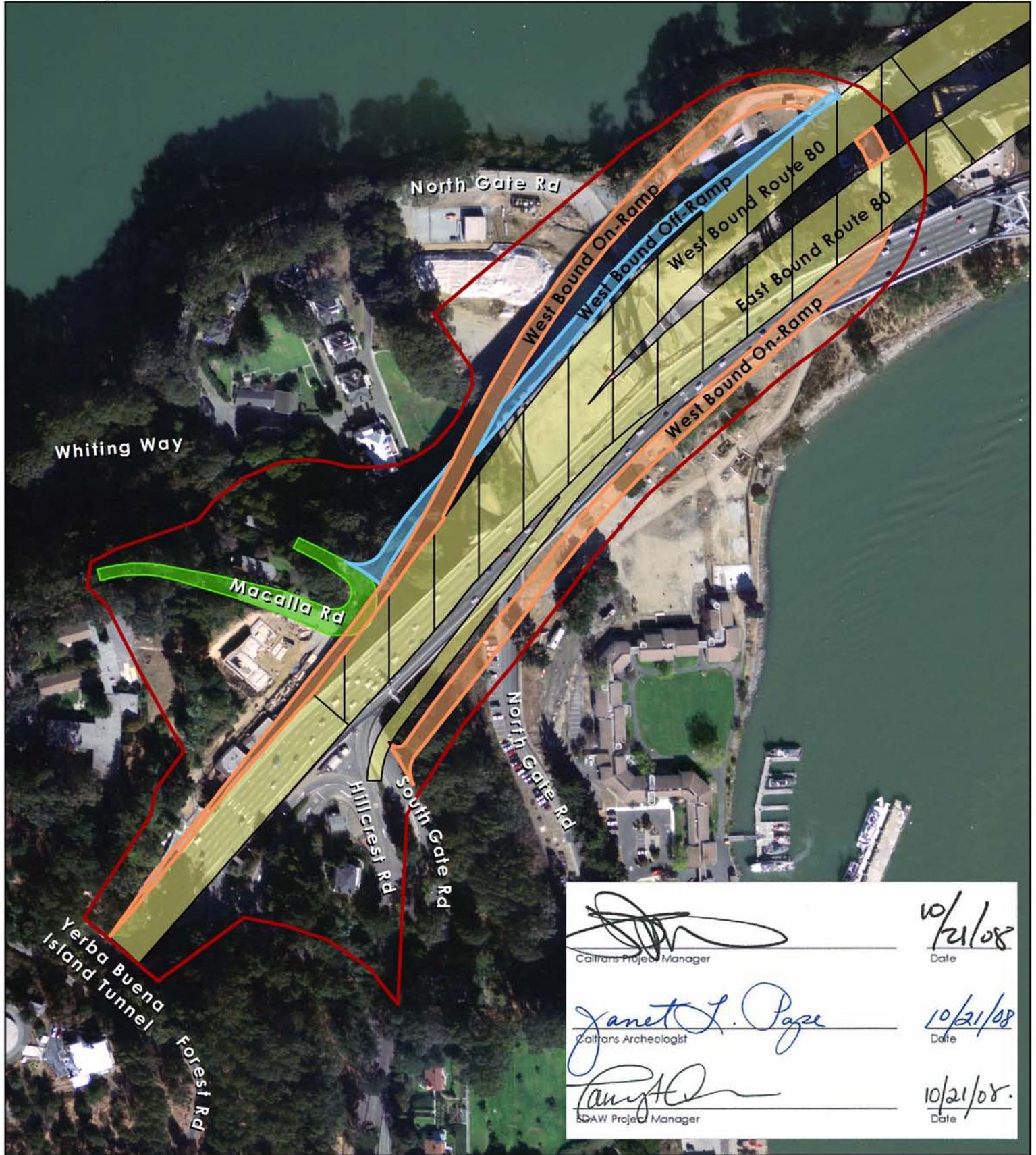
-  Area of Potential Effect
- Separate Project Currently Under Construction**
-  San Francisco-Oakland Bay Bridge East Span Seismic Safety Project
-  Transition Structure Portion of SFOBB

Image: Nima/ USGS 2004
 Data: DMJM Harris, EDAW

This map is a graphical representation and for general locating purposes only.

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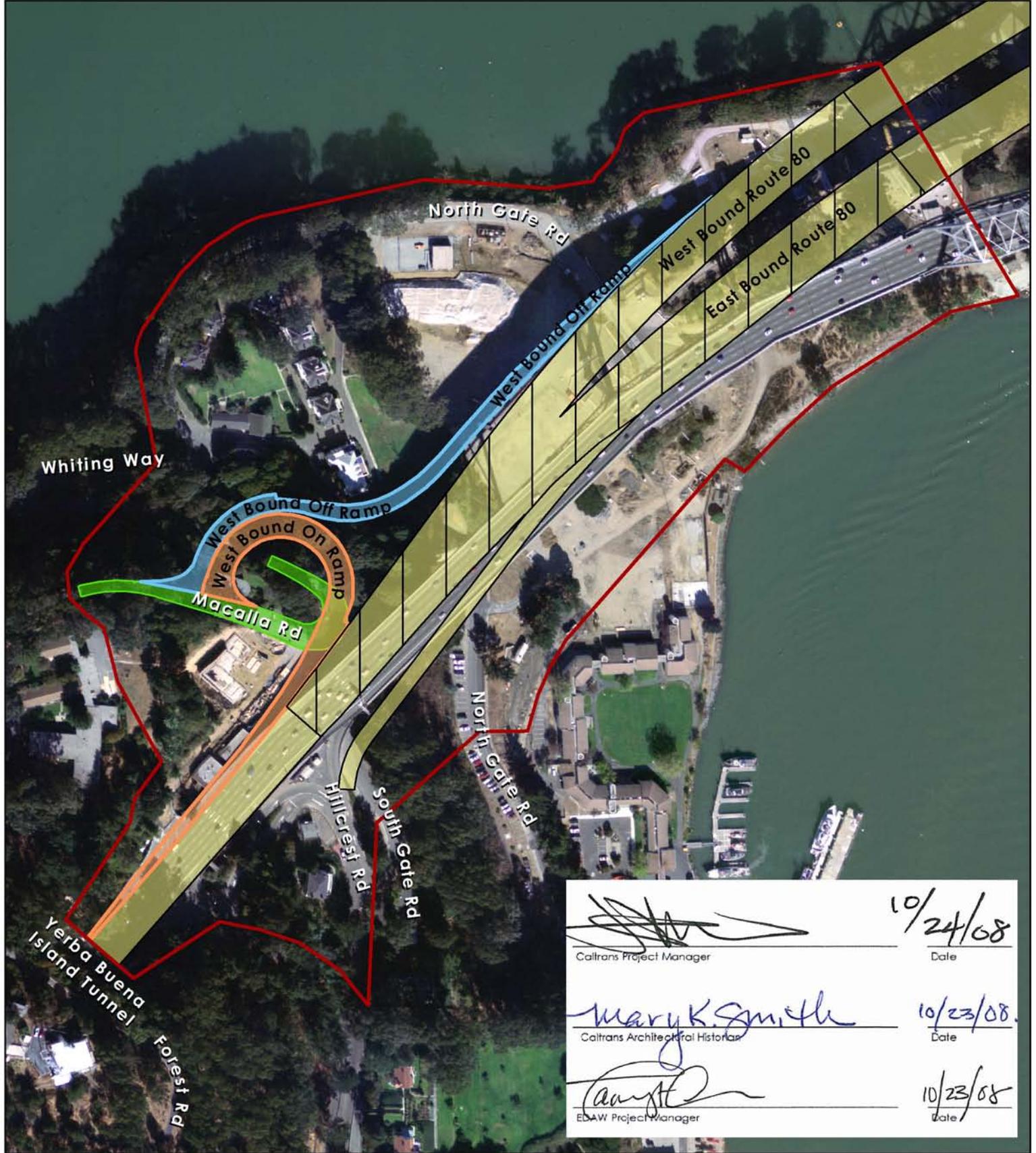
- Alternative 4 Proposed Ramps**
- █ Proposed West Bound Off-Ramp
 - █ Proposed West Bound On-Ramp
 - █ Proposed Macalla Road Improvements

- Area of Potential Effect
- Separate Project Currently Under Construction
 - San Francisco-Oakland Bay Bridge East Span Seismic Safety Project
 - Transition Structure Portion of SFOBB

Image: Nima/ USGS 2004
Data: DMJM Harris, EDAW
9/09

This map is a graphical representation and for general locating purposes only.

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- Alternative 2b Proposed Ramps**
- Proposed West Bound Off-Ramp
 - Proposed West Bound On-Ramp
 - Proposed Macalla Road Improvements

- Area of Potential Effect
- Separate Project Currently Under Construction**
- San Francisco-Oakland Bay Bridge East Span Seismic Safety Project
- Transition Structure Portion of SFOBB

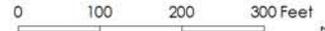
	10/24/08 Date
Mary K. Smith Caltrans Architectural Historian	10/23/08 Date
	10/23/08 Date

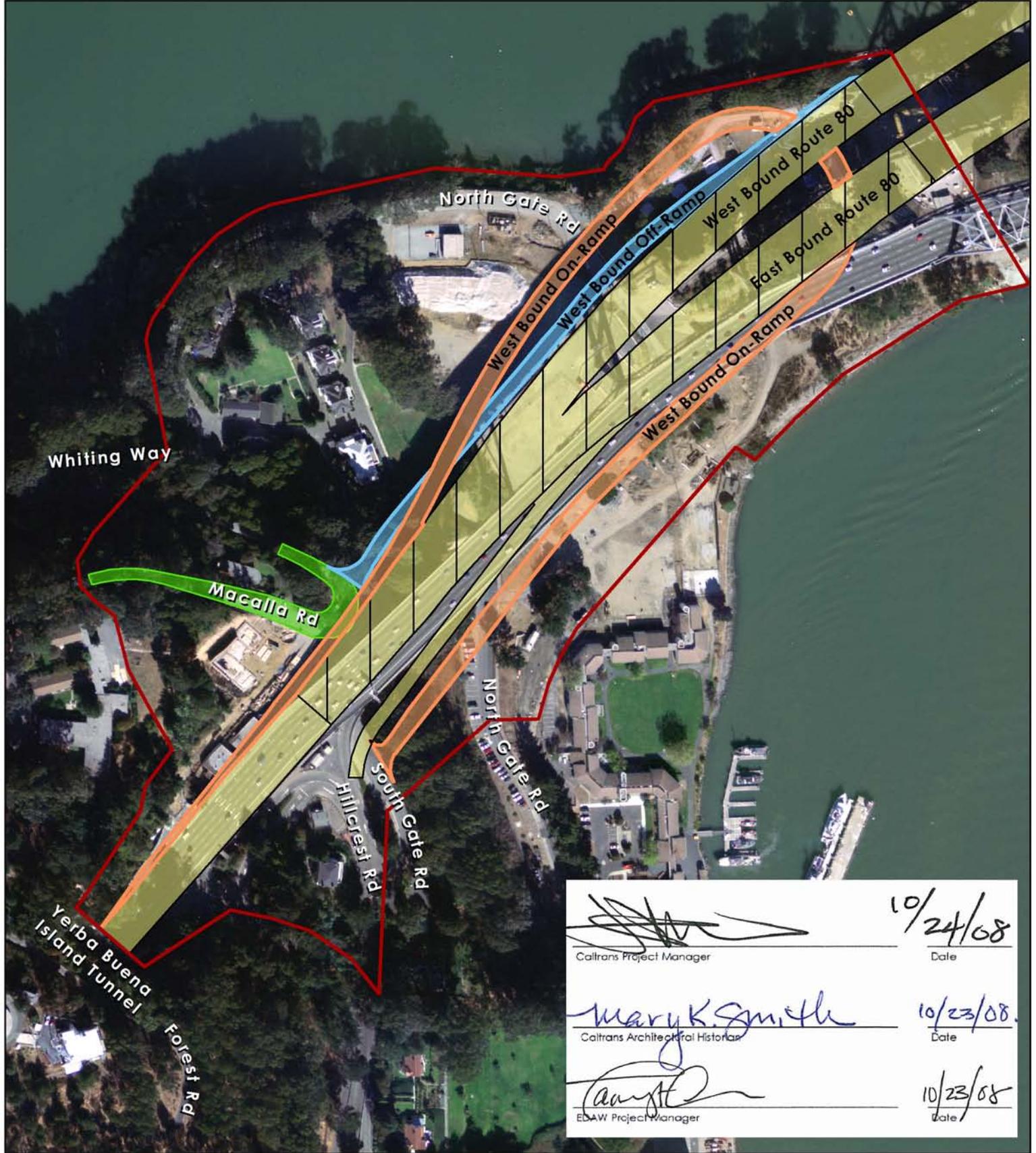
Image: Nima/ USGS 2004
 Data: DMJM Harris, EDAW

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This map is a graphical representation and for general locating purposes only.

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- Alternative 4 Proposed Ramps**
- Proposed West Bound Off-Ramp
 - Proposed West Bound On-Ramp
 - Proposed Macalla Road Improvements

- Area of Potential Effect
- Separate Project Currently Under Construction**
- San Francisco-Oakland Bay Bridge East Span Seismic Safety Project
- Transition Structure Portion of SFOBB

Image: Nima/ USGS 2004
 Data: DMJM Harris, EDAW
 6/09

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ATTACHMENT B

Bridge Sheet



Structure Maintenance & Investigations



Historical Significance - State Agency Bridges

District 04

Alameda County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
33 0002	EDENVALE UNDERPASS	04-ALA-238-2.19-FMT	4. Historical Significance not determined	1921	1937
33 0003	ALAMEDA CREEK	04-ALA-238-3.46-FMT	5. Bridge not eligible for NRHP	1937	2006
33 0005	DRY CREEK	04-ALA-238-7.19-UNC	5. Bridge not eligible for NRHP	1929	1969
33 0006	SAN LORENZO CREEK	04-ALA-238-13.21-HAY	5. Bridge not eligible for NRHP	1909	1957
33 0007	SAN LEANDRO CREEK	04-ALA-580-R34.55-SLN	5. Bridge not eligible for NRHP	1964	
33 0009Z	LANDVALE SIDEHILL VIADUCT	04-ALA-013-R9.55-OAK	5. Bridge not eligible for NRHP	1934	1970
33 0012	ARROYO POSITAS	04-ALA-580-13.82	5. Bridge not eligible for NRHP	1972	
33 0013	COTTONWOOD CREEK	04-ALA-580-15.63	5. Bridge not eligible for NRHP	1972	
33 0014	RANCHO DRAIN	04-ALA-580-17.57-PLE	5. Bridge not eligible for NRHP	1970	
33 0015L	TASSAJARA CREEK	04-ALA-580-18.32-PLE	5. Bridge not eligible for NRHP	1965	1995
33 0015R	TASSAJARA CREEK	04-ALA-580-18.32-PLE	5. Bridge not eligible for NRHP	1965	
33 0015Y	TASSAJARA CREEK	04-ALA-580-18.32-PLE	5. Bridge not eligible for NRHP	1965	
33 0016G	W580-N&S680 CONNECTOR	04-ALA-580-20.56-PLE	5. Bridge not eligible for NRHP	1965	1989
33 0016L	ALAMO CANAL	04-ALA-580-20.56-PLE	5. Bridge not eligible for NRHP	1952	1996
33 0016R	ALAMO CANAL	04-ALA-580-20.56-PLE	5. Bridge not eligible for NRHP	1952	1965
33 0020	POWELL STREET UC	04-ALA-080-3.79-EMV	5. Bridge not eligible for NRHP	1954	1968
33 0023	UNIVERSITY AVENUE OC	04-ALA-080-5.82-BER	5. Bridge not eligible for NRHP	1939	1956
33 0025	SFOBB EAST BAY	04-ALA-080-1.15-OAK	1. Bridge is on NRHP	1936	1962
33 0026L	GREENVILLE ROAD UC	04-ALA-580-R8.29	5. Bridge not eligible for NRHP	1969	
33 0026R	GREENVILLE ROAD UC	04-ALA-580-R8.29	5. Bridge not eligible for NRHP	1969	
33 0027	FIFTH AVENUE OVERHEAD	04-ALA-880-30.38-OAK	5. Bridge not eligible for NRHP	1948	1963
33 0028M	FIBREBOARD UC	04-ALA-080-3.96-EMV	5. Bridge not eligible for NRHP	1954	1968
33 0030	EAST NILES UNDERPASS	04-ALA-084-10.71-FMT	4. Historical Significance not determined	1937	
33 0034	ROSEWARNES UNDERPASS	04-ALA-084-12.1-FMT	5. Bridge not eligible for NRHP	1906	
33 0035	FARWELL UNDERPASS	04-ALA-084-13.03	5. Bridge not eligible for NRHP	1932	
33 0036	ALAMEDA CREEK	04-ALA-084-13.33	5. Bridge not eligible for NRHP	1928	
33 0039	ALAMEDA CREEK BOH	04-ALA-084-14.32	3. Bridge is possibly eligible for NRHP	1947	
33 0040L	HIGH STREET SEPARATION & OH	04-ALA-880-27.63-OAK	5. Bridge not eligible for NRHP	1950	1963
33 0040R	HIGH STREET SEPARATION & OH	04-ALA-880-27.63-OAK	5. Bridge not eligible for NRHP	1950	1963
33 0041	FRUITVALE AVENUE OH	04-ALA-880-28.24-OAK	5. Bridge not eligible for NRHP	1948	1963
33 0042	SILVER SPRINGS UP AND OFF RAMP SEPARATION	04-ALA-084-16.93	4. Historical Significance not determined	1941	
33 0043	ARROYO DE LA LAGUNA	04-ALA-084-17.22	5. Bridge not eligible for NRHP	1939	
33 0046Y	ARROYO DE LA LAGUNA	04-ALA--	5. Bridge not eligible for NRHP	1941	1983
33 0047	ALAMEDA CREEK	04-ALA-680-R10.15	5. Bridge not eligible for NRHP	1927	1990
33 0051L	EL CERRITO SEPARATION & OH	04-ALA-080-7.2-ALB	5. Bridge not eligible for NRHP	1960	1998
33 0051R	80/580 EL CERRITO SEPARATION OH	04-ALA-080-7.2-ALB	5. Bridge not eligible for NRHP	1999	
33 0053	NILES JUNCTION UNDERPASS	04-ALA-084-10.63-FMT	4. Historical Significance not determined	1937	
33 0060	FOLGER AVENUE UNDERPASS	04-ALA-013-13.69-BER	4. Historical Significance not determined	1936	
33 0061L	DISTRIBUTION STRUCTURE	04-ALA-580-46.09-OAK	5. Bridge not eligible for NRHP	1955	1962
33 0061R	DISTRIBUTION STRUCTURE	04-ALA-580-46.09-OAK	5. Bridge not eligible for NRHP	1935	2006
33 0066	ARROYO SECO	04-ALA-580-11.04-LVMR	5. Bridge not eligible for NRHP	1954	1972
33 0082	MULFORD OVERHEAD	04-ALA-112-R.06-SLN	5. Bridge not eligible for NRHP	1982	
33 0085	ARROYO LAS POSITAS	04-ALA-580-11.72	5. Bridge not eligible for NRHP	1972	

ATTACHMENT C

Historical Resources Evaluation Report

HISTORICAL RESOURCES EVALUATION REPORT

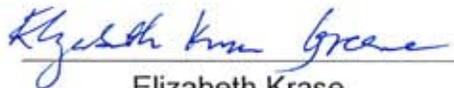
Yerba Buena Island Ramps Improvement Project

San Francisco, California

04-SF-80, PM 7.6-8.1/12.3-13.2

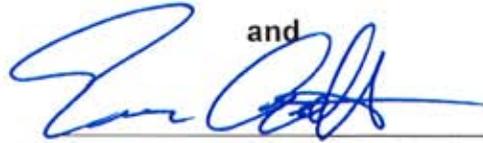
EA 04-3A64OK

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May 2009

SUMMARY OF FINDINGS

San Francisco County Transportation Authority (SCFTA) proposes the replacement of westbound on- and off-ramps on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA is the Lead Agency under CEQA while Caltrans is the lead agency under NEPA. JRP Historical Consulting, LLC (JRP) prepared this Historical Resources Evaluation Report (HRER) as part of the environmental compliance for the Project. The purpose of this document is to comply with applicable sections of the National Historic Preservation Act (NHPA) and the implementing regulations of the Advisory Council on Historic Preservation (ACHP) as these pertain to federally funded undertakings and their impacts on historic properties. The properties have also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code.

There are four historic properties within the Focused Area of Potential Effects (APE) for the built environment: Senior Officers' Quarters Historic District; Quarters 10 (which includes Building 267); Quarters 8; and a portion of the East Span of the San Francisco-Oakland Bay Bridge (SFOBB). All four historic properties were previously evaluated and were not evaluated as part of this report. The Senior Officers' Quarters district, Quarters 10, and the SFOBB are listed in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). Quarters 8 has been determined eligible for listing in the NRHP and CRHR. All of these historic properties are also considered historical resources for the purposes of CEQA. Although a portion of the East Span of the SFOBB is located within the Focused APE, this historic property was documented as part of the SFOBB East Span Seismic Safety (Earthquake Retrofit) Project, which was completed in 2001. Because the current project proposes the construction of new ramps that will connect to the new East Bay Span currently under construction, the proposed project has no potential to affect the existing SFOBB historic property. Therefore, no further study of the SFOBB as a historic resource is required for this project.

This HRER provides updates of the previous inventory and evaluations for the three historic properties identified above: Senior Officers' Quarters Historic District, Quarters 10, and Quarters 8. This report concludes that the Senior Officers' Quarters Historic District, Quarters 10 (and Building 267), and Quarters 8 have remained relatively unchanged since they were listed or determined eligible for listing in the NRH and changes to their listing or eligibility are not warranted. All of these properties remain historical resources for the purposes of CEQA.

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1. PROJECT DESCRIPTION

Yerba Buena Island (YBI) is located in the San Francisco Bay approximately halfway between Oakland and San Francisco.¹ YBI is only accessible to vehicular traffic via the San Francisco Oakland Bay Bridge (SFOBB) stretch of I-80. The SFOBB is considered a “lifeline structure” and is a critical link between the East Bay and San Francisco. It provides the only vehicle access to YBI, the active U.S. Coast Guard (USCG) facilities located on the south side of the island, and Treasure Island, located immediately north of YBI.

The proposed project would replace the existing westbound on- and off-ramps located on the east side of YBI with new westbound on- and off-ramps. The new ramps would maintain the functional role of the current ramps while satisfying seismic requirements, highway design standards, traffic operations, and improve safety. The YBI Ramps Improvement Project is independent of both the SFOBB East Span Seismic Safety Project, currently under construction, and the Treasure Island and Yerba Buena Island (TI/YBI) Redevelopment Plan, currently undergoing its own environmental review process.

The purpose of the project is to improve the safety of the westbound on- and off-ramps to the extent physically and economically feasible. The current ramps do not meet current Caltrans design standards. The proposed project would provide standard deceleration length for the off-ramp and improved acceleration/merging length for the on-ramp. In addition, the project would improve traffic operations to and from YBI.

Alternatives have been proposed to address the geometric deficiencies of the existing on- and off-ramps. In addition to the no-build alternative, the proposed build alternatives would analyze the effects to the SFOBB (I-80) mainline structure and YBI. The proposed project is located between post-mile (PM) 7.6 and 8.1² beginning at the east portal of the YBI tunnel and ending at the east side of the Transition Structure portion of the new SFOBB. The SFOBB Transition Structure is located between PM 7.9 and 8.1 between the YBI tunnel and the SFOBB Self-Anchored Suspension (SAS) span.³

No Build Alternative

This Alternative assumes that the existing on- and off-ramps would remain in place and no further action or improvements would occur.

Alternative 2b

Alternative 2b would include removal of the existing westbound on- and off-ramps on the east side of YBI, construction of a westbound loop on-ramp from Macalla Road on the east side of YBI, and construction of a westbound off-ramp to Macalla Road on the east side of YBI.

¹ The project description was prepared by EDAW/AECOM.

² Kilometer Post (KP) 12.3 and 13.2.

³ The SFOBB Transition Structure is the name of a section of the new Bay Bridge. The Transition Structure will connect the Self-Anchored Suspension (SAS) span to Yerba Buena Island, and will transition the East Span’s side-by-side road decks to the upper and lower decks of the YBI tunnel and West Span.

This alternative proposes to reconstruct two of the existing six on- and off-ramps at the I-80/YBI interchange. The proposed on- and off-ramps would provide standard shoulder widths, and would include the following features:

- Westbound on-ramp on the east side of YBI- This ramp would begin at a “T” intersection at Macalla Road, loop right with a tight radius, and merge on to the north side of the Bay Bridge. The length of this ramp would be approximately 876 feet (267 meters). This ramp would have two traffic lanes, merging into one as it connects to the SFOBB. One lane would be a high occupancy vehicle (HOV) lane and the other a mixed-flow⁴ lane.
- Westbound off-ramp on the east side of YBI - This ramp would diverge from the new SFOBB Transition Structure between bents W3 and W4 curving around the Nimitz House and terminate at a “T” intersection at Macalla Road. The length of this ramp would be approximately 1,115 feet (340 meters). A stop sign is proposed at the ramp terminus.
- Macalla Road would be widened for approximately 660 feet adjacent to the terminus of the westbound on- and off-ramps. The existing roadway is about 20 feet wide near the ramp terminus. The roadway widening is required to accommodate a 12-foot wide multi-use pedestrian/bike path and two 12-foot wide lanes within the Caltrans right-of-way. A retaining wall would be constructed adjacent to Macalla Road to provide the required width. The height of the retaining wall would vary from 4 to 16 feet and would retain the hillside above Macalla Road. The stairway adjacent to the Caltrans Substation would be relocated to the west side of the building to make room for the new retaining wall. The roadway width would vary around the curve at Southgate Road to provide proper width for truck turning movements.
- Under Alternative 2B, the westbound on- and off-ramps would terminate at Macalla Road where Quarters 10 and Building 267 are currently located.⁵ Quarters 10 and Building 267 would be relocated prior to construction of the ramps at Macalla Road. The relocation site for these buildings would be on YBI and would be determined under the Section 106 mitigation development process.

Alternative 4

Alternative 4 would include the removal of the existing westbound on- and off-ramps on the east side of YBI, construction of westbound on-ramp from Southgate Road, and construction of westbound off-ramp to Macalla Road on the east side of YBI.

This alternative proposes to reconstruct two of the existing six on- and off-ramps at the I-80/YBI interchange. The proposed on- and off-ramps would provide standard shoulder widths, and would include the following features:

- Westbound on-ramp on the east side of YBI - This ramp would begin at Southgate Road, proceed east paralleling the eastbound on-ramp, loop under the new SFOBB Transition Structure near its eastern end to provide adequate merging distances, cross over the

⁴ A mixed-flow lane is a general purpose travel lane with no traffic restrictions.

⁵ Quarters 10 and Building 267 (a contributing garage) are listed in the National Register of Historic Places and significant at the local level under Criterion C, as a significant example of mid-twentieth century residential architecture.

westbound off-ramp along the north side of the Bay Bridge. The length of this ramp would be approximately 2,883 feet (879 meters). An HOV lane would not be provided under Alternative 4.

- Westbound off-ramp on the east side of YBI - This ramp would diverge from the new SFOBB Transition Structure between bents W2 and W3, parallel the Transition Structure, cross under the westbound on-ramp and terminate at a “T” intersection at Macalla Road. The length of this ramp would be approximately 1,168 feet (356 meters). A stop sign is proposed at the ramp terminus.
- Macalla Road would be widened for approximately 660 feet adjacent to the terminus of the westbound on-and off-ramps. The existing roadway is about 20 feet wide near the ramp terminus. The roadway widening is required to accommodate a 12-foot wide multi-use pedestrian/bike path and two 12-foot wide lanes within the Caltrans right-of-way. A retaining wall would be constructed adjacent to Macalla Road to provide the required width. The height of the retaining wall would vary from 4 to 16 feet and would retain the hillside above Macalla Road. The roadway width would vary around the curve at Southgate Road to provide proper width for truck turning movements.
- Under Alternative 4, Quarters 10 and Building 267 and its associated landscaping would remain in place.

2. RESEARCH AND FIELD METHODS

JRP Historical Consulting, LLC (JRP), in consultation with the California Department of Transportation (Caltrans), developed the architectural Area of Potential Effects (APE) for this project in October 2008. Caltrans signed the APE on October 23 and 24, 2008. Since that time, initial project design studies identified the need for improvements to Macalla Road. The architectural APE was revised after consultation with Caltrans and is provided in Map 3, Appendix A. Consistent with Caltrans policies and general cultural resource practices, the area for potential effect for the built environment encompassed areas that might be either directly or indirectly affected by construction; i.e., those areas within which the project could cause a change in character or use of historic properties. Only those resources located within the architectural APE were included in the survey.

The APE for historic architectural resources includes two areas: a General APE and Focused APE. The General APE was developed to encompass both the project area, and the contributing elements of the large, multi-component SFOBB historic property that extend outside of the project area. The Focused APE encompasses only the project area; therefore, those portions of the SFOBB property that may be potentially affected by the Project are included. A small segment of the westernmost portion of the East Span is extant within the Focused APE. Besides the SFOBB, there are three other resources within the Focused APE: the Senior Officers' Quarters Historic District, Quarters 10 (which includes Building 267), and Quarters 8.

All of the historic resources within Focused APE have been subject to one or more inventory and evaluation efforts over the last thirty years. JRP inventoried and evaluated the Senior Officers' Historic District, Quarters 10, and Quarters 8 for the Navy in 1997 as part of the Navy's Base Realignment and Closure program. The following year, Caltrans evaluated Quarters 10 (and Building 267) for the SFOBB East Span Seismic Safety Project. Then in 2003, JRP prepared National Register nominations and Historic American Building Survey reports for the both the Senior Officers' Historic District and Quarters 10.⁶

The earliest evaluation of the San Francisco-Oakland Bay Bridge was completed in 1977 and resulted in SHPO's determination of eligibility for listing in the National Register.⁷ The bridge was evaluated again in 1983 as part of the *I-280 Transfer Concept Program* which was followed in 1999 by a 273-page Historic American Engineering Record (HAER) report. That HAER document presents a comprehensive history of the bridge's construction, use, significance, and a detailed description of the structure, and includes over 400 contemporary and historic photographs, as well as photographic reproduction of historic plans and drawings. The HAER became the basis for the 2001 National Register nomination prepared by John J. Mascitelli, which resulted in the bridges' listing in the National Register in August 2001.⁸ In addition to survey and evaluation efforts, Caltrans studied the potential effects to the bridge from the

⁶ JRP Historical Consulting Services, "Cultural Resources Inventory and Evaluation Investigations: Yerba Buena Island and Treasure Island Naval Station Treasure Island, San Francisco, California," prepared for Engineering Field Activity, West, Naval Facilities Engineering Command, (March 1997); HABS No. CA-1793-A through M.

⁷ California Historic Information System (CHRIS), August 8, 2005.

⁸ Caltrans District 4, "Findings of Adverse Effect: Buildings and Structures, San Francisco-Oakland Bay Bridge East Span Seismic Safety Project, EA 012000," (September 1998) 3; Caltrans, "Historic Property Survey Report for the Proposed Seismic Retrofit of the San Francisco-Oakland Bay Bridge (EA 012000)" Revision 0, (1995).

proposed *San Francisco-Oakland Bay Bridge East Span Seismic Safety Project* in 1998. This project included three alternatives for a new replacement structure and including proposed temporary detour structures on the east side of Yerba Buena Island.⁹ The adverse effects were addressed by mitigation set forth in a memorandum of agreement dated May 26, 2000.

Because more than five years has passed since these resources were listed or determined eligible for the National Register, JRP updated the previous inventory and evaluations of three of the historic properties (Quarters 8, Quarters 10, and the Senior Officers' Quarters Historic District) to account for any changes or alterations to the historic properties. JRP conducted fieldwork in November 2008 to identify any alteration to historic properties. JRP prepared DPR 523 form updates to present: a summary of previous evaluation efforts and confirmation of the current historic status and character-defining features. Digitized copies of the previous historic documentation are found in Appendix D. Because the current project proposes the construction of new ramps that will connect to the new East Bay Span currently under construction, the proposed project has no potential to affect any components of the existing SFOBB historic property. Because an update for the SFOBB is not warranted, no further study of the SFOBB as a historic resource is required for this project. Please refer to Section 4 for a description of the cultural resources addressed in this HRER.

Letters informing interested parties of this project were sent to area planning agencies, local governments, historical societies, and museums on December 11, 2008. No responses have been received to date. Copies of the transmittal letters are included in Appendix C. Maps depicting the project's location and vicinity (Map 1), General APE (Map 2), as well as project's Focused APE (Maps 3), are found in Appendix A.

⁹ Caltrans District 4, "Findings of Adverse Effect: Buildings and Structures"; HAER No. CA-32

3. HISTORICAL OVERVIEW

For much of its history, Yerba Buena Island has been dominated by a military presence, first by the Army and United States Life-Saving Service (predecessor of the Coast Guard) in the nineteenth century and then by the Navy and Coast Guard during the twentieth century. The Naval Training Station at Yerba Buena Island was established in 1898 to fulfill the Navy's need for a western training station. The station became one of only four such Navy training facilities in the country. Although the small island was ill-suited for such a use, the station was a key facility during the first quarter of the twentieth century, before Navy operations were moved to San Diego.¹⁰

The station's main purpose during that time was to train new Navy recruits to serve in the rapidly modernizing US Navy. Recruits spent up to one year at the station before they were transferred to the fleet so at any given time, the station was occupied by four to five hundred trainees. With this many recruits, the Naval Station used almost all of Yerba Buena Island to some extent; however, the functional core of the Training Station was bounded by East Point (a hill at the eastern end of the island, now hidden beneath the Bay Bridge) on the east; East Cove on the south (East Cove is now used by the Coast Guard); San Francisco Bay on the north (now the harbor between Yerba Buena and Treasure Islands); and on the west by the central hillside of Yerba Buena (denoted today by the east portal to the Yerba Buena Tunnel for the Bay Bridge).



Figure 1. View of Naval Training Station, 1901, with Officers' Quarters labeled in left background. [Treasure Island Museum Collection, unnumbered, Treasure Island, San Francisco, CA]

Twenty-three buildings were constructed on Yerba Buena Island during the initial period of construction between 1900 and 1905, included the Quarters 1 through 7, which today are seven of the ten buildings within the Senior Officers' Quarters Historic District (Map Reference No. 3),

¹⁰ JRP Historical Consulting Services, "History and Historic Resources of the Military in California, 1796 to 1989," Volume II of *California Historic Military Buildings and Structures Inventory* Prepared for the US Army Corps of Engineers, Sacramento District, March 2000, 5-7; E. Hice and D. Schierling "Historical Study of Yerba Buena Island, Treasure Island, and their Buildings," Mare Island Naval Shipyard, Base Realignment and Closure, Revision 1, prepared for Environmental Department, Naval Station, March 1996, 1-14.

as well as Quarters 8 (Map Reference No. 1), a residence the Navy constructed for the commander of the Marine Corps. The majority of these buildings were designed by the Navy's Bureau of Yards and Docks (BuDocks), with the exception the Marine Corps buildings (Quarters 8 and Marine barracks), which were designed by the local architectural firm of the Reid Brothers.¹¹

Overcrowding on the island was a persistent problem for the Navy and only worsened during the preparedness build-up for the United States' entry into World War I, when up to 13,000 men were assigned there at one time. Consequently the Navy looked elsewhere to locate its major west coast training station and in 1917 a second west coast training station was established in San Diego. After the war, the Navy elected to expand the San Diego facility and closed the training station at Yerba Buena Island. The last of the training station personnel were relocated to San Diego in 1923 and the Yerba Buena facility was decommissioned, although island remained a Navy "Receiving Ship" facility, a transient station for sailors awaiting assignment for duty on ships at sea from 1923 to 1946. It appears that relatively few men were stationed at the facility in association with this function.¹²



Figure 2. Yerba Buena Island during construction of the Oakland Bay Bridge. The Training Barracks and Officers' Housing are shown center right. [Treasure Island Museum Collection, Yerba Buena Island folder, Treasure Island, San Francisco, CA]

¹¹ E. Hice and D. Schierling, "Historical Study of Yerba Buena Island, Treasure Island," 1-48; JRP, "Cultural Resources Inventory and Evaluation Investigations: Yerba Buena Island and Treasure Island Naval Station," 1-5; JRP Historical Consulting Services, DPR 523 Form for Quarters 8, January 1997.

¹² E. Hice and D. Schierling, "Historical Study of Yerba Buena Island, Treasure Island," 1-39.

During the 1930s three coinciding events of substantial importance forever changed the topography and history of Yerba Buena Island. The first was the construction of the 8-mile long SFOBB, which linked the East Bay to San Francisco. Completed in 1936, the construction of anchorages, piers, abutments and the boring of the largest diameter tunnel in the world through the island, caused massive disruption to the topography of the island. Nevertheless, the bridge was hailed as an engineering feat that dramatically changed transportation in the Bay Area.¹³ The second event was the Golden Gate International Exposition (GGIE), held in 1939 and 1940 to celebrate the completion of the SFOBB and Golden Gate Bridge. The City of San Francisco hosted the GGIE on a new island - Treasure Island – built on the Yerba Buena Shoals by the Corps of Engineers between 1935 and 1937. The island was to serve two purposes: as a site for the exposition and later, as the site for the future airport for San Francisco; however, the reopening of the GGIE in 1940 coincided with the turbulence in Europe, as German forces were closing in on Paris.

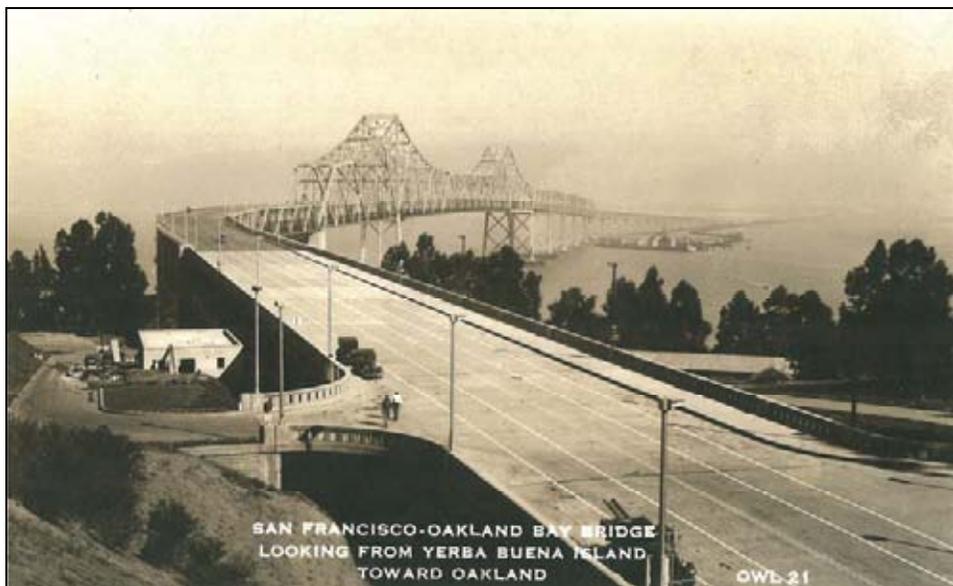


Figure 3. Early postcard view (ca. 1936) of the completed SFOBB. [JRP Historical Consulting, LLC]

With tension growing between United States and Japan, the Navy jumped at the opportunity to utilize the 400-acre island adjacent to their already established facility at Yerba Buena Island for a new Navy station. Plans for the local airport at Treasure Island were postponed and by early 1941 the Navy was temporarily making use of Treasure Island for its war planning. In lieu of Treasure Island, the Navy traded lands it owned on the San Francisco Peninsula, which would eventually be developed for the modern San Francisco International Airport.

While Yerba Buena Island continued its function as a receiving ship facility during World War II, the major build-up was at Treasure Island, where the new Naval Training and Distribution Center (TADCEN) Treasure Island began permanently occupying the former exposition site by 1943. After the attack on Pearl Harbor on December 7, 1941, the Treasure Island's main mission was to supply armed uniformed guards for merchant marine vessels sailing in the Pacific Ocean.

¹³ For a comprehensive history of the planning and construction of the SFOBB, see HAER No. CA-32.

Although the Navy assigned training units to Treasure Island, during World War II it was the temporary homeport for thousands of sailors awaiting assignment to vessels headed into battles in the Pacific.¹⁴

Despite the build-up at Treasure Island, Yerba Buena Island was functionally distinct and it retained many of the basic buildings needed to handle the men in its receiving ship capacity. However, space limitations on the island during and after the war forced the Navy to officially designate Yerba Buena Island as Receiving Station, Treasure Island in 1947.¹⁵ The Navy continued to use Yerba Buena Island, although it primarily served a residential purpose in the support of the training center at Treasure Island. During this period, the Officers' Quarters (Quarters 1-8) still served as housing for the upper level officers; however the base Commander's residence was moved from Quarters 1 to Building 62 in 1947. One additional officer's residence, Quarters 10, was constructed on the island in 1948. Many older buildings were demolished or altered for residential use and newer residences were constructed on the west side of the island in an area used little by the Navy before 1945. All enlisted personnel were transferred to housing on Treasure Island by 1966.

Over the next thirty years, the naval presence on Yerba Buena Island diminished as personnel was reassigned from the island and the Navy transferred more and more land to the US Coast Guard. The beginning of the end of the Navy's occupation of the island came in 1993, when the Defense Base Realignment and Closure Commission (BRAC) recommended the closure of NAVSTA Treasure Island. The Navy ceased naval activity at Yerba Buena in 1997 and today maintains much of both Treasure and Yerba Buena islands under caretaker status until the transfer of land to the City of San Francisco is complete.¹⁶

¹⁴ E. Hice and D. Schierling "Historical Study of Yerba Buena Island, Treasure Island," 2-26 to 2-28. The use of the island during World War II is detailed in LCRD E. A. McDevitt, USNR, *The Naval History of Treasure Island*, (Treasure Island: US Naval Training and Distribution Center, 1946).

¹⁵ E. Hice and D. Schierling, "Historical Study of Yerba Buena Island, Treasure Island," 1-41.

¹⁶ The Navy transferred Quarters 8 (parcel YB018) to the City of San Francisco prior to August 2005. SulTech and Tetra Tech EM Inc. "Final Finding of Suitability to Transfer for Property on Yerba Buena Island, Naval Station Treasure Island, San Francisco, California," March 22, 2006.

4. DESCRIPTION OF RESOURCES

The Focused APE for the built environment includes four historic properties: a portion of the SFOBB, Senior Officers' Quarters Historic District, Quarters 8, and Quarters 10 (which includes Building 267). All of the properties are located in close proximity to one another, on the east side of Yerba Buena Island. Quarters 8 is sited south of the SFOBB, while the historic district and Quarters 10 are immediate north of the bridge. The Navy constructed all of the buildings between 1900 and 1948 as part of its Yerba Buena Island installation. The completion of the SFOBB in 1936 bisected Quarters 8 from the other seven officer quarters' and today the bridge provides an accepted directional division between the north and south side of the island.

Quarters 8

Map Reference 1

Quarters 8 is a symmetrical three-story, wood-frame, Mediterranean style residence constructed in 1905. The building has a square footprint and has a recessed third story partially concealed by a second-story parapet. The building is primarily clad in stucco siding but has horizontal wood siding on the third floor. The north and south side include two exterior brick chimneys and double-hung wood windows. The building is significant under Criterion A within the context of military history, and under Criterion C, as an unusual example of Mediterranean-style architecture and as the work of the master architectural firm of the Reid Brothers.

Quarters 10 (and Building 267)

Map Reference 2

Quarters 10 was constructed in 1948 and is a mixture of three modern architectural styles: Moderne, International, and Bay Region. The two-story building is set on a hillside and has a rectangular footprint with a curved end wall and flat roof with projecting eaves with exposed rafter tails and wide frieze. The building has board formed-concrete walls, some clad with beveled wood siding and a mixture of wood fixed and casement windows. Adjacent to Quarters 10, Building 267 is similar in design and construction, with board-formed concrete and beveled wood siding, and a flat roof with projecting eave and exposed rafter tails. The property is significant at the local level under Criterion C, as significant example of mid twentieth century residential architecture.

Senior Officers' Quarters Historic District (and Quarters 1)

Map Reference 3

The Senior Officers' Quarters Historic District includes eleven contributing elements: seven residences (Quarters 1 through 7), two apartments/garages (Buildings 83 and 230), a five-car garage (Building 205), and the landscape that surrounds the district. The district is generally bounded by Northgate Road on the west and north, the greensward on the east, the SFOBB and hillside on the south, and the southern edge of the informal landscaping south of Building 230 and directly west of Quarters 1. The majority of these wood-frame buildings were constructed around the turn of the twentieth century, with the exception of Buildings 83, 230 and 205, which were built in 1918, 1936, and 1944, respectively. The three-story Classical Revival-style officers' quarters (Quarters 1-7) were built between 1901-1903 and have square or rectangular footprints, concrete or brick foundations, clapboard or weatherboard wood siding, hip roofs with dormers and double-hung wood windows. Buildings 83 and 230 are two-story, wood-frame buildings with concrete foundations, gable roofs and double-hung wood windows. Both Buildings 83 and 230 consists of garages on the first floor and a second-story residence. Building 83 has weatherboard wood siding, open eaves and triangular knee braces, while Building 230 has drop wood siding and roof dormers. Building 205, a five-bay garage, is the

only one-story building within the district. It has a rectangular footprint, sits on concrete foundation with lap wood siding and gable roof. All of the buildings are surrounded by different landscape features: greensward on the west of Quarters 1-5, formal terraced garden west of Quarters 1, and terraced central garden west of Quarters 2-5 and north of Buildings 83 and 205. The property is significant at the local level under Criterion A, for its association with the early development of military facilities on the West Coast, and under Criterion C, as significant examples of Classical Revival/Colonial Revival residential architecture.

San Francisco-Oakland Bay Bridge

Map Reference 4

The SFOBB is significant at the national level under Criterion A, for its important influence on transportation in San Francisco Bay Area and the state as a whole. The bridge is also significant for its engineering design (Criterion C). The SFOBB consists of fifteen contributing elements. The six contributing buildings include the Transbay Transit Terminal Building (San Francisco), Key System Electrical Substation (San Francisco), Key System Electrical Substation (Yerba Buena Island), SFOBB Firehouse (also known as the Caltrans Garage, Yerba Buena Island), Bay Bridge Substation (also known as the Caltrans substation, Oakland), and the Key Pier Substation (Oakland). The Firehouse and Key System Electrical Substation, which were once located within the Focused APE, have been demolished. The nine contributing structures consist of individual components of the bridge itself and include approaches, San Francisco approach on- and off-ramps, street overcrossings (bus ramps in San Francisco), the main bridge spans (West and East Bay spans) and the Yerba Buena Tunnel.¹⁷ Of these structures, only a short, westernmost section of the East Bay Span (Bridge No. 33-025) is located within the Focused APE. A new East Span of the SFOBB has been under construction since 2002 and construction activity continues within the Focused APE.

¹⁷ The nine contributing structures have individually been assigned Caltrans Bridge numbers: Bridge Nos. 34-118R, 34-118L, 34-117S, 34-116F, 34-003, 34-004, 33-025, 34-119Y, 34-120Y.

5. FINDINGS AND CONCLUSIONS

JRP prepared this HRER as part of the Yerba Buena Island Ramps Improvement Project and to comply with applicable sections of National Historic Preservation Act (NHPA) and the implementing regulations of the Advisory Council on Historic Preservation (ACHP) as these pertain to federally funded undertakings and their impacts on historic properties. The built environment resources have also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. All four of the historic properties located within Focused APE were previously evaluated: Senior Officers' Quarters Historic District, Quarters 10 (which includes Building 267), Quarters 8, and a portion of the East Span of the San Francisco-Oakland Bay Bridge (SFOBB). Mary K. Smith, who meets the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as an Architectural Historian or above, has determined that the only other properties present within the APE, including state-owned resources, meet the criteria for Section 106 PA Attachment 4 (Properties Exempt from Evaluation).

Quarters 8 (Map Reference No. 1) has been determined eligible for the National Register at the local level of significance. The building is significant under Criterion A within the context of military history, and under Criterion C, as an unusual example of Mediterranean-style architecture and as the work of the master architectural firm of the Reid Brothers. The period of significance extends from 1905 to 1947. Character-defining features of Quarters 8 include its massing, recessed third floor, symmetrical façade, smooth stucco and wood siding, parapets, full-width front porch with square columns and solid railing, second-floor balcony, hip roof with box cornice and block modillions, and original fifteen-over-one, twelve-over-one, and eight-over-one double hung wood windows, exterior brick chimneys, and triangular-shaped property.

Quarters 10 (Map Reference No. 2) and Building 267, a contributing garage, are listed in the National Register. The property is significant at the local level under Criterion C, as significant example of mid twentieth century residential architecture. The property boundary includes Quarters 10, Building 267, the landscape immediately adjacent to these buildings including lawn and garden, driveway and the northern retaining wall. The period of significance for this property is 1948, the year of its construction. Character-defining features of Quarters 10 include its setting and landscape, and those distinctive architectural characteristics of the International, Moderne and Bay (Regional) Tradition styles: flat roof with overhanging eaves supported by slender pipe columns; exposed rafters; corner windows; casement windows with horizontal muntins; curved east wall; board formed concrete wall surface; and lap wood siding. Character-defining features of Building 267 are similar to Quarters 10 and include the lap wood siding, board formed concrete wall surface, flat roof with overhanging eaves, and exposed rafter tails.

The Senior Officers' Quarters Historic District (Map Reference No. 3) is listed in the National Register. The property is significant at the local level under Criterion A, for its association with the early development of military facilities on the West Coast, and under Criterion C, as significant examples of Classical Revival/Colonial Revival residential architecture. The period of significance for the district extends from 1900, when the first building was constructed, to 1947, when the station was decommissioned as a "Receiving Ship" facility and ceased its operations as a naval training and distribution center. The character-defining features of the district include its setting: relationship between each contributing building, size and massing of

buildings, landscaping (greensward in front of Quarters 1-3, formal terraced garden behind Quarters 1, central terraced garden behind Quarters 2-5, planting beds adjacent to each building, and hardscape, such as walkways, patios, masonry walls, and roadways); historic integrity of individual contributors (Quarters 1 through 7, Quarters 10, Buildings 267, 83, 205 and 230, and the landscape within the district boundary); the Classical Revival/Colonial Revival architecture; and view shed from Quarters 1-5. Additionally, Quarters 1, also known as the Nimitz House, is listed in the National Register as an individual property and is significant under Criterion A, for its association with the development of West Coast military facilities, and under Criterion C, as an important example of Classical Revival architecture. Its period of significance is identified as 1898-1916. Its character-defining features of this building consists of those architectural features that contribute to its Classical Revival style including, but not limited to, its size and massing, symmetrical façade, brick foundation, porch with portico, dormers, weatherboard siding with decorative cornerboards, stringcourse between first and second floors, flared eaves with box cornices and frieze, brick chimneys, and multi-light wood windows.

The SFOBB is listed in the National Register and is significant at the national level under Criterion A, for its important influence on transportation in San Francisco Bay Area and the state as a whole. The bridge is also significant for its engineering design (Criterion C). Its period of significance, as identified on the National Register nomination form, is 1936. The nomination lists six contributing buildings and nine contributing buildings within the bridge property, for a total of fifteen contributing elements.¹⁸

While some changes to setting were noted to these historic properties, all appear to retain sufficient historic integrity to convey their respective significance; therefore, no change in National Register-status is warranted for any of these properties.

The following tables summarize the conclusions of this report:

Table 1. Properties Listed in the National Register

Map Reference No.	Name	Year Built	OHP Status Code
2	Quarters 10 & Building 267	1948	1S
3	Senior Officers' Quarters Historic District	1900-1944	1S
4	San Francisco-Oakland Bay Bridge	1936	1S

Table 2. Properties Previously Determined Eligible for the National Register

Map Reference No.	Name	Year Built	OHP Status Code
1	Quarters 8	1905	2S2

Table 3. Properties Previously Determined Not Eligible for the National Register

¹⁸ California Office of Historic Preservation, "National Register of Historic Places Registration Form, San Francisco-Oakland Bay Bridge," prepared by John J. Mascitelli in March 1999, revised by Karen Oriegel and Sean Riley in August 1999.

None

Table 4. Properties Determined Eligible for the National Register As a Result of the Current Study

None

Table 5. Resources That Are Historical Resources for the Purposes of CEQA

Map Reference No.	Name	Year Built	OHP Status Code
1	Quarters 8	1905	2S2
2	Quarters 10 & Building 267	1948	1S
3	Senior Officers' Quarters Historic District	1900-1944	1S
4	San Francisco-Oakland Bay Bridge	1936	1S

Table 6. Properties Determined Not Eligible for the National Register As a Result of the Current Study

None

Table 7. Resources That Are Not Historical Resources Under CEQA Per CEQA Guidelines §15064.5 Because They Do Not Meet the California Register Criteria Outlined in PRC §5024.1

None

6. REFERENCES

California Historic Information System (CHRIS), August 8, 2005.

California Office of Historic Preservation. "National Register of Historic Places Registration Form, San Francisco-Oakland Bay Bridge." Prepared by John J. Mascitelli, March 1999, revised by Karen Oriegel and Sean Riley in August 1999.

Caltrans. "Historic Property Survey Report for the Proposed Seismic Retrofit of the San Francisco-Oakland Bay Bridge (EA 012000)" Revision 0. 1995.

Caltrans District 4. "Findings of Adverse Effect: Buildings and Structures, San Francisco-Oakland Bay Bridge East Span Seismic Safety Project, EA 012000." September 1998.

HABS No. CA-1793-A through M.

HAER No. CA-32.

Hice, E. and D. Schierling. "Historical Study of Yerba Buena Island, Treasure Island, and their Buildings," Mare Island Naval Shipyard, Base Realignment and Closure, Revision 1. Prepared for Environmental Department, Naval Station. March 1996.

JRP Historical Consulting Services. "Cultural Resources Inventory and Evaluation Investigations: Yerba Buena Island and Treasure Island Naval Station Treasure Island, San Francisco, California." Prepared for Engineering Field Activity, West, Naval Facilities Engineering Command. March 1997.

_____. DPR 523 Form for Quarters 8. January 1997.

_____. "History and Historic Resources of the Military in California, 1796 to 1989," Volume II of *California Historic Military Buildings and Structures Inventory*. Prepared for the US Army Corps of Engineers, Sacramento District. March 2000.

SulTech and Tetra Tech EM Inc. "Final Finding of Suitability to Transfer for Property on Yerba Buena Island, Naval Station Treasure Island, San Francisco, California." March 22, 2006.

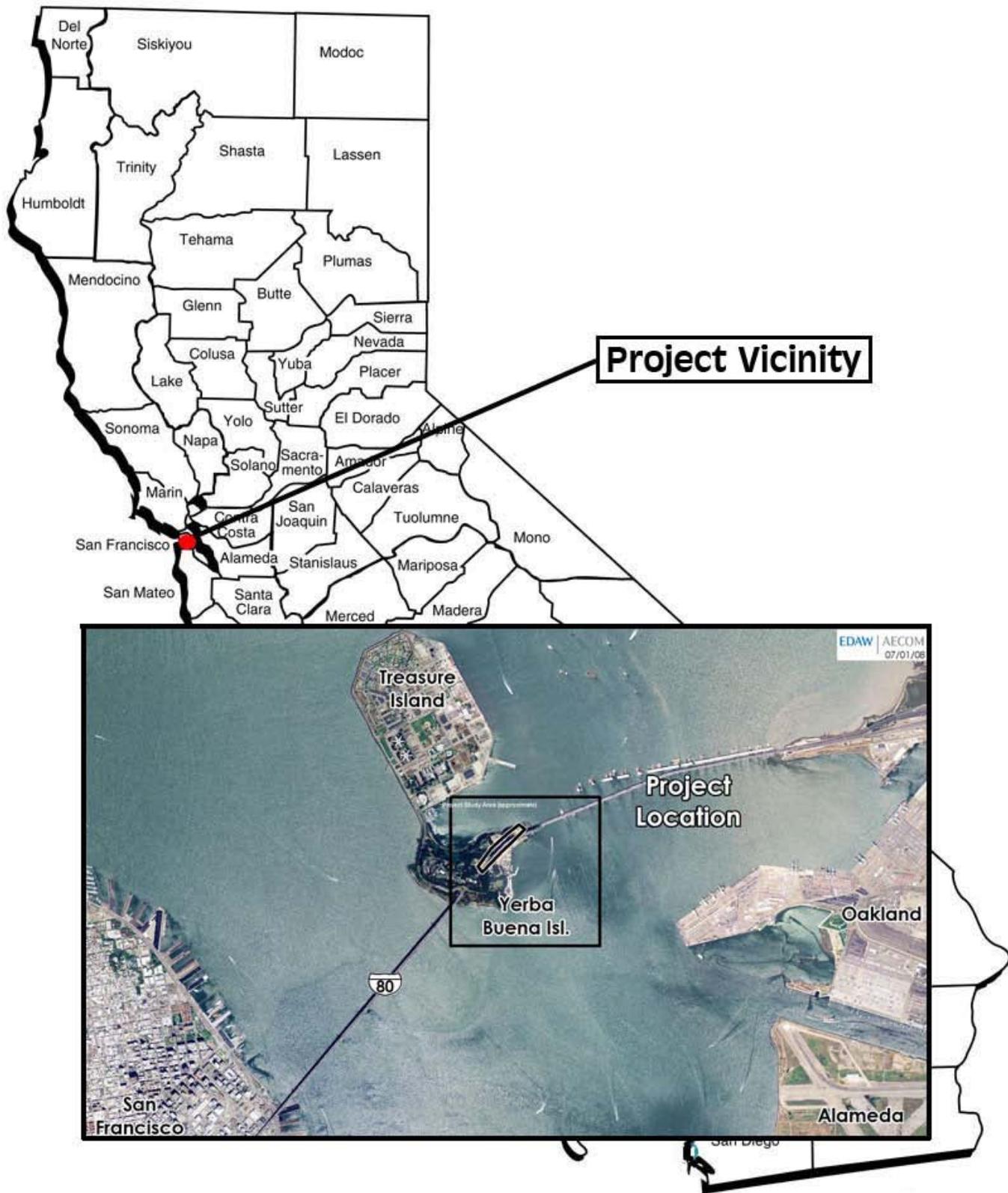
7. PREPARERS' QUALIFICATIONS

This project was conducted under the general direction of Rebecca M. Bunse (M.A. in Public History, California State University, Sacramento), a partner at JRP with more than 19 years experience conducting these types of studies. Ms. Bunse consulted on the development of the APE, provided overall guidance, and edited the report. Based on her level of experience and education, Ms. Bunse qualifies as a historian/architectural historian under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

JRP architectural historian Toni Webb was the lead historian for this project. Ms. Webb prepared the contextual statement and evaluations, as well as conducted fieldwork, and prepared the updated DPR forms. Ms. Webb received a B.F.A. in Historic Preservation from the Savannah College of Art & Design and has over ten years of experience in public history and historic preservation. Based on her level of experience and education, Ms. Webb qualifies as an architectural historian under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

Appendix A

Maps

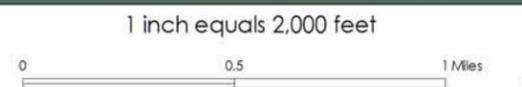


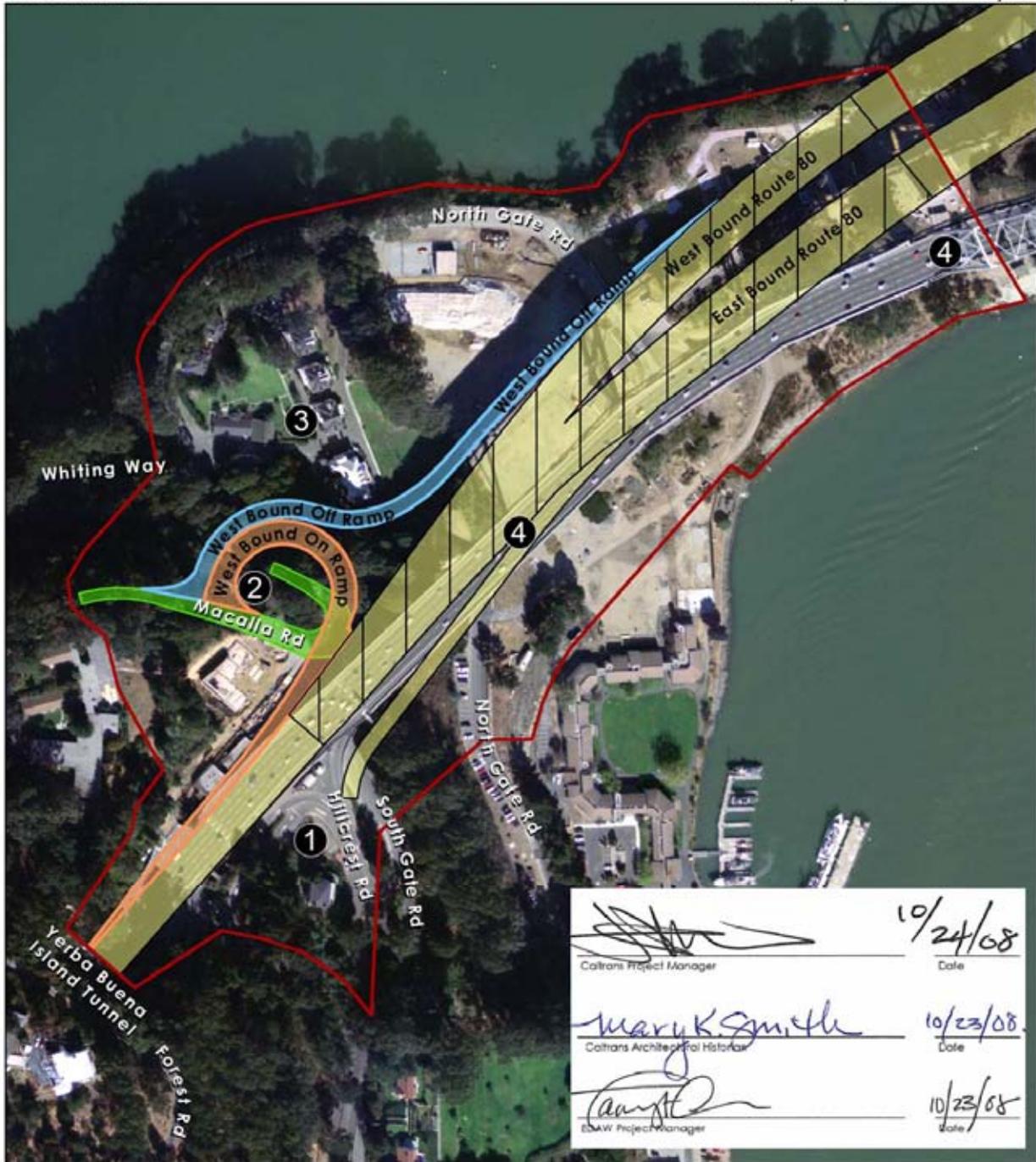
Map 1. Project Location and Vicinity

General Architectural Area of Potential Effects



□ Area of Potential Effects





- Alternative 2b Proposed Ramps**
- Proposed West Bound Off-Ramp
 - Proposed West Bound On-Ramp
 - Proposed Macalla Road Improvements

- Area of Potential Effect
- Separate Project Currently Under Construction**
- San Francisco-Oakland Bay Bridge East Span Seismic Safety Project
- Transition Structure Portion of SFOBB

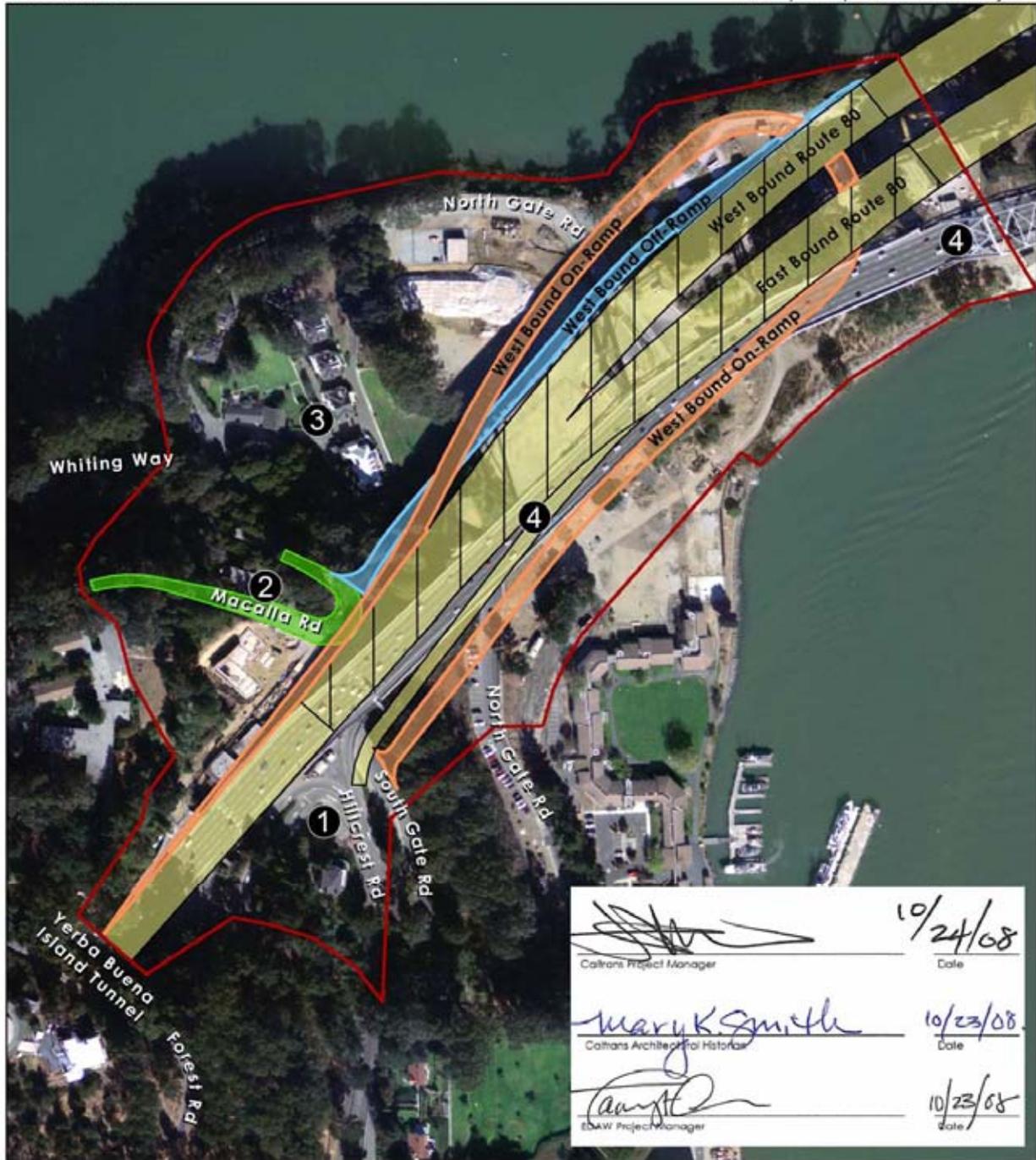
Map Reference

Image: NIMA/USGS 2004
Data: DAKM Halls, ED&W
5/09

This map is a graphical representation and for general locating purposes only.

0 100 200 300 Feet

Map 3. Focused APE



- Alternative 4 Proposed Ramps**
- Proposed West Bound Off-Ramp
 - Proposed West Bound On-Ramp
 - Proposed Macalla Road Improvements

- Area of Potential Effect
- Separate Project Currently Under Construction**
- San Francisco-Oakland Bay Bridge East Span Seismic Safety Project
- Transition Structure Portion of SFOBB
- #** Map Reference

Image: NAD83 USGS 2004
Data: DMJM Hark, EDAW
5/04

This map is a graphical representation and for general locating purposes only.

0 100 200 300 Feet

Map 3. Focused APE

Appendix B
DPR 523 Forms

P1. Other Identifier: Quarters 8

*P3a. **Description:** Quarters 8 has been field checked and the building does not appear to have been physically altered since last recorded in 1996. However, the overall setting of this property has been temporarily altered by the use of the northernmost portion of the property (immediately adjacent to this building) for a staging area for the construction of the new East Span of the San Francisco-Oakland Bay Bridge (SFOBB).

*P3b. **Resource Attributes:** (HP34) Military property; (HP2) Single-Family Property

*P8. **Recorded by:** Toni Webb, JRP Historical Consulting, LLC, 1490 Drew Ave, Suite 110, Davis, CA 95618

*P9. **Date Recorded:** November 2008

*P11. **Report Citation:** JRP Historical Consulting, LLC, "Historical Resources Evaluation Report, Yerba Buena Island Ramps Improvement Project, San Francisco, California, 04-SF-80, PM 12.6-13.1/7.8-8.1

*B10. **Significance:**

JRP Historical Consulting, LLC previously inventoried and evaluated Quarters 8 in 1997 as part of the report entitled "Cultural Resources Inventory and Evaluation Investigations: Yerba Buena Island and Treasure Island Naval Station Treasure Island, San Francisco, California." That report concluded that Quarters 8 appeared to be eligible for listing in the National Register of Historic Places (and subsequently the California Register of Historical Resources) at the local level under Criterion A, within the context of military history. The evaluation noted that Quarters 8 is a "rare remnant of the turn-of-the-century Naval Training Station on Yerba Buena Island, and apparently as the last vestige of the Marine Corps presence on the island." It also appeared to be eligible under Criterion C, as an unusual example of Mediterranean-style architecture, as well as the work of the master architectural firm of the Reid Brothers. The State Historic Preservation Office (SHPO) concurred with those findings in 1998.¹ The 1997 evaluation identified the period of significance as spanning 42 years beginning in 1905, when the building was constructed, to 1947, an arbitrary 50 year cut-off date. However, no character-defining features were identified, nor was a verbal or graphic description of the property's boundary stated. Review of historical and modern aerials show that Quarters 8 was bounded to the east and northwest by Hillcrest Road and to the south by Treasure Island Road from at least the 1940s to the early 2000s, when the construction of the new East Span of the SFOBB began. This appears to have been the property boundary at the time this building was evaluated in 1997 and would be the current boundary of this historic property.² Presently, the character-defining features of Quarters 8 would include its massing, recessed third floor, symmetrical façade, smooth stucco and wood siding, parapets, full-width front porch with square columns and solid railing, second-floor balcony, hip roof with box cornice and block modillions, and original fifteen-over-one, twelve-over-one, and eight-over-one double hung wood windows, exterior brick chimneys, and triangular-shaped property.

Although construction measures have encroached upon and altered the historic boundary of Quarters 8, the effects of this intrusion is temporary and will be mitigated with the restoration of the grounds of Quarters 8, as stipulated by the Memorandum of Agreement (MOA) for the San Francisco-Oakland Bay Bridge East Span Seismic Safety Project.³ Therefore, the alterations to this historic property since its last documentation in 1997 will not diminish the property's overall importance, as the property will still maintain integrity of location, association, materials, design and workmanship and will continue to convey its significance under Criteria A and C. No change to its National Register or California Register status is warranted. This property is considered a historical resource for the purposes of CEQA.

*B14. **Evaluator:** Toni Webb

***Date of Evaluation:** November 2008

¹ SHPO generally concurred with the finding of this report in October 1997 (SHPO Reference USN 970708A) but requested clarification on some buildings, including the Senior Officers' Quarters Historic District. Final concurrence was obtained in 1998. Caltrans, "Historic Property Survey Report, San Francisco-Oakland Bay Bridge East Span Seismic Safety Project," EA 01200 (September 1998).

² Caltrans, "Findings of Adverse Effect: Buildings and Structures, San Francisco-Oakland Bay Bridge East Span Seismic Safety Project," EA 01200 (September 1998) 8-11.

³ "Memorandum of Agreement Among the Federal Highway Administration, the Department of the Navy, the United States Coast Guard, the California State Historic Preservation Officer, and the Advisory Council on Historic Preservation for the Bay Bridge East Span Seismic Safety Project in San Francisco and Alameda Counties, California," May 26, 2000.

Photographs:

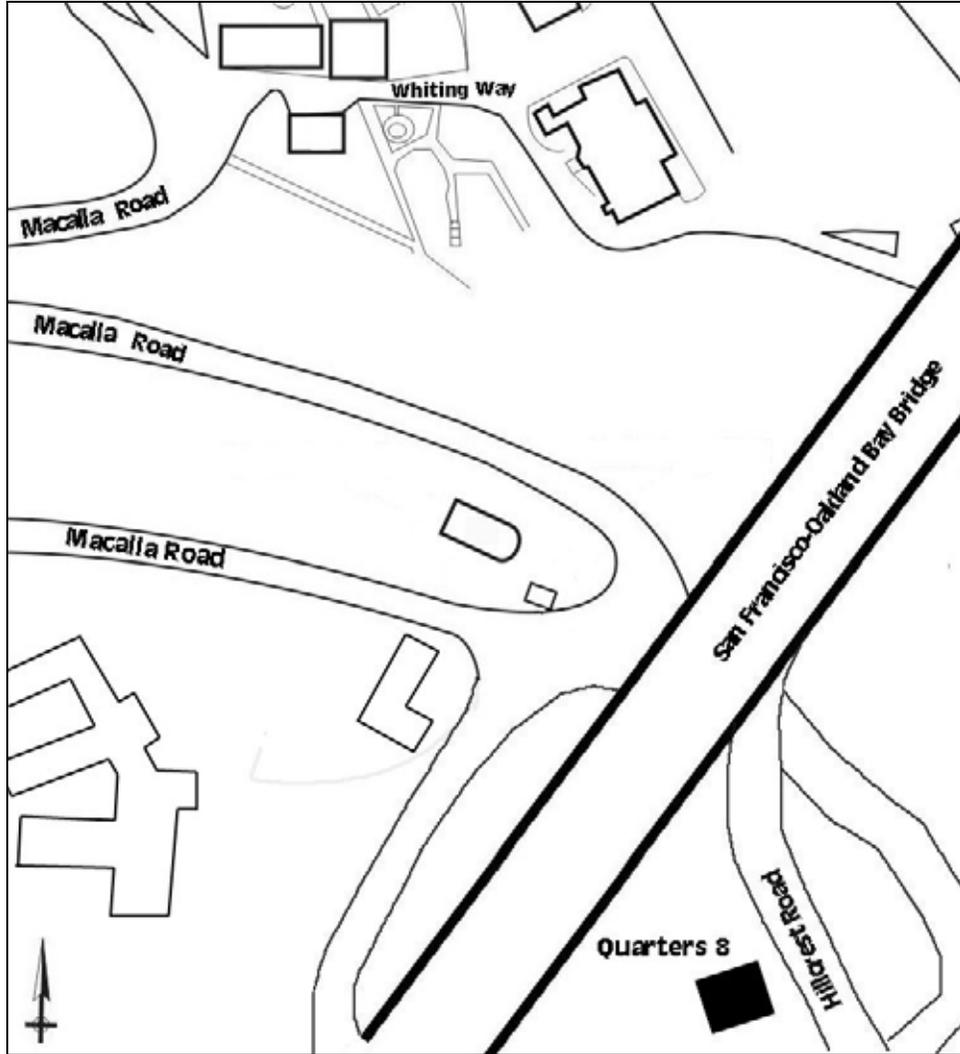


Photograph 1. View of Quarters 8 showing main façade (east side), camera facing west.



Photograph 2. View of Quarters 8 showing north side camera facing southwest.

Sketch Map:



P1. Other Identifier: Quarters 10

*P3a. **Description:** Quarters 10 and its associated garage (Building 267) have been field checked and neither building appears to have been physically altered since their last recorded in 2003.

*P3b. **Resource Attributes:** (HP34) Military property; (HP2) Single-Family Property

*P8. **Recorded by:** Toni Webb, JRP Historical Consulting, LLC, 1490 Drew Ave, Suite 110, Davis, CA 95618

*P9. **Date Recorded:** November 2008

*P11. **Report Citation:** JRP Historical Consulting, LLC, "Historical Resources Evaluation Report, Yerba Buena Island Ramps Improvement Project, San Francisco, California, 04-SF-80, PM 12.6-13.1/7.8-8.1

***B10. Significance:**

Caltrans previously inventoried and evaluated Quarters 10 in 1998 as part of the report entitled "Historic Architecture Survey Report for the Construction of a New East Span for the San Francisco-Oakland Bay Bridge." As a result of that survey, Caltrans found that Quarters 10 and its associated garage (Building 267 as a contributing structure) appeared to be eligible for listing in the National Register of Historic Places (National Register) at the local level of significance under Criterion C, as significant example of mid twentieth century residential architecture. The State Historic Preservation Office concurred with those findings in 1998. Five years later, in 2003, JRP completed a National Register nomination for the district and in February 2008, this property was listed in the National Register and California Register of Historical Resources (California Register).¹ The property boundary includes Quarters 10, Building 267, the landscape immediately adjacent to these buildings including lawn and garden, driveway, and the northern retaining wall. The period of significance for this property is 1948, the year of its construction. Both the 1998 survey and 2003 nomination identified the character-defining of Quarters 10 as representing those distinctive architectural characteristics of the International, Moderne and Bay (Regional) Tradition styles. These include the flat roof with overhanging eaves supported by slender pipe columns; exposed rafters; corner windows; casement windows with horizontal muntins; curved east wall; board formed concrete wall surface; and lap wood siding. While neither inventory identified character-defining features of Building 267, they are similar to Quarters 10 and include the lap wood siding, board formed concrete wall surface, flat roof with overhanging eaves, and exposed rafter tails.

Because the property has been unaltered since its last recordation, no change to its National Register or California Register status is warranted. This property is considered a historical resource for the purposes of CEQA.

*B14. **Evaluator:** Toni Webb

***Date of Evaluation:** November 2008

¹ National Register Information System Reference No. 08000084.
DPR 523L (1/95)

Photographs:



Photograph 1. View of Quarters 10 (right) and Building 267 (left), camera facing west.



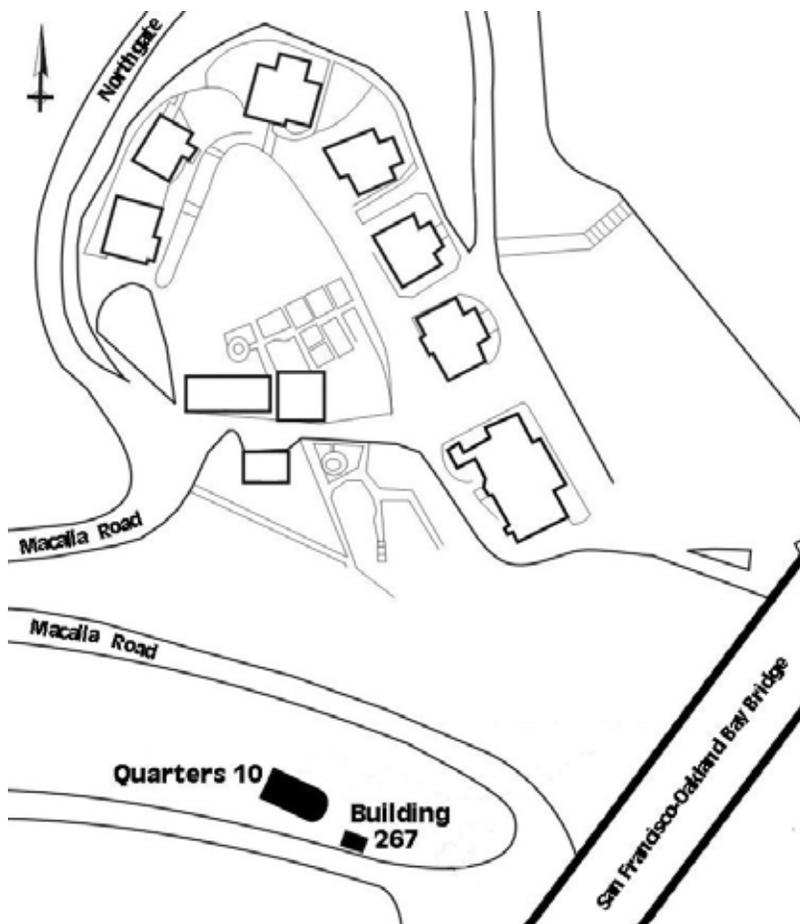
Photograph 2. View of Quarters 10, camera facing southwest.

Photographs:



Photograph 3. View of Building 267, camera facing southwest.

Sketch Map:



P1. Other Identifier: Senior Officers' Quarters Historic District

***P3a. Description:** The Senior Officers' Quarters Historic District includes eleven contributing elements: seven residences (Quarters 1 through 7), two apartments over garages (Buildings 83 and 230), a five-car garage (Building 205), and the landscape that surrounds the district. All of these elements have been field checked and none appear to have been physically altered since their last recorded in 2003. However, the overall setting of the district has been and will be somewhat altered by the on-going construction of the new East Span of the San Francisco-Oakland Bay Bridge (SFOBB) immediately south and west of the historic district.

***P3b. Resource Attributes:** (HP34) Military property; (HP2) Single-Family Property

***P8. Recorded by:** Toni Webb, JRP Historical Consulting, LLC, 1490 Drew Ave, Suite 110, Davis, CA 95618

***P9. Date Recorded:** November 2008

***P11. Report Citation:** JRP Historical Consulting, LLC, "Historical Resources Evaluation Report, Yerba Buena Island Ramps Improvement Project, San Francisco, California, 04-SF-80, PM 12.6-13.1/7.8-8.1

***B10. Significance:**

JRP Historical Consulting, LLC (JRP) previously inventoried and evaluated this property in 1997 as part of the report entitled "Cultural Resources Inventory and Evaluation Investigations: Yerba Buena Island and Treasure Island Naval Station Treasure Island, San Francisco, California." That report concluded that the district appeared to be eligible for listing in the National Register of Historic Places (National Register) at the local level under Criterion A, for its association with the early development of military facilities on the West Coast, and under Criterion C, as significant examples of Classical Revival/Colonial Revival residential architecture. The State Historic Preservation Office (SHPO) concurred with those findings in 1998.¹ Five years later, in 2003, JRP completed a Historic American Building Survey (HABS No. CA-1793-A through -K) and National Register nomination for the district. The nomination refined and clarified the previously-identified district boundary and the period of significance. The boundary of the district is shown in the attached sketch map on page 2. The period of significance for the district extends from 1900, when the first building was constructed, to 1947, when the station was decommissioned as a "Receiving Ship" facility and ceased its operations as a naval training and distribution center. Additionally, the nomination recognized important characteristics of the districts which were not identified in the 1997 survey. The character-defining features of the Senior Officers' Quarters Historic District include its setting: relationship between each contributing building, size and massing of buildings, landscaping (greensward in front of Quarters 1-3, formal terraced garden behind Quarters 1, central terraced garden behind Quarters 2-5, planting beds adjacent to each building, and hardscape, such as walkways, patios, masonry walls, and roadways); historic integrity of individual contributors (Quarters 1 through 7, Quarters 10, Buildings 267, 83, 205 and 230, and the landscape within the district boundary); the Classical Revival/Colonial Revival architecture; and view shed from Quarters 1-5.

In February 2008 the Senior Officers' Quarters Historic District was listed in the National Register and California Register of Historical Resources (California Register). Additionally in September 1991, Quarters 1, which is commonly referred to as the Nimitz Residence, was previously listed in the National Register and California Register for its significance with West Coast military historic (Criterion A) and as a significant example of Classical Revival architecture (Criterion C). Its period of significance extends from 1898 to 1916.² The character-defining features of this building consists of those architectural features that contribute to its Classical Revival style including, but not limited to, its size and massing, symmetrical façade, brick foundation, porch with portico, dormers, weatherboard siding with decorative cornerboards, stringcourse between first and second floors, flared eaves with box cornices and frieze, brick chimneys, and multi-light wood windows.

¹ SHPO generally concurred with the finding of this report in October 1997 (SHPO Reference USN 970708A) but had questions regarding some resources evaluated, including the Senior Officers' Quarters Historic District. Final concurrence from SHPO was obtained in 1998. Caltrans, Historic Property Survey Report, San Francisco-Oakland Bay Bridge East Span Seismic Safety Project, EA 01200 (September 1998).

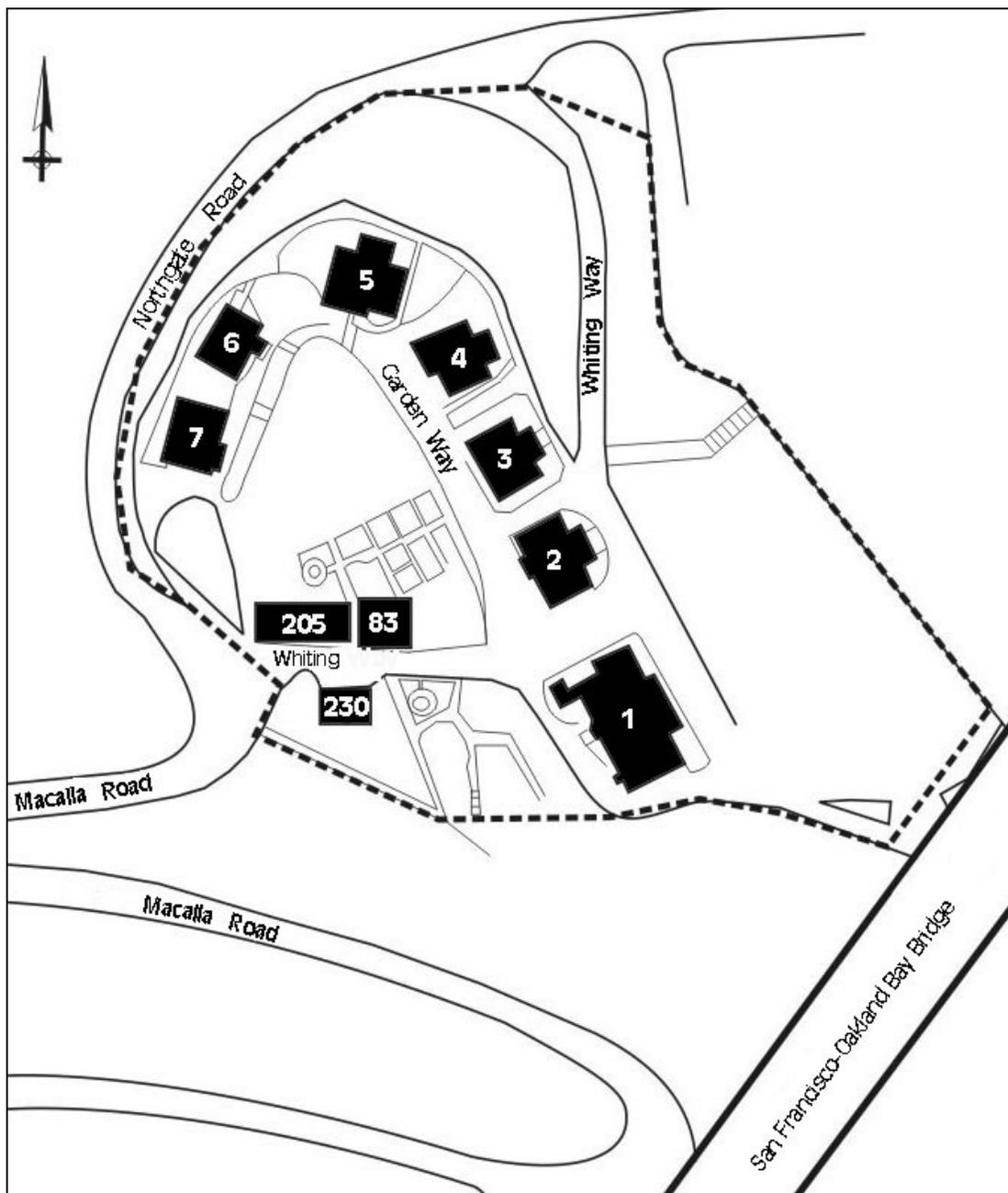
² National Register Information System Reference Nos. 08000085 and 91001380; HABS No. CA-233-A (1998).

While the visual intrusion from the construction of the new East Bay Span of SFOBB has currently altered the district's integrity of setting and feeling, this change is minimal and does not diminish the property's overall historical importance. The property maintains integrity of location, association, materials, design and workmanship and conveys its significance under Criteria A and C, and therefore, no change to its National Register or California Register status is warranted. This property is considered a historical resource for the purposes of CEQA.

*B14. Evaluator: Toni Webb

*Date of Evaluation: November 2008

Sketch Map:



*Boundary of the Officers Quarters Historic District is shown with dotted line.

Photographs:

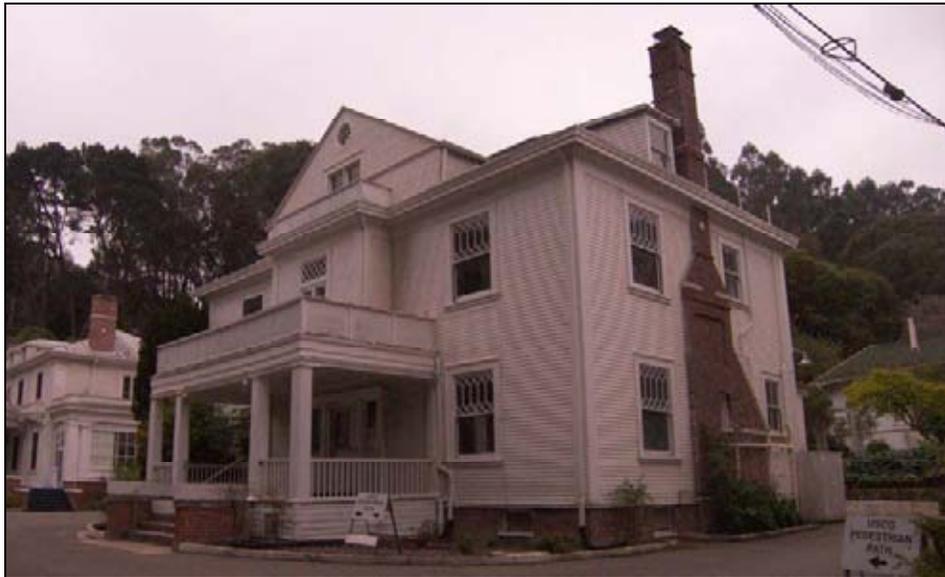


Photograph 1. View of historic district along Whiting Way, showing Quarters 1, 2 and 3 (left to right), camera facing north.



Photograph 2. View of Quarters 1, camera facing northwest.

Photographs:



Photograph 3. View of Quarters 2, camera facing south.

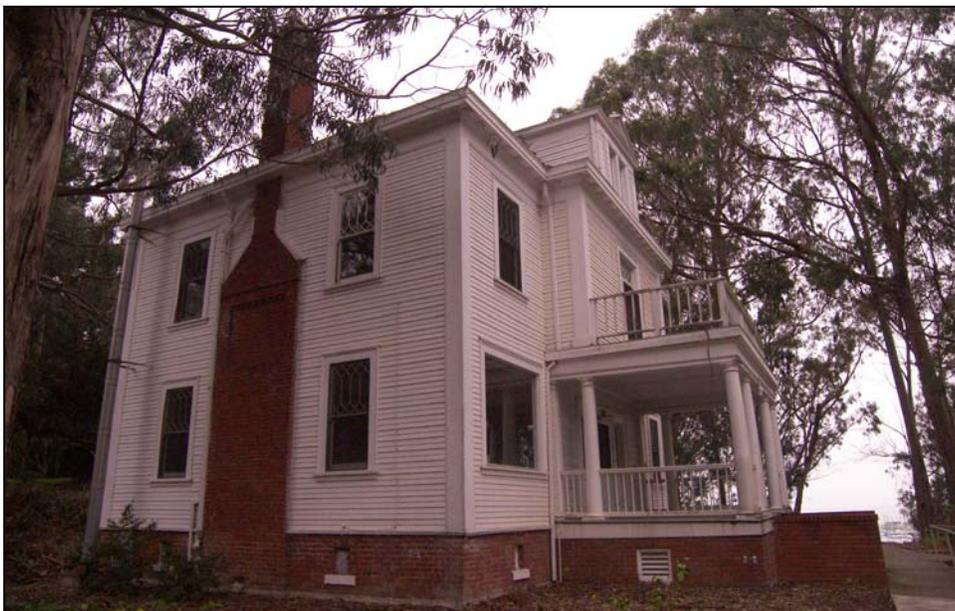


Photograph 4. View of Quarters 3, camera facing northwest.

Photographs:



Photograph 5. View of Quarters 4, camera facing northwest.



Photograph 6. View of Quarters 5, camera facing north.

Photographs:



Photograph 7. View of Quarters 6, camera facing west.



Photograph 8. View of Quarters 7, camera facing east.

Photographs:



Photograph 9. View of Buildings 205 (left) and 83 (right), camera facing northeast.



Photograph 10. View of Buildings 230, camera facing south.

Photographs:



Photograph 11. View of landscape behind (west) Quarters 1, camera facing west.



Photograph 12. View of landscape behind (west) Quarters 1, camera facing northwest.

Appendix C
Letters to Interested Parties

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

December 11, 2008

Jack Gold, Executive Director
San Francisco Architectural Heritage
2007 Franklin Street
San Francisco, CA 94109

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Sir:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

SFCTA has formed a consultant team to perform preliminary engineering and environmental technical studies to meet these state and federal environmental requirements. JRP Historical Consulting, LLC, is part of this team and is preparing a technical study of the historic architectural and engineering resources in the proposed project area. Historical resources are those properties potentially eligible, determined eligible, or listed in the National Register of Historic Places or the California Register of Historical Resources. There are four historic properties within the proposed project area, three of which are currently listed in the National Register and California Register: the SFOBB, the Senior Officers Quarters Historic District, and Quarters 10 (including its garage, Building 267). The fourth historic property, Quarters 8, has been determined eligible for both the National Register and California Register. If you or your organization has any concerns regarding specific historic resources within the project area, please respond in writing to me at the address below citing your concerns within the next thirty days, or call me at (530) 757-2521.

Sincerely,



Rebecca Meta Bunse
Partner

Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

December 11, 2008

M. Bridget Maley, President
San Francisco Landmark Preservation Advisory Board
1660 Mission Street, Ste. 500
San Francisco, CA 94103

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Madam:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFCTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

SFCTA has formed a consultant team to perform preliminary engineering and environmental technical studies to meet these state and federal environmental requirements. JRP Historical Consulting, LLC, is part of this team and is preparing a technical study of the historic architectural and engineering resources in the proposed project area. Historical resources are those properties potentially eligible, determined eligible, or listed in the National Register of Historic Places or the California Register of Historical Resources. There are four historic properties within the proposed project area, three of which are currently listed in the National Register and California Register: the SFOBB, the Senior Officers Quarters Historic District, and Quarters 10 (including its garage, Building 267). The fourth historic property, Quarters 8, has been determined eligible for both the National Register and California Register. If you or your organization has any concerns regarding specific historic resources within the project area, please respond in writing to me at the address below citing your concerns within the next thirty days, or call me at (530) 757-2521.

Sincerely,



Rebecca Meta Bunse
Partner

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

December 11, 2008

Mark Luellen, Preservation Coordinator
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Sir:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFCTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Sincerely,

Rebecca Meta Bunse
Partner

Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

December 11, 2008

Ron Ross, President
San Francisco History Association
PO Box 31907
San Francisco, CA 94131

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Sir:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Sincerely,



Rebecca Meta Bunse
Partner

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

December 11, 2008

Erik Christoffersen, Executive Director
San Francisco Museum and Historical Society
P.O. Box 420470
San Francisco, CA 94142-0470

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Sir:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Sincerely,



Rebecca Meta Bunse
Partner

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

December 11, 2008

David Crosson, Executive Director
California Historical Society
678 Mission Street
San Francisco CA 94105

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Sir:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Sincerely,



Rebecca Meta Bunse
Partner

Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

December 11, 2008

Leigh Ann Baughman, Executive Director
San Francisco Beautiful
564 Market Street, Suite 709
San Francisco, CA 94104

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Madam:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Sincerely,



Rebecca Meta Bunse
Partner

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

December 11, 2008

William Applegate, President
California Heritage Council
P.O. Box 475046
San Francisco, CA 94147

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Sir:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Sincerely,



Rebecca Meta Bunse
Partner

Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

December 11, 2008

Cindy Heitzman, Executive Director
California Preservation Foundation
5 Third St., Ste 424
San Francisco, CA 94103

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Madam:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Sincerely,



Rebecca Meta Bunse
Partner

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

December 11, 2008

Anthea Hartig Ph.D., Director
National Trust for Historic Preservation Western Office
5 Third Street, Suite 707
San Francisco, California 94103

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Madam:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Sincerely,



Rebecca Meta Bunse
Partner

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

December 11, 2008

John J. Reynolds, Director
National Park Service, Pacific West Region Office
1111 Jackson Street, Suite 700
Oakland, California 94607

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Sir:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Sincerely,



Rebecca Meta Bunse
Partner

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

December 11, 2008

Valerie Garry, President
Oakland Heritage Alliance
446 17th Street, Suite 301
Oakland, CA 94612

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Madam:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFCTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Sincerely,



Rebecca Meta Bunse
Partner

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

December 11, 2008

Joann Pavlinec, Secretary & Historic Preservation Planner
Oakland Landmarks Preservation Advisory Board
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Madam:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Sincerely,



Rebecca Meta Bunse
Partner

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

December 11, 2008

Betty Marvin, Planner
Oakland Cultural Heritage Survey
250 Frank Ogawa Plaza, Suite 3330
Oakland, CA 94612

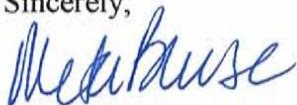
RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

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Sincerely,



Rebecca Meta Bunse
Partner

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

December 11, 2008

Winton "Mac" McKibben, President
Alameda County Historical Society
PMB 307
484 Lake Park Ave.

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Sir:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Sincerely,



Rebecca Meta Bunse
Partner

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

December 11, 2008

Alameda County Parks, Recreation and Historical Commission
224 West Winton Ave., #111
Hayward, CA 94544

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Sir or Madam:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Rebecca Meta Bunse
Partner

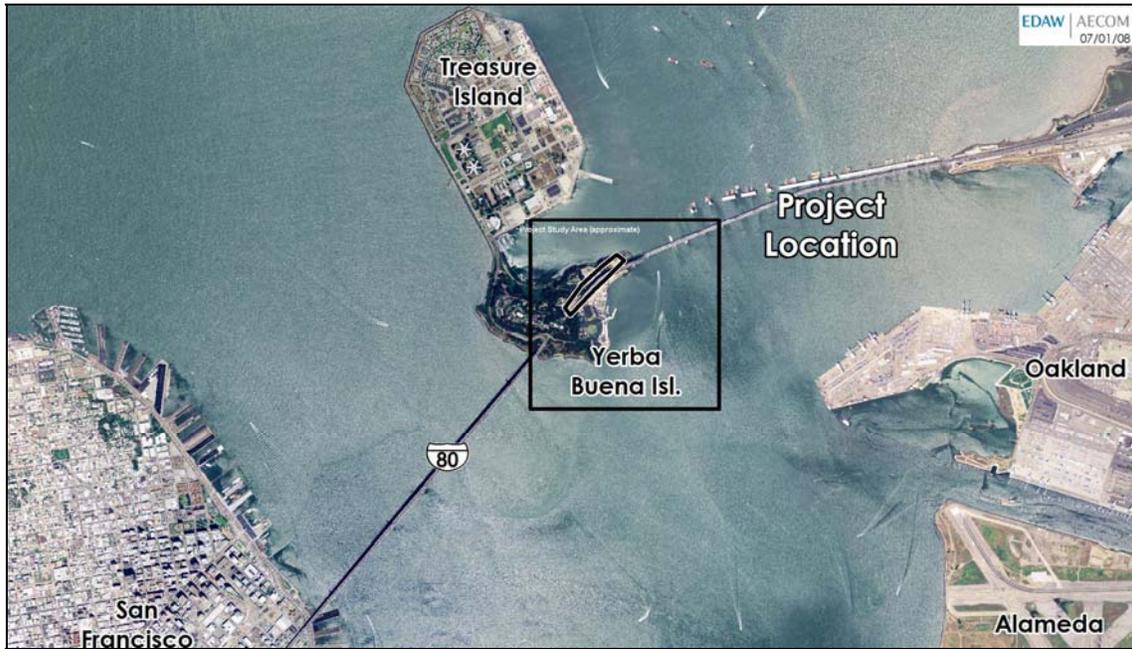


Figure 1. Project Location



Figure 2. Project Vicinity

Appendix D
Previous Historic Documentation

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov



May 1, 2008

Douglas E. Gilkey
1455 Frazee Road, Suite 900
San Diego, California 92108-4310

RE: Senior Officers Quarters Historic District, Yerba Buena Island Listing on the National Register of Historic Places

Dear Mr. Gilkey:

I am pleased to notify you that on February 26, 2008, the above-named property was placed on the National Register of Historic Places (National Register). As a result of being placed on the National Register, this property has also been listed in the California Register of Historical Resources, pursuant to Section 4851(a)(2) of the Public Resources Code.

Placement on the National Register affords a property the honor of inclusion in the nation's official list of cultural resources worthy of preservation and provides a degree of protection from adverse affects resulting from federally funded or licensed projects. Registration provides a number of incentives for preservation of historic properties, including special building codes to facilitate the restoration of historic structures, and certain tax advantages.

There are no restrictions placed upon a private property owner with regard to normal use, maintenance, or sale of a property listed in the National Register. However, a project that may cause substantial adverse changes in the significance of a registered property may require compliance with local ordinances or the California Environmental Quality Act. In addition, registered properties damaged due to a natural disaster may be subject to the provisions of Section 5028 of the Public Resources Code regarding demolition or significant alterations, if imminent threat to life safety does not exist.

If you have any questions or require further information, please contact the Registration Unit at (916) 653-6624.

Sincerely,

A handwritten signature in black ink that reads "Stephen D. Miskoe" followed by a flourish.

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov



May 1, 2008

Douglas E. Gilkey
1455 Frazee Road, Suite 900
San Diego, California 92108-4310

RE: Quarters 10 and Building 267, Yerba Buena Island Listing on the
National Register of Historic Places

Dear Mr. Gilkey:

I am pleased to notify you that on February 26, 2008, the above-named property was placed on the National Register of Historic Places (National Register). As a result of being placed on the National Register, this property has also been listed in the California Register of Historical Resources, pursuant to Section 4851(a)(2) of the Public Resources Code.

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If you have any questions or require further information, please contact the Registration Unit at (916) 653-6624.

Sincerely,

A handwritten signature in black ink, appearing to read "Milford Wayne Donaldson".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

April 25, 2008

The Director of the National Park Service is pleased to send you the following announcements and actions on properties for the National Register of Historic Places. For further information contact Edson Beall via voice (202) 354-2255, or E-mail: <Edson_Beall@nps.gov> This and past Weekly Lists are also available here: <http://www.nps.gov/history/nr/nrlist.htm>

Our physical location address is:

National Park Service 2280, 8th floor
National Register of Historic Places
1201 "I" (Eye) Street, NW,
Washington D.C. 20005

Please have any Fed Ex, UPS packages sent to the above address. Please continue to use alternate carriers, as all mail delivered to us via United States Postal Service is irradiated and subsequently damaged.

Landscape Architecture Month:
<http://www.nps.gov/history/nr/feature/landscape/index.htm>

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 4/14/08 THROUGH 4/18/08

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference Number, NHL, Action, Date, Multiple Name

CALIFORNIA, SAN FRANCISCO COUNTY,
Administration Building, Treasure Island, SE Corner of Avenue of the Palms and California Ave., Treasure Island, 08000081, LISTED, 2/26/08

CALIFORNIA, SAN FRANCISCO COUNTY,
Hall of Transportation, Treasure Island, SE Side of California Ave. between Avenue D and Avenue F, Treasure Island, 08000082, LISTED, 2/26/08

CALIFORNIA, SAN FRANCISCO COUNTY,
Palace of Fine and Decorative Arts, Treasure Island, SE Side of California Ave. between Avenue F and Avenue I, Treasure Island, 08000083, LISTED, 2/26/08

CALIFORNIA, SAN FRANCISCO COUNTY,
Quarters 10 and Building 267, Yerba Buena Island, Jct. Northgate & Macalla Rds., North Shore of Yerba Buena Island, Yerba Buena Island, 08000084, LISTED, 2/26/08

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 5

*Resource Name or #: (Assigned by recorder) Quarters 8

P1. Other Identifier: Officers' Quarters

*P2. Location: Not for Publication Unrestricted *a. County San Francisco
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

*b. USGS 7.5' Quad Oakland West Date 1980 T____; R____: ____ $\frac{1}{4}$ of ____ $\frac{1}{4}$ of Sec ____; ____ B.M.

c. Address Naval Station, Treasure Island City San Francisco Zip 94592-5100

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____mE/ _____mN

*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

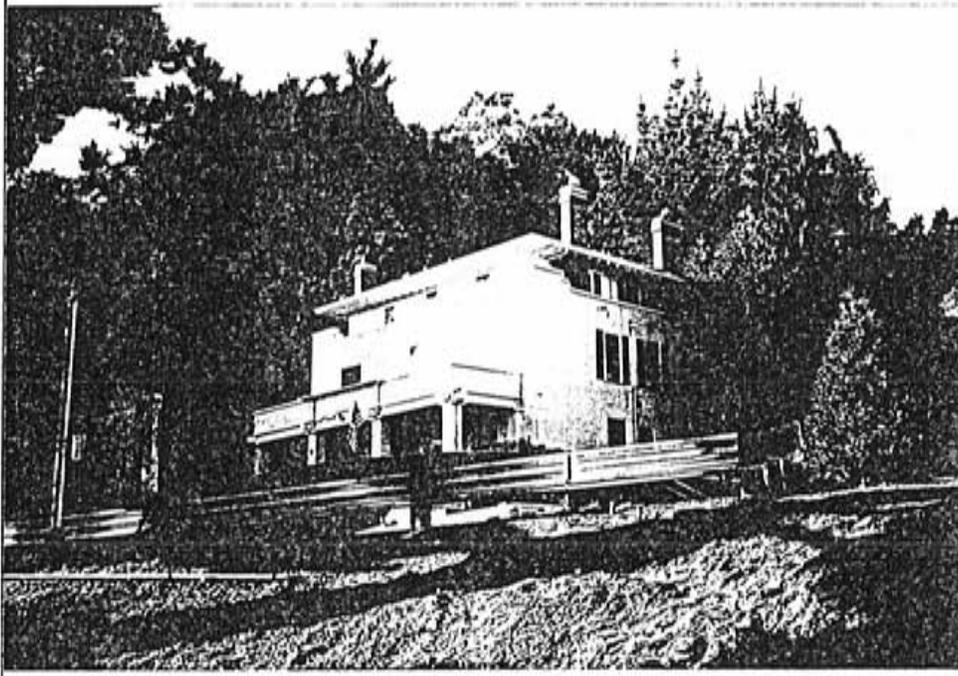
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Quarters 8 is a three-story, woodframe residence, built at this site in 1905. It is a square box building on its first and second story and includes a recessed third story. The first and second story element is sided in stucco and terminates in an elaborate parapet. The third story is woodframe and sided in horizontal boards. (See continuation sheet.)

*P3b. Resource Attributes: (See attributes and codes) HP34 Military Property; HP2 Single Family Property

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo:
(View, date, accession #) _____
East facade, camera facing
southwest.

*P6. Date Constructed / Age and Sources: Historic
 Prehistoric Both
1905

*P7. Owner and Address:
Naval Station
Treasure Island
San Francisco, CA 94130

*P8. Recorded by: (Name, affiliation, and address)
Stephen D. Mikesell
JRP Historical Consulting
1477 Drew Ave., Suite 105
Davis, CA 95616

*P9. Date Recorded: 12/12/96

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings *Attachments: Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Linear Resource Record Archaeological Record District Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List) _____

CONTINUATION SHEET

Page 3 of 5

*NRPH Status Code _____
*Resource Name or # (Assigned by recorder) Quarters 8

DESCRIPTION (continued)

The differences in elevation and siding between the first and second story element and the third story element suggest at first glance that the third story was a later addition. Historic photographs confirm, however, that the building was designed in this manner and has not changed materially since its construction.¹

The facade is dominated by a heavy porch with a solid rail balcony at its roofline. This porch serves as a balcony for the second story; the parapet atop the second story serves as a balcony for the setback third story. The main entry, centered on the front porch, includes a solid door with sidelights. Windows throughout the building are double hung wooden sash, with multiple lights on top: fifteen-over-one at the facade, twelve-over-one on the side elevations, and eight-over-one on the recessed third story. The building includes four separate chimneys, set at the four corners of the third story setback.

Quarters 8 appears to be almost completely unmodified. When constructed, the building included elaborate window surrounds on the first and second story element; these have all been removed. There is a single fixed pane, "picture window" to the left of the entry at the first story. These modifications are minor, when considered against the scale of the building.

SIGNIFICANCE (continued)

Quarters 8 was built in 1905, at about the same time as the main compound of Senior Officers' Quarters at Yerba Buena Island (Quarters 1-7; these are treated separately as the Yerba Buena Senior Officers' Quarters Historic District). All eight homes were built at the outset of construction for the Naval Training Station at Yerba Buena Island, which was in operation on Yerba Buena Island between 1898 and 1923. Quarters 8, however, was separated physically from the other senior officers' quarters, situated hundreds of feet south and uphill from the main compound, and is unlike the other quarters from an architectural standpoint.

For reasons not explained in the historic record, the Bureau of Yards and Docks, with overall design and construction responsibility for the buildings at Yerba Buena Island, turned to a private architectural firm to design the entire Marine compound there. While there were exceptions, the Bureau of Yards and Docks designed the bulk of Navy and Marine Corps buildings during the early 20th century. The Bureau almost certainly designed the Colonial Revival Quarters 1-7, which are similar architecturally to the senior officers' quarters at Mare Island Naval Shipyard, built at about the same time. For the Marine compound at Yerba Buena, however, the Bureau hired the noted San Francisco architectural firms of the Reid Brothers.

The Reid Brothers, James and Merritt, comprised one of the most prolific turn-of-the-century architectural firms in California. Canadians by birth and training, the Reid brothers arrived in San Francisco in 1888. Almost immediately they began winning some of the most prized architectural commissions in the state, including: the Hotel del Coronado

¹ The building is shown in "The Work of the Reid Bros.," *Architect and Engineer of California*, XXIII, No. 1, Nov. 1910, p. 72.

CONTINUATION SHEET

Page 5 of 5

*NRPH Status Code _____

*Resource Name or # (Assigned by recorder) Quarters 8

is attributable to the design of the Reid Brothers firm, which was responsible for both the barracks and the commanding officer's quarters. The building also appears to qualify under National Register Criterion C, as the "work of a master." The Reid Brothers firm was responsible for some of the most important buildings in California, dating to the period from the late 1880s through the late 1910s, including the Hotel del Coronado and the Fairmont Hotel. While a modest example, Quarters 8 represents the only known military commission by the Reid Brothers firm and a relatively rare extant example of the firm's residential design.

Primary # _____
 HRI # _____
 Trinomial _____
 NRHP Status Code 3S

Other Listings _____
 Review Code _____ Reviewer _____ Date _____

Page 1 of 7 *Resource Name or #: (Assigned by recorder) Quarters 10, Yerba Buena Island

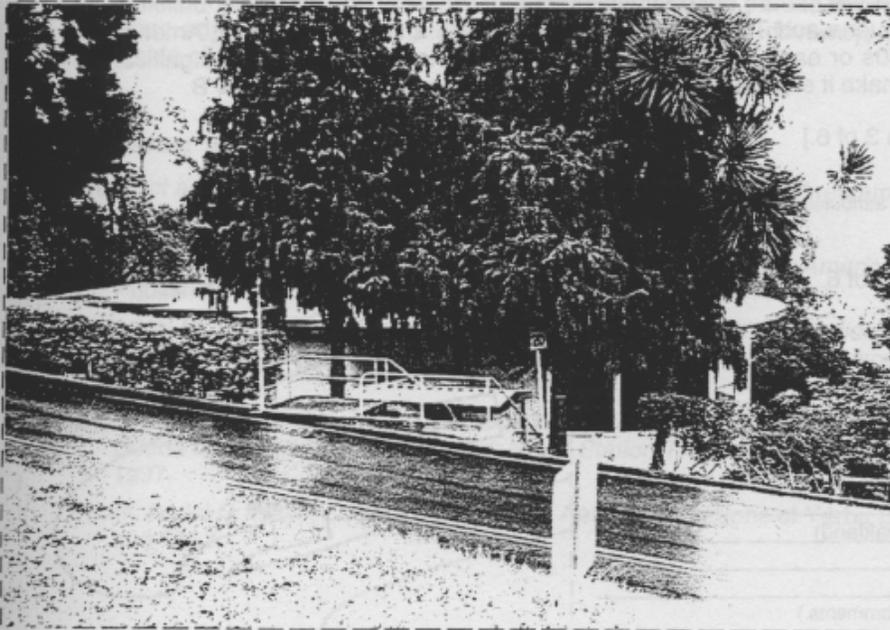
P1. Other Identifier: _____
 *P2. Location: Not for Publication Unrestricted *a. County San Francisco
 and (P2b and P2c or P2d. Attach a Location Map as necessary.)
 *b. USGS 7.5' Quad Oakland West Date T; R ; 1/4 of 1/4 of Sec. ; B. M.
 c. Address Naval Station Treasure Island City San Francisco Zip 94592
 d. UTM: (Give more than one for large and/or linear resources) Zone 10; 556080 mE/ 4184950 mN
 e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

Quarters 10 is a two story residence constructed on a steep hillside site. The main floor is reached by a concrete stairway leading down from the adjacent road. The house has a flat roof with open eaves, and the walls are clad in narrow clapboards from the eaves down to the level of the window sills. The lower portion of the main floor and all of the lower floor walls are clad in flush board siding. The east end of the main floor is entirely glazed, with nine large windows (eight fixed sash and one paired casement) forming a semi-circle. This rounded extension overhangs a paved patio at the lower level, and is supported by four metal-pipe columns. The western end of the upper floor also overhangs a lower level patio and is supported by pipe columns. A series of indentations along the south facade give this portion of the house a jagged roofline and numerous corners, two of which have corner windows. The main floor windows are fixed sash and casements, most having just two horizontal muntins. The lower level patio is accessed from a modern sliding glass door. Another recent alteration is the metal awning that extends from the front door to the foot of the stairway leading up to the street. To the east of the house is a one-car garage (Navy building 267) that matches the construction of the house, with a flat roof and both clapboard and flush board siding.

*P3b. Resource Attributes: (List attributes and codes) HP2 -- Single Family Residence; HP34 -- Military Property

*P4. Resources present: Building Structure Object Site District Element of District Other



P5b. Description of Photo: (View, Date, etc.) View northwest, January 1998

*P6. Date Constructed / Age and Sources: Historic Prehistoric Both
1948 (Historical Study of Yerba Buena Island)

*P7. Owner and Address: Naval Station Treasure Island
San Francisco, CA 94130

*P8. Recorded by: (Name, affiliation, and address) Andrew Hope
Caltrans, District 4
111 Grand Avenue
Oakland, CA

*P9. Date Recorded: April 1998

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Architecture Survey Report for the Construction of a New East Span for the San Francisco - Oakland Bay Bridge

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure & Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List) _____

- B1. Historic Name: Quarters 10, Naval Station Treasure Island
B2. Common Name: Quarters 10, Naval Station Treasure Island
B3. Original Use: residence B4. Present Use: residence
*B5. Architectural Style: moderne / international
*B6. Construction History: (Construction date, alterations, and date of alterations)

This residence was built in 1948. Later alterations include the sliding glass door at the lower level and the metal canopy at the front entrance. The garage was also built in 1948.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:

Building 267 is a garage associated with Quarters 10.

B9a. Architect: unknown b. Builder: unknown

*B10. Significance: Theme: modern architecture Area San Francisco

Period of Significance 1948 Property Type residence Applicable Criteria C

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Navy facilities on Yerba Buena and Treasure Islands were surveyed and evaluated by JRP Historical Consulting Services in 1997. Quarters 10 was considered ineligible for National Register listing in that survey, because it was less than fifty years old and did not possess exceptional significance. However, the building is fifty years old as of 1998 and is therefore evaluated here without reference to the criteria consideration for properties less than fifty years old.

The JRP survey included information on the function and history of the Naval Station after 1945 that provides a context for evaluating post-war and cold war-era properties. Naval Station Treasure Island was transformed into a training facility after World War II, from its wartime function of supplying an armed guard for merchant marine vessels in the Pacific. Yerba Buena Island was used primarily for officers' housing in the post-war period, with substantial demolition of non-residential buildings. The Navy facilities on Yerba Buena and Treasure Islands did not play a significant role in American military history in the late 1940s or early 1950s, and Quarters 10 is not associated with significant persons or events that would make it eligible for National Register listing under Criteria A or B.

[See Continuation Sheet, Page 3 of 6.]

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

See Continuation Sheet, page 3 of 6.

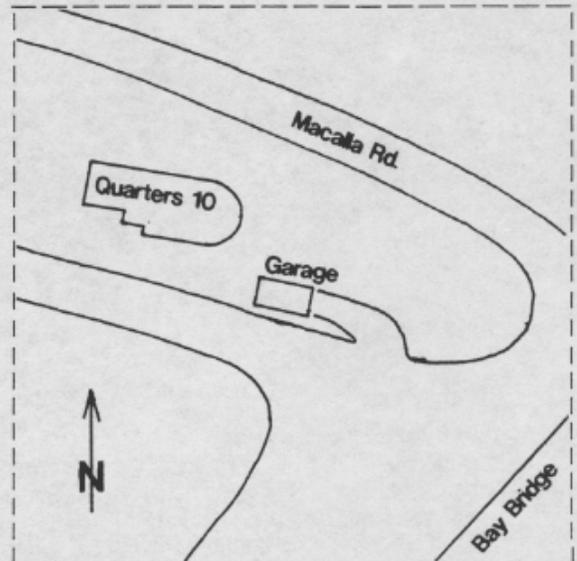
B13. Remarks:

*B14. Evaluator: Andrew Hope

Caltrans, District 4 (Oakland)

*Date of Evaluation: April 1998

(This space reserved for official comments.)



Page 3 of 7 *Resource Name or # (Assigned by recorder) Quarters 10, Yerba Buena Island

*Recorded by: Andrew Hope, Caltrans, District 4 (Oakland) *Date: April 1998 Continuation Update

B10. Significance [continued from Page 2]:

However, Quarters 10 does appear to be a significant example of mid-20th century residential architecture in the local context. The building exhibits the distinctive characteristics of the moderne and International styles, such as the flat roof, corner windows, and curved east end. The horizontal muntins of the casement windows reinforce the building's horizontal emphasis, as is typical of the moderne style, while the overhanging ends of the upper floor, supported by narrow pipe columns, display the structural daring of the International style. In addition, the wood siding and open eaves relate this building to the Bay Region style, a local expression of modernism in the mid-20th century. The clapboard siding may also have been an attempt to make this building more visually compatible with the older Quarters 1 through 7 nearby.

Navy records indicate that the house was constructed in 1948, and its presence on the site in 1958 is confirmed by aerial photographs of Yerba Buena Island taken in that year. While the house is not stylistically innovative for 1948, it is part of a design movement that remained vital in the Bay Area through the 1940s and into the 1950s. Quarters 10 is similar to a small house designed in 1936 by the prominent Bay Region style architect Gardner Dailey, which was published in 1940 in *The Modern House in America*. It also resembles a house in San Mateo County designed by San Francisco architect James Mitchell, which was published in the *Architect and Engineer* in 1941 and has a similar curved living area which takes advantage of a sloping site to provide dramatic views. (These two houses are shown on page 6.)

Quarters 10 retains a high degree of integrity, and appears to be eligible for National Register listing under Criterion C, at the local level significance. Building 267, the garage associated with Quarters 10, is contemporary with the house and is similar in design. It is therefore a contributing feature of the National Register property. As the entire military facility is owned by the Navy and there are no parcel boundaries for individual buildings, the boundary for this property would include the house and its immediate grounds, including adjacent lawn and garden areas, the garage and driveway, and the retaining wall along the north side of the property.

B12. References [continued from Page 2]:

Architect and Engineer, June 1941. (Entire issue devoted to Bay Area architects.)

Architectural Record, May 1949. "Is there a Bay Area Style?"

Ford, James, and Catherine Morrow Ford. *The Modern House in America*. New York: Architectural Book Publishing Co., 1940.

Historical Study of Yerba Buena Island, Treasure Island, and their Buildings. Prepared by the Mare Island Naval Shipyard Base Realignment and Closure (BRAC) Environmental Technical Division. March, 1996.

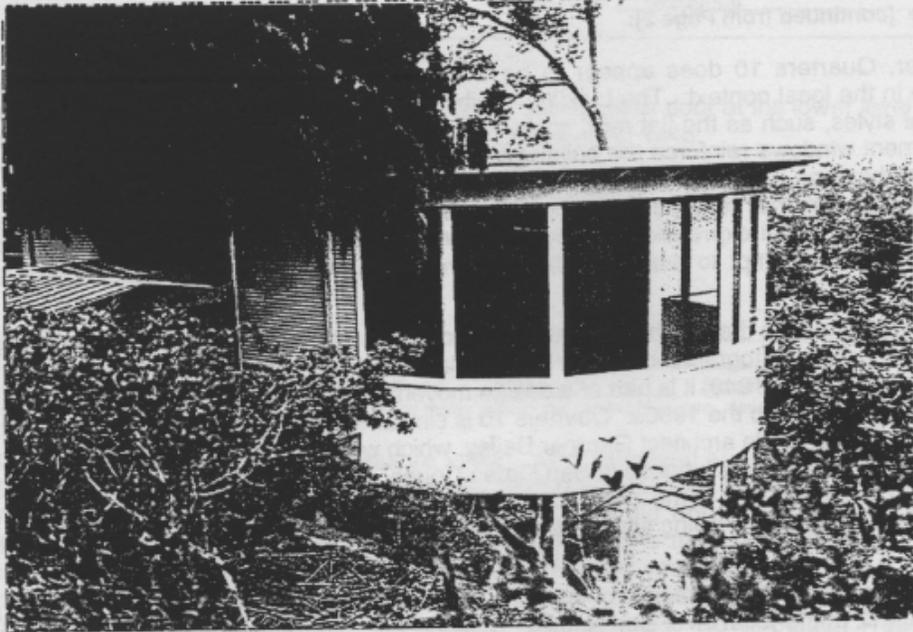
JRP Historical Consulting Services. *Cultural Resource Inventory and Evaluation Investigations: Yerba Buena Island and Treasure Island, Naval Station Treasure Island, San Francisco, California*. March, 1997.

Pacific Aerial Surveys, Oakland, California. Aerial photographs of Yerba Buena Island: 1947, 1958, 1963, and 1983.

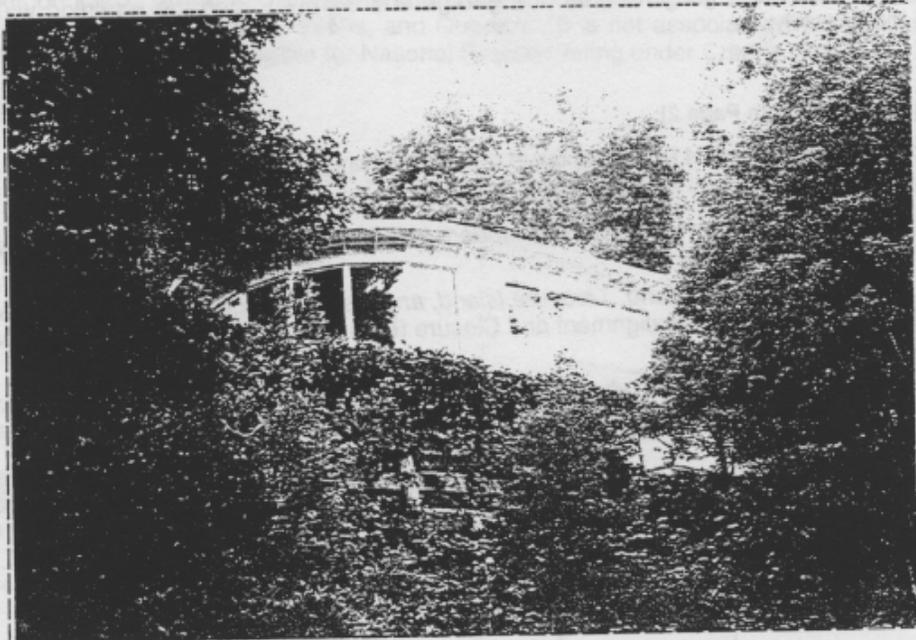
Page 4 of 7

*Resource Name or # (Assigned by recorder) Quarters 10, Yerba Buena Island

*Recorded by: Andrew Hope, Caltrans, District 4 (Oakland) *Date: April 1998 Continuation Update



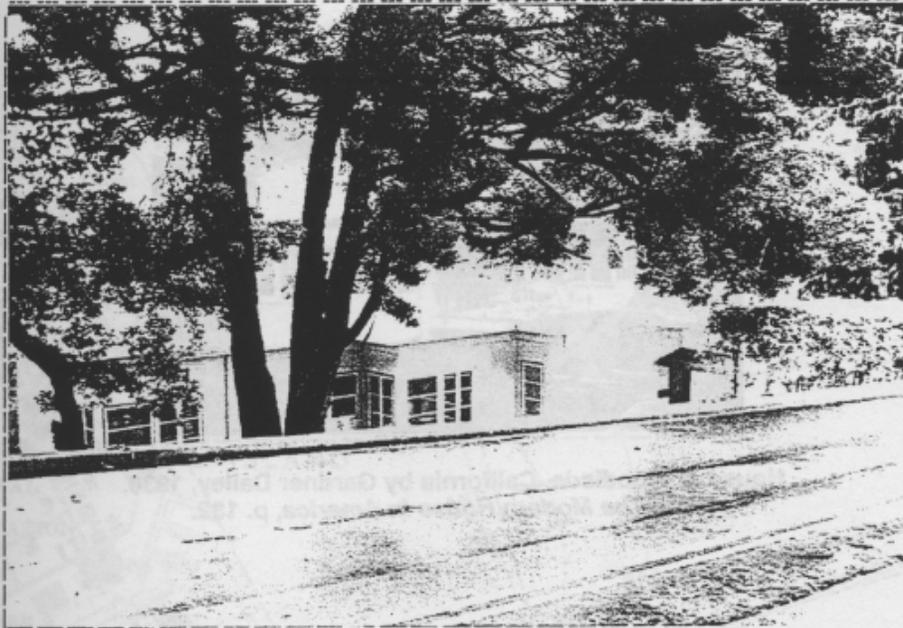
View northwest, at east end of house.
January 1998



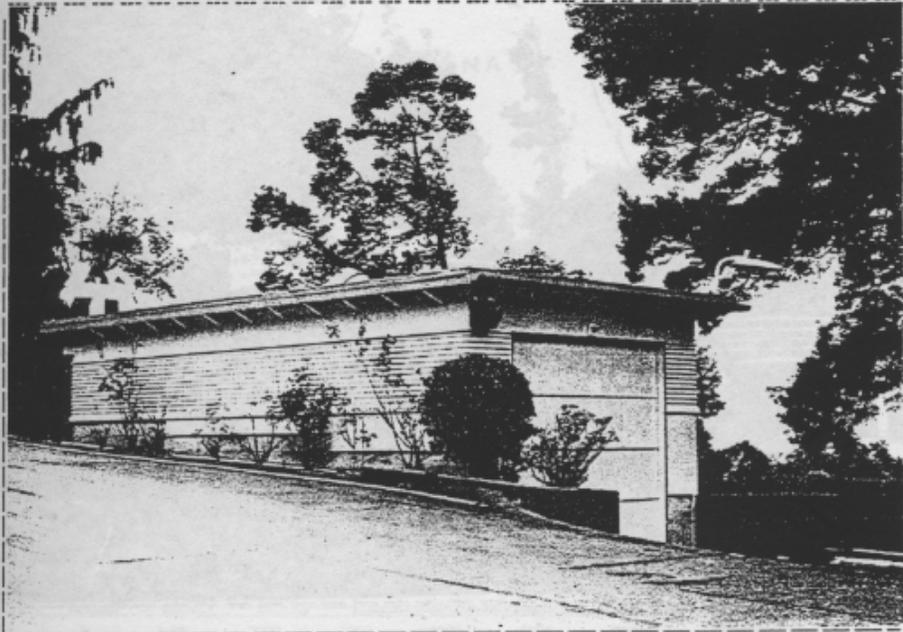
View southwest, at east end and north facade.
January 1998

Page 5 of 7 *Resource Name or # (Assigned by recorder) Quarters 10, Yerba Buena Island

*Recorded by: Andrew Hope, Caltrans, District 4 (Oakland) *Date: April 1998 Continuation Update



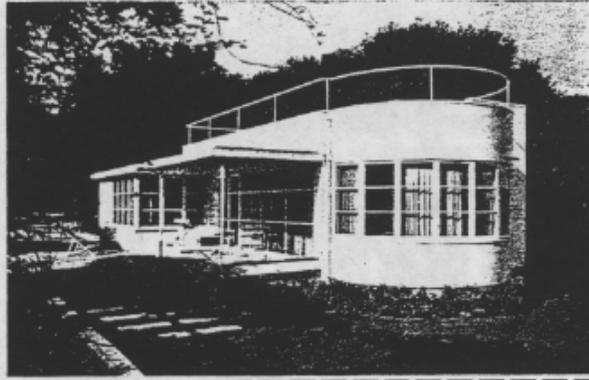
View northeast, at south facade.
January 1998



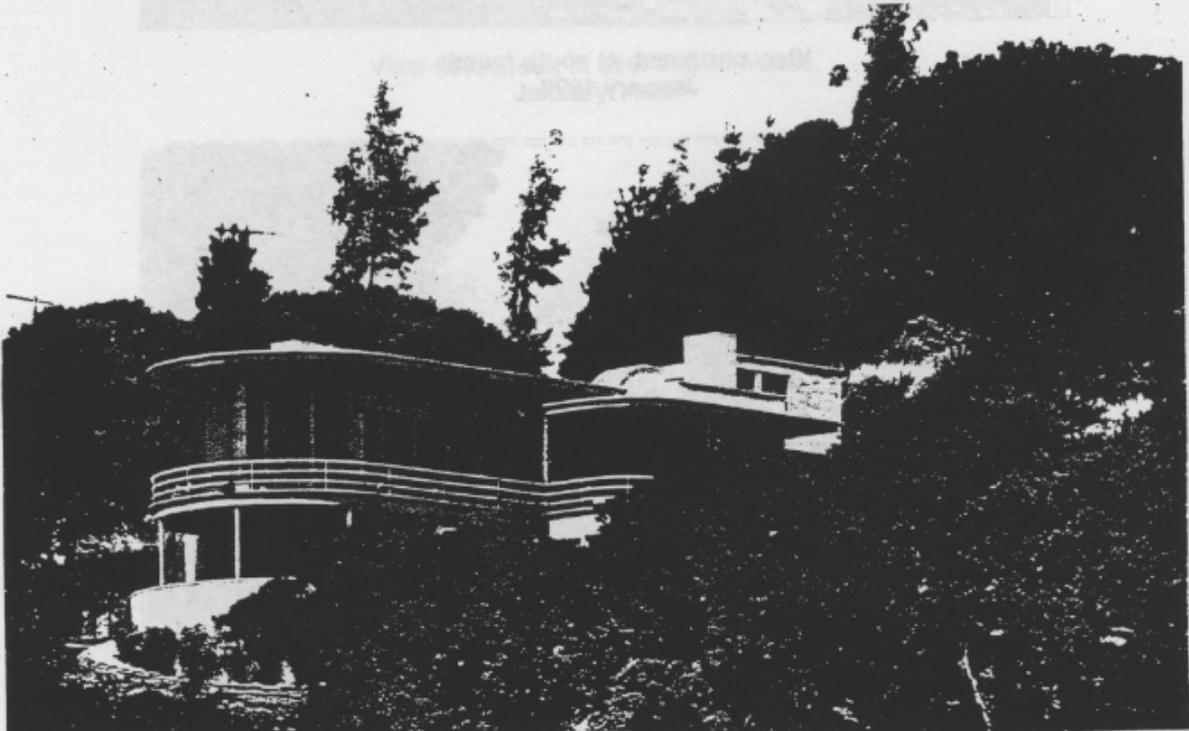
Garage, view northwest
January 1998

Page 6 of 7 *Resource Name or # (Assigned by recorder) Quarters 10, Yerba Buena Island

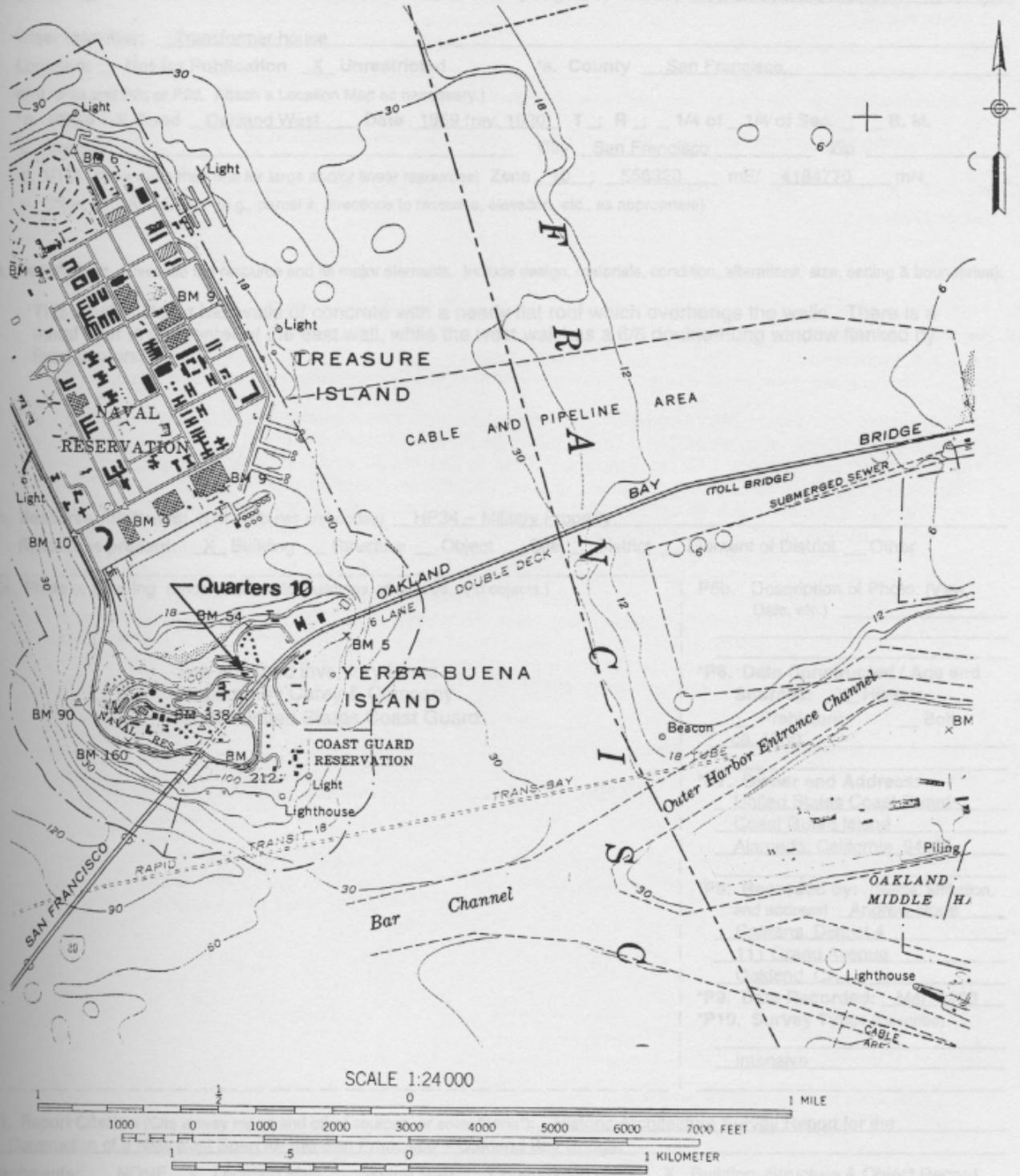
*Recorded by: Andrew Hope, Caltrans, District 4 (Oakland) *Date: April 1998 Continuation Update



House at Woodside, California by Gardner Dailey, 1936.
From *The Modern House in America*, p. 132.



House at Hillsborough, California by James Mitchell
From *Architect and Engineer*, June 1941, p. 43.



DISTRICT RECORD

Page 1 of 8

*NRPH Status Code _____

*Resource Name or # (Assigned by recorder) Senior Officers' Quarters Historic

District

- D1. Historic Name: Senior Officers' Quarters D2. Common Name: Senior Officers' Quarters
- D3. Detailed Description (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district):
The area of Yerba Buena Island where the Senior Officers' Quarters exist forms a small historic district, set apart by its location, its quality of housing, and its interrelated landscape elements. Seven Senior Officers' houses (Quarters 1-7), two garages (Buildings 83 and 205), and one residence over garage (Building 230) make up the buildings of the historic district. The area is located at the north edge of the island, toward the east end, set high on the hill with views looking north and east out to the bay. Three roads run at or near the boundaries of the district, (one of which runs in a "V" shape): Whiting Way, Northgate Road, and the second arm of Whiting Way that connects with Northgate further west and higher on the hill, altogether making a roughly triangular district. (See continuation sheet.)
- D4. Boundary Description (Describe limits of district and attach map showing boundary and district elements):
The boundary lines of the roughly triangular Senior Officers' Historic District are drawn by Northgate Road on the west side, the lower edge of the greensward on the east side, and a third line up the hill from the inner "V" of Whiting Way on the south side, to encompass the formal gardens between Quarts 1 and Building 230. Whiting Way runs approximately south to north, with Quarters 1 through 5 located on the west side. Northgate Road runs approximately east to west, with Quarters 6 and 7 located on the south side. The second arm of Whiting Way runs approximately northwest to southeast, with Buildings 205 and 83 on the northeast side, and Building 230 on the southwest side. The outside perimeter of the boundaries immediately surrounds the buildings at the west and south sides, and surrounds the lower edge of the greensward on the east side. The housing area is tied together at the center by a terraced park, along with one interior road running behind Quarters 2 through 7. The boundaries of the historic district are shown in the attached sketch map.
- D5. Boundary Justification:
Boundaries were determined to include the historic buildings of the area, and the landscape elements that tie them together. Each of the buildings is an important contributor to the district. Quarters 1 through 7, lining the east lawn area and north boundary, are the large and significant Officers' Quarters. Buildings 205, 83, and 230, which line the southwestern boundary behind the quarters, are the garages and family quarters. The southern boundary also runs through two landscaped terraced park areas. All of the buildings retain a high degree of integrity, with virtually no alterations since the historic period. The landscape that connects the buildings has also been retained in a design appropriate to the historic district.
- D6. Significance: Theme U.S. Naval Training Station Area Yerba Buena Island
Period of Significance - 1900-1947 Applicable Criteria A,C
(Discuss district's importance in terms of historical or context as defined by theme, period, and geographic scope. Also address integrity.)
The Senior Officers' Quarters Historic District at Yerba Buena Island appears to qualify for listing in the National Register of Historic Places under Criteria A and C, in the areas of military history and architecture. The boundaries of this historic district are shown in **Figure 1**. Contributing buildings include Quarters 1, 2, 3, 4, 5, 6, and 7, as well as three associated garages, Buildings 83, 205, and 230. The period of significance extends from 1900 to 1947; the former represents the oldest date of construction at the site, the latter an arbitrary 50 year cut-off, to account for the fact that the district does not appear to be exceptionally significant. The historic district is eligible at the local level of significance. (See continuation sheet.)
- D7. References:
Mare Island Naval Shipyard, BRAC Environmental Division, "Historical Study of Yerba Buena Island, Treasure Island, 1995.
- D8. Evaluator: Stephen D. Mikesell
Date of Evaluation: January 1997

DESCRIPTION (continued)

The main road that runs near the east boundary, separating the group of Quarters 1-4 and the greensward that sweeps down the hill in front of them, is Whiting Way. Quarters 5 faces out onto the juncture between Whiting Way and Northgate Road, where Quarters 6 and 7 continue along the outside curve of the district boundary, with views north to Treasure Island and the bay. Quarters 6 and 7, however, are accessible only from the rear inner road, known as Garden Way, behind the houses. The third road, a second arm of Whiting Way, runs alongside the southwestern boundary of the district, with garages (Buildings 205 and 83) on the east side, and the residence over garage (Building 230) on the west side.

Landscape elements that tie the district together are both formal and informal. The setting of the district on the hill places the buildings in an area that is bounded by steep hillsides at the south and west edges, and steep downward slopes at the north and east edges. Quarters 1 is located at the innermost point where the roads meet. It fronts the road directly and is immediately surrounded by boxed hedges. The front hedges are shown in **Photograph 1**, facing out onto a sweeping greensward. The front road continues north, while a walkway splits off just uphill from the road, leading up to Quarters 2 through 4, as shown in **Photograph 2**. Grass lawn is planted between the walkway and street, but ends at Quarters 5 where earth cover begins and Eucalyptus trees grow informally on the steep slope in front of the house, as shown in **Photograph 3**. Quarters 5 has its own individual walkway coming up from the street. Quarters 6 and 7 continue along the same slope of informal Eucalyptus trees but are accessible only from the inside road (Garden Way).

Whiting Way takes off of Northgate Road, leading south to Quarters 1, past Building 205 and 83 (the garages) on the left, and Building 230 (the residence over garage) on the right. Building 230 has its own semi-formal enclosed yard surrounding it. The two most formal community type gardens that tie the district together are the terraced gardens that exist at the outside boundary between Building 230 and Quarters 1, and at the interior park space, central to the district, behind the quarters on the north and east sides and behind the garages on the west side. The garden at the western boundary, shown in **Photograph 4**, is bounded by boxed hedges at the street, with a grass lawn, pathways and trees, and brick walls with terraced gardens cut back into the hillside. The garden at the center of the district, shown in **Photograph 5**, is bounded by random cut stone retaining walls at street level, with walls at terrace levels, and grass, trees, tables and benches.

SIGNIFICANCE (continued)

In 1898, the U.S. Navy built a Naval Training Station at Yerba Buena Island. At the time it was built, the Yerba Buena Naval Training Station was one of four such facilities in the United States and the only one on the West Coast.¹ The Training Station was a key facility for the Navy on the West Coast, ultimately too important to be housed on the limited usable land at Yerba Buena Island: the training facility would be moved to San Diego in 1923, representing a large step in the transfer of major Navy installations from northern California to San Diego.

¹ Mare Island Naval Shipyard, BRAC Environmental Division, "Historical Study of Yerba Buena Island, Treasure Island, 1995, p. 1-14. Hereafter cited as Mare Island 1995.

CONTINUATION SHEET

Page 3 of 8

*NRPH Status Code _____

*Resource Name or # (Assigned by recorder) Senior Officers' Quarters Historic District

The Training Station property used all of Yerba Buena Island to some extent but was centered on relatively flat lands at the East Cove. The functional core of the Training Station was bounded by East Point (a hill at the eastern end of the island, now hidden beneath the Bay Bridge) on the east; East Cove on the south (Army Point is now used by the Coast Guard); San Francisco Bay on the north (now the harbor between Yerba Buena and Treasure islands); and on the west by the central hillside of Yerba Buena (denoted today by the east portal to the Yerba Buena Tunnel). While some buildings existed on the hilltop and the west side of the island, the key facilities of the Station were in this small geographical area.

The key facility of the Station was a large barracks, capable of housing 500 men, with a very large drill hall. This building was completed in early 1900. It measured 300' x 600' and was located on the flat land at the east end of the island, adjacent to extant tennis courts, just east of and downhill from the officers' quarters (Buildings 1-7). This building would remain in place until it was demolished in 1960.

While the barracks were under construction, the Navy began building a series of Senior Officers' Quarters, just uphill from the barracks. The Commander's Quarters, Building 1, was completed in 1900; the seven other Senior Officers' Quarters (Buildings 2-8), were completed between 1901 and 1905. All eight of these buildings still exist and are in use. Buildings 1 through 7 are clustered in a neat neighborhood on the north side of the Bay Bridge. Quarters 8, on the south side of the Bay Bridge, is now isolated from the others; it is geographically more closely related to the Coast Guard housing complex than to the remainder of the 1901-1905 officers' quarters.

Although original plans have not been located, it is presumed that Quarters 1-7 were designed by the Bureau of Yards and Docks, the design and construction arm of the Navy. The buildings are quite similar in style to the Senior Officers' Quarters at the Mare Island Naval Shipyard; the quarters at Mare Island were under construction at about the same time as Quarters 1-7 at Yerba Buena Island. The Senior Officers' Quarters at Mare Island were designed by the Bureau of Yards and Docks, with no assistance from private architects. [Quarters 8, by contrast, was designed by the Reid Brothers, a well-known San Francisco architectural firm. Quarters 8 was part of the Marine camp at Yerba Buena Island. It and the Marine barracks were both privately-designed.]

The Training Station was active at the site between 1900 and 1923. Typically, between four and five hundred trainees were present at the station at any given time. Training included six months shore training, followed by six months at sea on training ships. As a busy facility, the only such basic training operation on the West Coast, the training station required a great deal of building activity. Dozens of buildings were constructed there between 1900 and 1923, the majority of which have since been demolished. Twenty-seven buildings remain from this period.

The small island was perennially overcrowded, causing the Navy to look elsewhere for a major West Coast Training Station. The preparedness build up prior to American entry into World War I so overtaxed the Yerba Buena facility -- 13,000 men were assigned there at one time -- that the Navy established a second California Training Station in San Diego, beginning in 1917. After the war, the Navy elected to expand the San Diego facility and close the training station at Yerba Buena Island. The last of the Training Station personnel were relocated to San Diego in 1923 and the Yerba Buena facility decommissioned. The island did remain a Navy facility, however, for a more limited "receiving ship" function: a "receiving ship" was a transient station for sailors awaiting assignment to duty on ships at sea. It appears that relatively few men were stationed at the facility in association with this function; those that were stationed there re-occupied the barracks and re-used the other buildings that had been built for the Training Station.²

² Mare Island, 1995, p. 1-39.

CONTINUATION SHEET

Page 4 of 8

*NRPH Status Code _____

*Resource Name or # (Assigned by recorder) Senior Officers' Quarters Historic District

Yerba Buena Island was also used as a Receiving Ship facility during World War II, giving the area a continued use for the old Training Station buildings. At the end of World War II, the entire Yerba Buena Island-Treasure Island Naval Station was severely downsized and given training functions, unrelated to any previous uses there. This functional re-orientation had the most profound impact on Yerba Buena Island, which was transformed into an Officers' housing compound to serve the training center of Treasure Island. As a result, virtually all non-residential buildings were either demolished or converted for residential uses.

The effect of this re-orientation was destruction of most traces of the once-busy Naval Training Station. There are 23 buildings and structures on Yerba Buena Island that were built between 1900 and 1923. Eight of these are included within this historic district (Quarters 1-7 and Building 83). The remaining 15 buildings and structures are scattered throughout the island, including two oil tanks, two water tanks, six heavily modified duplexes, a power house, a converted barracks building, and a small storage building. There is also an eighth Senior Officer's Quarters (Building 8), which is eligible for listing in the National Register individually but is too distant physically to be included within this historic district.

Of the scant remains from the Naval Training Station, only this historic district and Quarters 8 reflect their appearance at the time the Naval Station operated. (Quarters 8 is discussed separately.) The historic district is best representative of the architecture of the time because it retains integrity, not only of the individual buildings, but of the streetscape and the general ambiance of the housing compound.

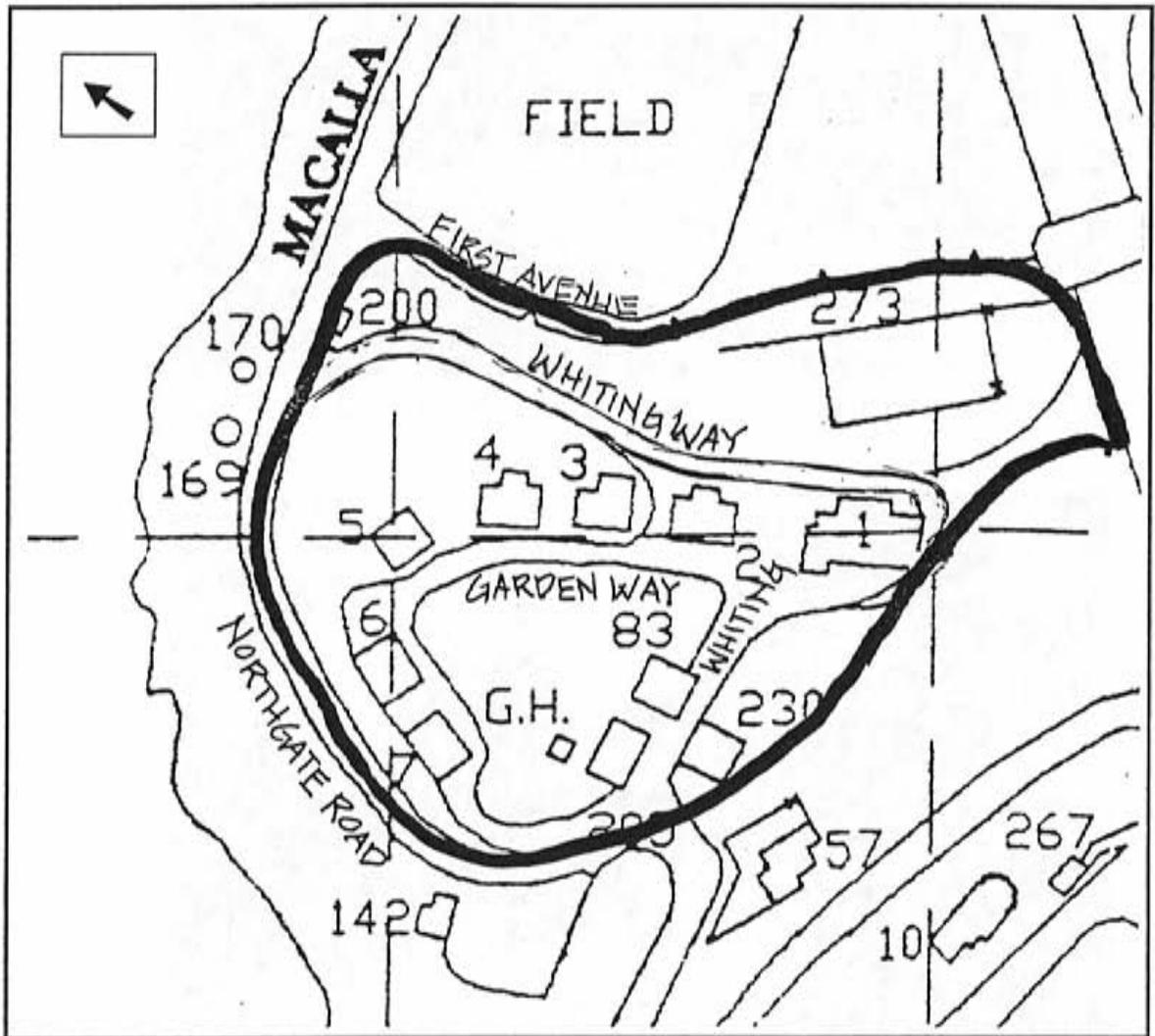


Figure 1. Senior Officers' Quarters Historic District, boundaries.

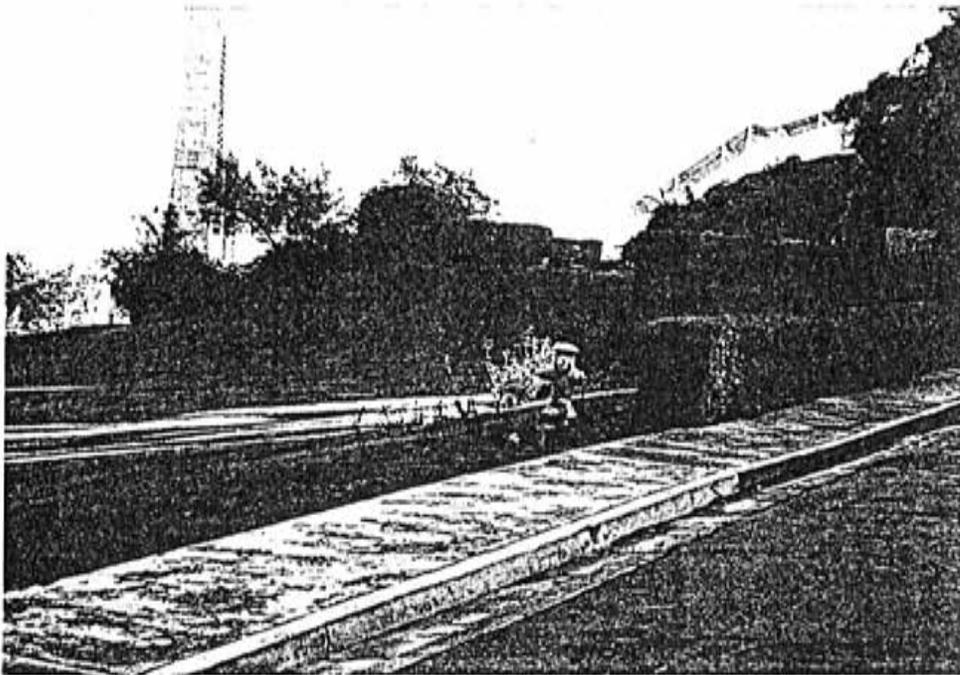


Photo 1. Boxed hedges at greensward in front of Quarters 1, camera facing south.

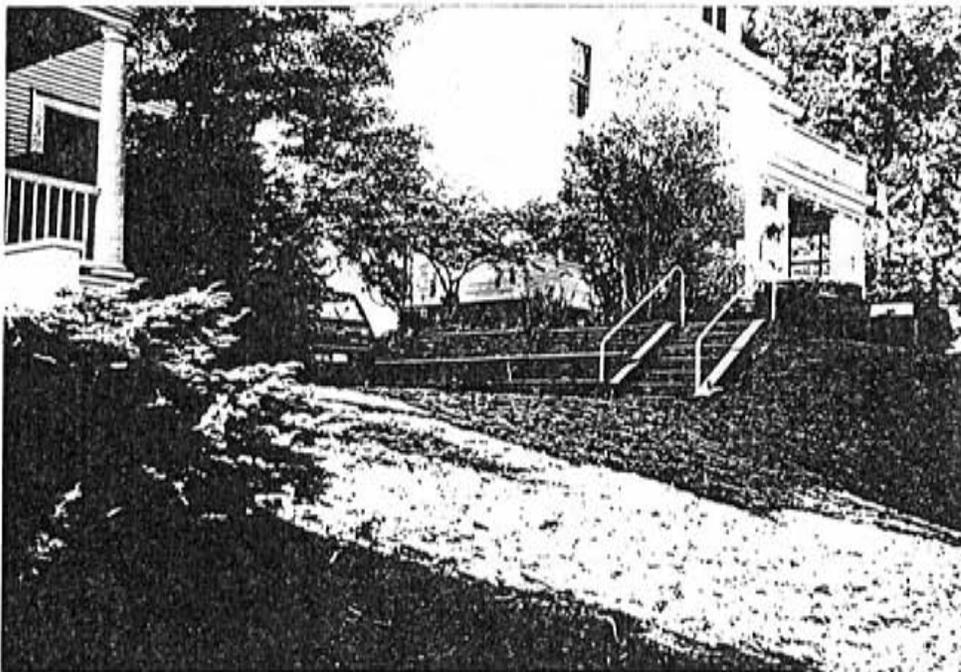


Photo 2. Walkway between Quarters 3 and 4, camera facing north.



Photo 3. Informal Eucalyptus trees on slope between Quarters 4 and 5.

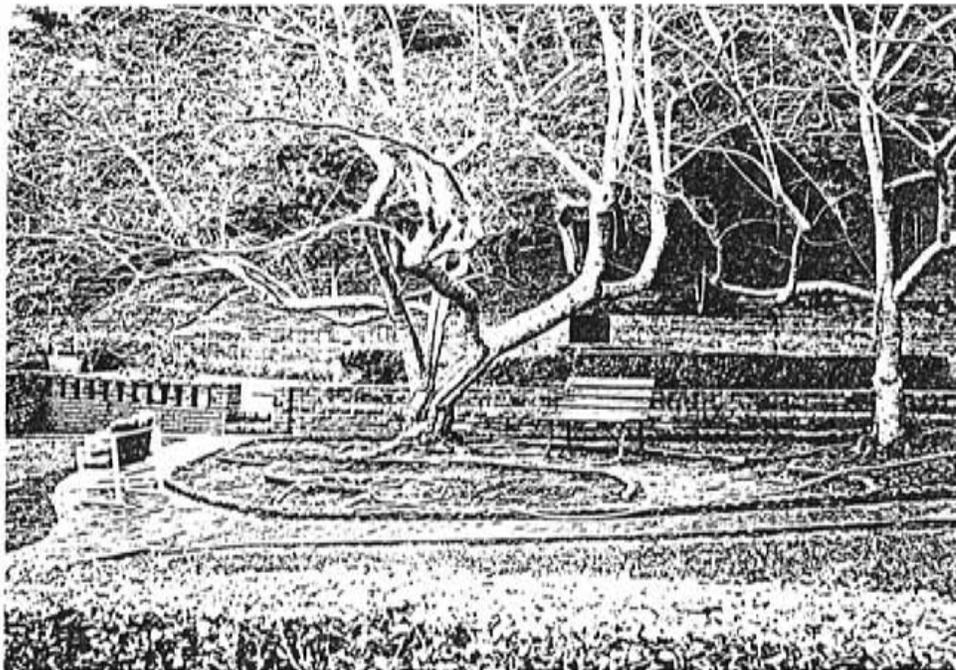


Photo 4. Terraced garden at western edge of boundary, between Quarters 1 and Building 230, camera facing west.

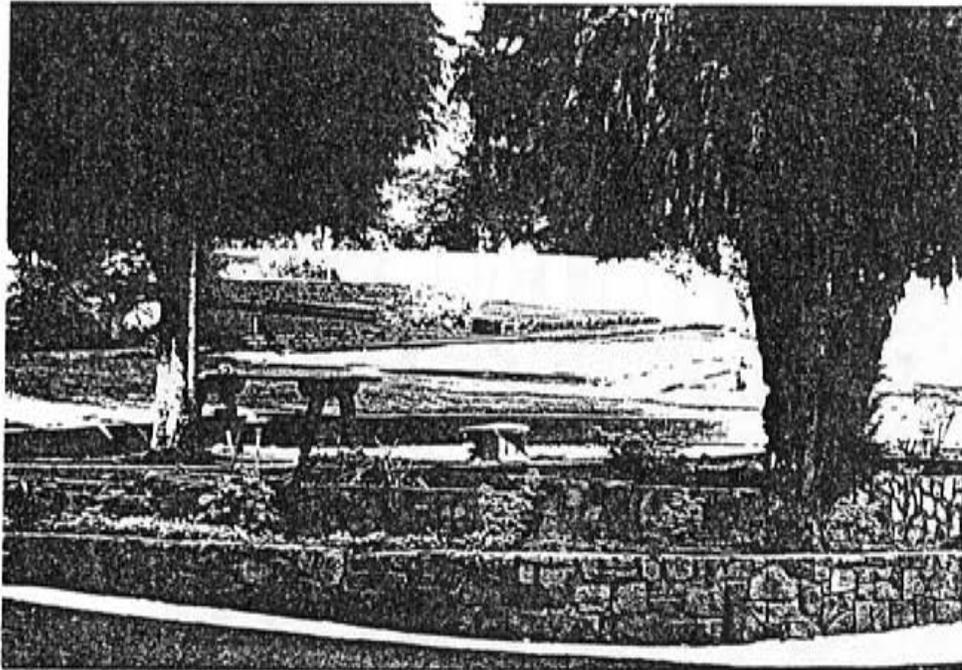


Photo 5. Central terraced garden behind Quarters 2-7, camera facing northeast.

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

*Resource Name or #: (Assigned by recorder) Quarters 1

P1. Other Identifier: "Nimitz Quarters" -- Flag Officer's Quarters

*P2. Location: Not for Publication Unrestricted *a. County San Francisco
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

*b. USGS 7.5' Quad Oakland West Date 1980 T____; R____; _____ ¼ of _____ ¼ of Sec _____; _____ B.M.

c. Address Naval Station, Treasure Island City San Francisco Zip 94592-5100

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____mE/ _____mN

*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

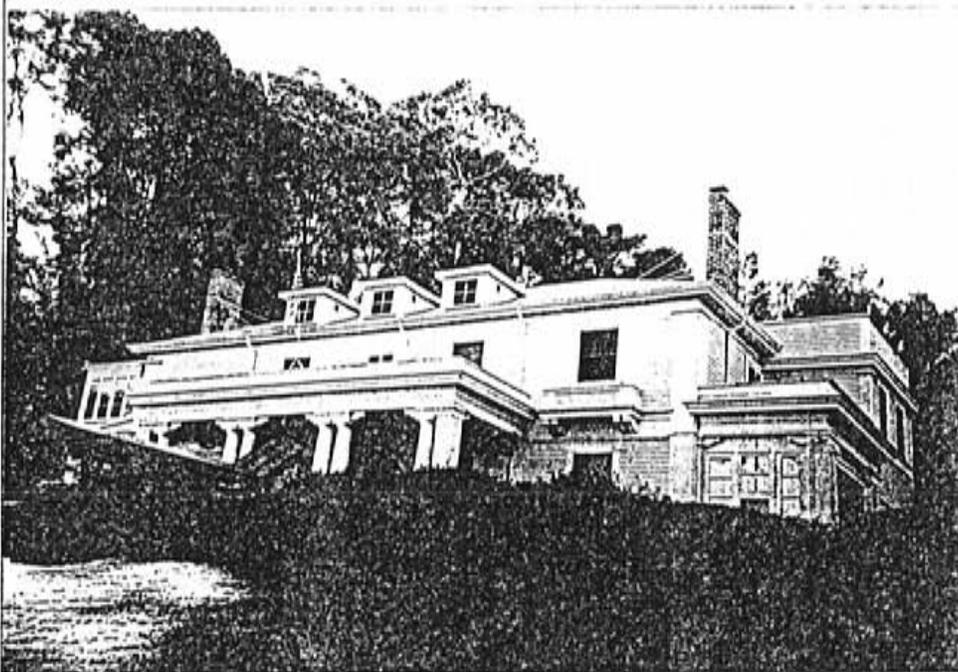
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Quarters 1, known as "Nimitz House" is the largest and most detailed of the Officers' Quarters, distinguishing it from the other quarters in the small surrounding district. It is also set apart by its location and surroundings, placed on the hillside at the southern edge of the district, facing east toward the bay. A greensward sweeps down the hill in front of the house, and formal gardens are built into the hillside behind the house. The house is prominent, with 5886 square feet, designed in the Classical Revival style. (See continuation sheet.)

*P3b. Resource Attributes: (See attributes and codes) HP34 Military Property; HP2 Single Family Property

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo:
(View, date, accession #)

East facade, camera facing southwest

*P6. Date Constructed / Age and

Sources: Historic

Prehistoric Both

1900

*P7. Owner and Address:

Naval Station

Treasure Island

San Francisco, CA 94130

*P8. Recorded by: (Name, affiliation, and address)

Janice Calpo

IRP Historical Consulting

1477 Drew Ave., Suite 105

Davis, CA 95616

*P9. Date Recorded: 12/23/96

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings *Attachments: Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Linear Resource Record Archaeological Record District Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

*NRPH Status Code _____

*Resource Name or # (Assigned by recorder) Quarters 1

- B1. Historic Name: Naval Station Commander's Quarters
- B2. Common Name: Quarters 1; "Nimitz Quarters" -- Flag Officer's Quarters
- B3. Original Use: Naval Station Commander's quarters B4. Present Use: Flag Officer's quarters
- *B5. Architectural Style: Classical Revival
- *B6. Construction History: (Construction date, alterations, and date of alternations.)
Built 1900. 1900-1945 -- Naval Station Commander's quarters. 1945-present -- Flag Officer's quarters. Notes: Heavily damaged by fire in 1934. The first two floors were rebuilt in 1935. The third floor was not repaired and was sealed off to prevent reuse.

B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:
Senior Officers' Quarters Historic District; greensward at front; terraced gardens at back.

B9a. Architect: Bureau of Yards and Docks B9b. Builder: Bureau of Yards and Docks

*B10. Significance: Theme Naval Training Station Area Yerba Buena Island, San Francisco
Period of Significance 1900-1947 Property Type Building Applicable Criteria A,C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Quarters 1 has been listed in the National Register of Historic Places under Criterion A for its association with the period in which Yerba Buena Island was established as one of only four Naval Training Stations in the United States, and as the only Naval Training Station on the West Coast. Quarters 1 is also listed in the National Register under Criterion C for its architecture, having integrity of design, workmanship, feeling and association. The building retains a high degree of integrity, even though fire damage repairs in 1934 made some modifications. Not only does the building qualify for listing individually, but also as an important contributor to the 10 buildings of the Senior Officers' Quarters Historic District. (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes): HP34 Military Property

*B12. References: Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings, prepared by Mare Island Naval Shipyard Base Realignment and Closure
(BRAC)

B13. Remarks:

*B14. Evaluator: Stephen D. Mikesell
*Date of Evaluation: January 1997

(This space reserved for official comments.)



*Required Information

DESCRIPTION (continued)

The two story wood frame house is built on a brick foundation and clad in weatherboard siding. Windows of the house are predominantly 1/1 double-hung wooden sash. Some 6/6 windows are found on the rear wing. Sidelights and a segmental arched transom are found at the front door entrance. Its form takes shape with a large central rectangular element, flanked at each side by smaller wings, and by additive elements at the rear. The main central element has a hipped ridged roof with three small hipped dormers at the front center. Each dormer has a four-pane pivotal window. Wings extend from the two sides of the building, with the front of each wing set back from the front of the main building, but flush with the rear walls of the main building. The wings have two stories, capped by parapeted gable-roofs inserted into the main hip-roof on the back sides. A solarium with multiple square lights fills each of the front corners between the main building element and each wing; a two story solarium on the southwest wing and a one story solarium on the northeast wing.

A full front porch lines the main element, with a perpendicular canopied walkway at the front, and walkways at each side of the porch. The railing is a simple low brick wall. A flat roof with molded cornice detailing covers the front. Pairs of fluted Doric columns with scrolled brackets support the cornice, with one squared paneled column is at each corner. Dentils and spheres are found in the detailing above the columns. The same types of columns in pilaster relief are found on the solariums and in other details of the building.

The rear of the building has some additional projecting elements. The left (north) end of the rear has the largest element with a hipped wing and shed extension off of that wing. A two story angled bay is at the center of the rear. At the right (south) end is a boxed bay projecting from the second story and supported by a square post with angled braces.

Alterations to the house have been minimal, all occurring before 1946 and therefore associated with the historic period. In 1934, the upper floor was damaged by fire, but rebuilt the same except for the central dormer, which was originally larger but rebuilt to match the other two dormers. Other minor alterations that occurred before 1946 include closing in of the ground floor porches on the wings and the addition of the solarium on the upper level of the southwest wing.

SIGNIFICANCE (continued)

Quarters 1 came to be known as "Nimitz House" for 5-star Admiral Chester Nimitz who was permitted to use the Quarters as his residence from the end World War II until he died. Admiral Nimitz did not, however, reside at the house during its period of significance; for that reason, the building does not qualify for the National Register for its association with Admiral Nimitz.

Quarters 1 was built in 1900, as part of the initial wave of building construction that established the Naval Training Station as an active base between 1900 and 1923. The second wave of construction came between 1914 and 1918 in a preparedness effort for American entry into World War I. At its peak in 1917, 13,000 men were assigned to the island. Dozens of buildings were constructed during this period, the majority of which have since been demolished as building requirements have changed with changing uses of the island since World War I. Twenty-three buildings currently remain from the period of the island as a Naval Training Station, making the 10 buildings of this district a more rare representation. Eight unmodified Senior Officers' Quarters remain on the island -- including Quarters 8 that exists outside the district -- and are especially important to the history of Yerba Buena Island because they represent all of the major unmodified buildings on the island dating to its use as a Naval Training Station. Quarters 1-7 are notable because they retain not only their individual integrity but their integrity as a group as well.

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code _____

Other Listings _____

Review Code _____ Reviewer _____ Date _____

Page 1 of 3

*Resource Name or #: (Assigned by recorder) Quarters 2

P1. Other Identifier: Senior Officers' Quarters

*P2. Location: Not for Publication Unrestricted *a. County San Francisco
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

*b. USGS 7.5' Quad Oakland West Date 1980 T____; R____; _____ ¼ of _____ ¼ of Sec _____; _____ B.M.

c. Address Naval Station, Treasure Island City San Francisco Zip 94592-5100

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Quarters 2 is a residence that was built in 1900 as Officers' Quarters. It is built upon a brick foundation, set high on the hill among a small district of Officers' Quarters. Quarters 2 faces east, across a small park area and out toward the east bay. The general form of the building is that of the two story American four-square, with embellishments to distinguish it as Officers' Quarters and to correlate it with the neighboring quarters. A ridged hipped roof with boxed eaves tops the rectangular building. (See continuation sheet.)

*P3b. Resource Attributes: (See attributes and codes) HP34 Military Property; HP2 Single Family Property

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo:

(View, date, accession #) _____

East facade, camera facing

northwest

*P6. Date Constructed / Age and

Sources: Historic

Prehistoric Both

1900

*P7. Owner and Address:

Naval Station

Treasure Island

San Francisco, CA 94130

*P8. Recorded by: (Name, affiliation,
and address)

Janice Calpo

JRP Historical Consulting

1477 Drew Ave., Suite 105

Davis, CA 95616

*P9. Date Recorded: 12/23/96

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Study of Yerba Buena Island,
Treasure Island, and Their Buildings

*Attachments: Location Map Sketch Map Continuation Sheet
 Building, Structure, and Object Record Linear Resource Record Archaeological Record District Record Milling
Station Record Rock Art Record Artifact Record Photograph Record Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

*NRPH Status Code _____

*Resource Name or # (Assigned by recorder) Quarters 2

- B1. Historic Name: Senior Officers' Quarters
- B2. Common Name: Quarters 2, Senior Officers' Quarters
- B3. Original Use: Senior Officers' quarters B4. Present Use: Senior Officers' quarters
- *B5. Architectural Style: Classical Revival
- *B6. Construction History: (Construction date, alterations, and date of alternations.)
Built 1900.

- B7. Moved? No Yes Unknown Date: _____ Original Location: _____
- *B8. Related Features:
Senior Officers' Quarters Historic District

- B9a. Architect: Bureau of Yards and Docks B9b. Builder: Bureau of Yards and Docks
- *B10. Significance: Theme Naval Training Station Area Yerba Buena Island, San Francisco
Period of Significance 1900-1947 Property Type Building Applicable Criteria A, C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Quarters 2, as a contributing element of the Senior Officers' Quarters Historic District, appears to qualify for listing in the National Register of Historic Places at the local level of significance. The district is significant for its association with the period in which Yerba Buena Island was established as one of only four Naval Training Stations in the United States, and as the only Naval Training Station on the West Coast, thereby meeting National Register Criterion A. The building also appears to qualify for listing under Criterion C, for its architecture, having integrity of design, workmanship, feeling and association. The building retains a high degree of individual integrity as well as integrity as part of the historic district. (See continuation sheet.)

- B11. Additional Resource Attributes: (List attributes and codes): HP34 Military Property

- *B12. References: Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings, prepared by Mare Island Naval Shipyard Base Realignment and Closure
(BRAC)

B13. Remarks:

- *B14. Evaluator: Stephen D. Mikesell
- *Date of Evaluation: January 1997

(This space reserved for official comments.)



*Required Information

DESCRIPTION (continued)

A large gable dormer dominates the front of the house, rising to a ridge height above the main roof. A smaller truncated gable dormer exists at the back of the house. Additional small shed dormers exist on the front. The generally rectangular shape of the house is interrupted at the front where at second story level, the wall and the dormer above it protrude forward. Double doors open from that section out onto a balcony which is created by the cover of the main entry porch below. A balustrade of simple posts and flat railing surrounds the balcony. The lower porch is enhanced with slightly more detailing, having a molded porch railing, a molded cornice with a plain frieze, and squared columns. Concrete steps with a solid brick railing lead up to the front porch.

Narrow two-part lapped siding sheathes the house. Windows are predominantly double hung sash, with most windows having a leaded glass design in the upper sash. The glass design is in the form of narrow vertical panels, with diamond shapes at the top and bottom. Other windows include sidelights at the front door, an Italianate bay window with brackets at the rear, a casement window with fanlight at the rear, and windows in the dormers. Additional detailing can be found in the upper story soffit, with a block pattern where every other block contains a series of small spheres. Pilasters are found on the main front dormer, in a simple rectangular relief with the same sphere pattern at the top representing capitals.

A large, two-story fireplace lines each of the two side walls of the house. One appears to be sunken into the wall and the other stands beside the wall. A pattern of sunken bricks with crenellations at the top is found just below the neck of the fireplace.

SIGNIFICANCE (continued)

Quarters 2 was built in 1900, as part of the initial wave of building construction that established the Naval Training Station as an active base between 1900 and 1923. The second wave of construction came between 1914 and 1918 in a preparedness effort for American entry into World War I. At its peak in 1917, 13,000 men were assigned to the island. Dozens of buildings were constructed during this period, the majority of which have since been demolished with changing military requirements since World War I. Twenty-three buildings currently remain from the period of the island as a Naval Training Station, making the 10 buildings of this district a more rare representation. Eight unmodified Senior Officers' Quarters remain-- including Quarters 8 that exists outside the district -- and are especially important to the history of Yerba Buena Island because they represent all of the major unmodified buildings on the island dating to its use as a Naval Training Station. Quarters 1-7 are notable because they retain not only their individual integrity but also their integrity as a group.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

*Resource Name or #: (Assigned by recorder) Quarters 3

P1. Other Identifier: Officers' Quarters

*P2. Location: Not for Publication Unrestricted *a. County San Francisco
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

*b. USGS 7.5' Quad Oakland West Date 1980 T___; R___: ___ ¼ of ___ ¼ of Sec ___; ___ B.M.

c. Address Naval Station, Treasure Island City San Francisco Zip 94592-5100

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____mE/ _____mN

*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Quarters 3 is a residence that was built in 1901 as Officers' Quarters. It is built upon a brick foundation, set high on the hill among a small district of Officers' Quarters. Quarters 3 faces east, across a small park area and out toward the east bay. The general form of the building is that of the two story American four-square, with embellishments to distinguish it as Officers' Quarters and to correlate it with the neighboring quarters. (See continuation sheet.)

*P3b. Resource Attributes: (See attributes and codes) HP34 Military Property: HP2 Single Family Property

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo:
(View, date, accession #) _____

East facade, camera facing
northwest.

*P6. Date Constructed / Age and Sources: Historic
 Prehistoric Both
1901

*P7. Owner and Address:
Naval Station
Treasure Island
San Francisco, CA 94130

*P8. Recorded by: (Name, affiliation, and address)
Janice Calpo

JRP Historical Consulting
1477 Drew Ave., Suite 105
Davis, CA 95616

*P9. Date Recorded: 12/23/96

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings

*Attachments: Location Map Sketch Map Continuation Sheet
 Building, Structure, and Object Record Linear Resource Record Archaeological Record District Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

*NRPH Status Code _____

*Resource Name or # (Assigned by recorder) Quarters 3

- B1. Historic Name: Officers' Quarters
- B2. Common Name: Quarters 3, Officers' Quarters
- B3. Original Use: Officers' quarters B4. Present Use: Officers' quarters
- *B5. Architectural Style: Classical Revival
- *B6. Construction History: (Construction date, alterations, and date of alternations.)
Built 1901.

B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:
Senior Officers' Quarters Historic District

B9a. Architect: Bureau of Yards and Docks B9b. Builder: Bureau of Yards and Docks

*B10. Significance: Theme Naval Training Station Area Yerba Buena Island, San Francisco
Period of Significance 1901-1947 Property Type Building Applicable Criteria A,C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Quarters 3, as a contributing element of the Senior Officers' Quarters Historic District, appears to qualify for listing in the National Register of Historic Places at the local level of significance. The district is significant for its association with the period in which Yerba Buena Island was established as one of only four Naval Training Stations in the United States, and as the only Naval Training Station on the West Coast, thereby meeting National Register Criterion A. The building also appears to qualify for listing under Criterion C, for its architecture, having integrity of design, workmanship, feeling and association. The building retains a high degree of individual integrity as well as integrity as part of the historic district. (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes): HP34 Military Property

*B12. References: Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings, prepared by Mare Island Naval Shipyard Base Realignment and Closure (BRAC)

B13. Remarks:

*B14. Evaluator: Stephen D. Mikesell
*Date of Evaluation: January 1997

(This space reserved for official comments.)



*Required Information

DESCRIPTION (continued)

A ridged hipped roof with boxed eaves tops the rectangular building. There are two large dormers aligned at the center in front and back. A shed dormer, capped by a small gable, is at the front and a truncated gable dormer is at the back. Additional small shed dormers exist on the front. The generally rectangular shape of the house is interrupted at the front where at second story level, the wall and the dormer above it protrude forward. Double doors open from that section out onto a balcony which is created by cover of the main entry porch below. A balustrade of simple posts and flat railing surrounds the balcony. The lower porch is enhanced with slightly more detailing, having a molded porch railing, a molded cornice with a plain frieze, and simple columns in the Tuscan order. Concrete steps with a solid railing lead up to the front porch.

Narrow two-part lapped siding sheathes the house. Windows are predominantly double hung sash, with most windows having a leaded glass design in the upper sash. The glass design is in the form of narrow vertical panels, with diamond shapes at the top and bottom. Other windows include sidelights at the front door, an arched bay window with brackets at the rear, a casement window with fanlight at the rear, and windows in the dormers. Additional detailing can be found in the upper story soffit, with a block pattern where every other block contains a series of small spheres. Pilasters are found on the main front dormer, in a simple rectangular relief with the same sphere pattern at the top representing capitals.

A large, two-story fireplace lines each of the two side walls of the house. One appears to be sunken into the wall and the other stands beside the wall. A pattern of sunken bricks with crenellations at the top is found just below the neck of the fireplace.

SIGNIFICANCE (continued)

Quarters 3 was built in 1901, as part of the initial wave of building construction that established the Naval Training Station as an active base between 1900 and 1923. The second wave of construction came between 1914 and 1918 in a preparedness effort for American entry into World War I. At its peak in 1917, 13,000 men were assigned to the island. Dozens of buildings were constructed during this period, the majority of which have since been demolished with changing military requirements since World War I. Twenty-three buildings currently remain from the period of the island as a Naval Training Station, making the 10 buildings of this district a more rare representation. Eight unmodified Senior Officers' Quarters remain-- including Quarters 8 that exists outside the district -- and are especially important to the history of Yerba Buena Island because they represent all of the major unmodified buildings on the island dating to its use as a Naval Training Station. Quarters 1-7 are notable because they retain not only their individual integrity but also their integrity as a group.

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code _____

Other Listings _____

Review Code _____ Reviewer _____ Date _____

Page 1 of 3

*Resource Name or #: (Assigned by recorder) Quarters 4

P1. Other Identifier: Officers' Quarters

*P2. Location: Not for Publication Unrestricted *a. County San Francisco
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

*b. USGS 7.5' Quad Oakland West Date 1980 T: _____; R: _____; _____ ¼ of _____ ¼ of Sec _____; _____ B.M.

c. Address Naval Station, Treasure Island City San Francisco Zip 94592-5100

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

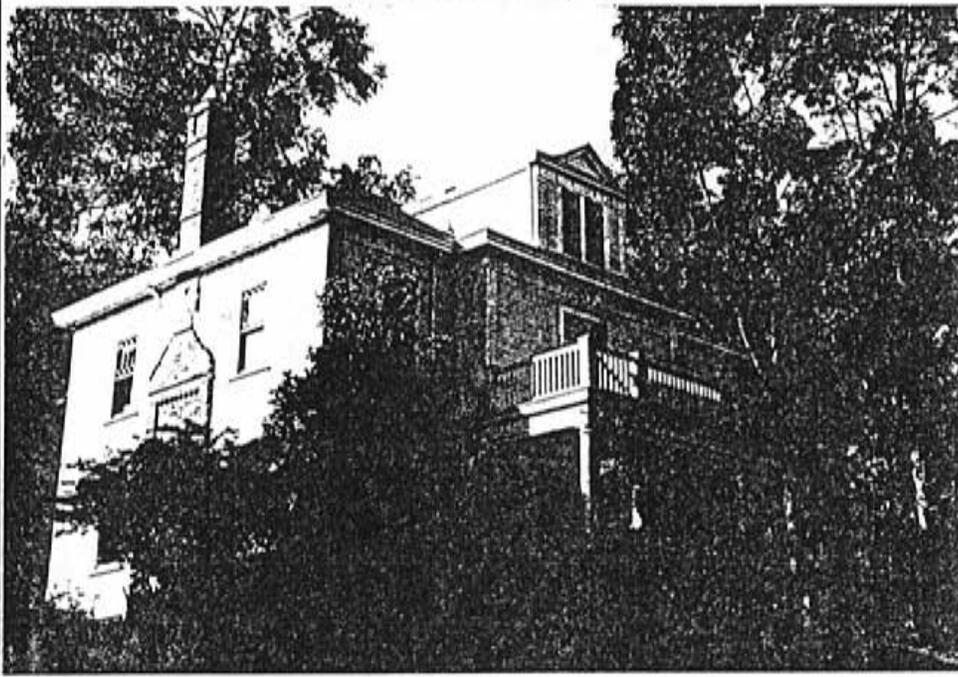
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Quarters 4 is a residence that was built in 1901 as Officers' Quarters. It is built upon a brick foundation, set high on the hill among a small district of Officers' Quarters. Quarters 4 faces east, looking out toward the east bay. A slope of Eucalyptus trees and other non-landscaped plants exists directly in front of the house. The general form of the building is that of the two story American four-square, with embellishments to distinguish it as Officers' Quarters and to correlate it with the neighboring quarters. (See continuation sheet.)

*P3b. Resource Attributes: (See attributes and codes) HP34 Military Property; HP2 Single Family Property

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo:

(View, date, accession #) _____

East facade, camera facing
northwest.

*P6. Date Constructed / Age and Sources: Historic
 Prehistoric Both
1901

*P7. Owner and Address:

Naval Station

Treasure Island

San Francisco, CA 94130

*P8. Recorded by: (Name, affiliation, and address)

Janice Calpo

JRP Historical Consulting

1477 Drew Ave., Suite 105

Davis, CA 95616

*P9. Date Recorded: 12/23/96

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings *Attachments: Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Linear Resource Record Archaeological Record District Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

*NRPH Status Code _____

*Resource Name or # (Assigned by recorder) Quarters 4

- B1. Historic Name: Officers' Quarters
B2. Common Name: Quarters 4, Officers' Quarters
B3. Original Use: Officers' quarters B4. Present Use: Officers' quarters
*B5. Architectural Style: Classical Revival
*B6. Construction History: (Construction date, alterations, and date of alternations.)
Built 1901.

B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:
Senior Officers' Quarters Historic District

B9a. Architect: Bureau of Yards and Docks B9b. Builder: Bureau of Yards and Docks

*B10. Significance: Theme Naval Training Station Area Yerba Buena Island, San Francisco

Period of Significance 1901-1947 Property Type Building Applicable Criteria A,C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Quarters 4, as a contributing element of the Senior Officers' Quarters Historic District, appears to qualify for listing in the National Register of Historic Places at the local level of significance. The district is significant for its association with the period in which Yerba Buena Island was established as one of only four Naval Training Stations in the United States, and as the only Naval Training Station on the West Coast, thereby meeting National Register Criterion A. The building also appears to qualify for listing under Criterion C, for its architecture, having integrity of design, workmanship, feeling and association. The building retains a high degree of individual integrity as well as integrity as part of the historic district. (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes): HP34 Military Property

*B12. References: Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings, prepared by Mare Island Naval Shipyard Base Realignment and Closure (BRAC)

B13. Remarks:

*B14. Evaluator: Stephen D. Mikesell
*Date of Evaluation: January 1997

(This space reserved for official comments.)



*Required Information

DESCRIPTION

A ridged hipped roof with boxed eaves tops the rectangular building. There are two large dormers aligned at the center in front and back. A shed dormer, capped by a small gable, is at the front and a truncated gable dormer is at the back. Additional small shed dormers exist on the front. The generally rectangular shape of the house is interrupted at the front where at second story level, the wall and the dormer above it protrude forward. Double doors open from that section out onto a balcony which is created by the cover of the main entry porch below. A balustrade of simple posts and flat railing surrounds the balcony. The lower porch is enhanced with slightly more detailing, having a molded porch railing, a molded cornice with a plain frieze, and simple columns in the Tuscan order. Concrete steps with a solid railing lead up to the front porch.

Narrow two-part lapped siding sheathes the house. Windows are predominantly double hung sash, with most windows having a leaded glass design in the upper sash. The glass design is in the form of narrow vertical panels, with diamond shapes at the top and bottom. Other windows include sidelights at the front door, an angled bay window with brackets at the rear, a casement window with fanlight at the rear, and windows in the dormers. Additional detailing can be found in the upper story soffit, with a block pattern where every other block contains a series of small spheres. Pilasters are found on the main front dormer, in a simple rectangular relief with the same sphere pattern at the top representing capitals.

A large, two-story fireplace lines each of the two side walls of the house. One appears to be sunken into the wall and the other stands beside the wall. A pattern of sunken bricks with crenellations at the top is found just below the neck of the fireplace.

SIGNIFICANCE (continued)

Quarters 4 was built in 1901, as part of the initial wave of building construction that established the Naval Training Station as an active base between 1900 and 1923. The second wave of construction came between 1914 and 1918 in a preparedness effort for American entry into World War I. At its peak in 1917, 13,000 men were assigned to the island. Dozens of buildings were constructed during this period, the majority of which have since been demolished with changing military requirements since World War I. Twenty-three buildings currently remain from the period of the island as a Naval Training Station, making the 10 buildings of this district a more rare representation. Eight unmodified Senior Officers' Quarters remain-- including Quarters 8 that exists outside the district -- and are especially important to the history of Yerba Buena Island because they represent all of the major unmodified buildings on the island dating to its use as a Naval Training Station. Quarters 1-7 are notable because they retain not only their individual integrity but also their integrity as a group.

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code _____

Other Listings _____

Review Code _____ Reviewer _____ Date _____

Page 1 of 3

*Resource Name or #: (Assigned by recorder) Quarters 5

P1. Other Identifier: Officers' Quarters

*P2. Location: Not for Publication Unrestricted *a. County San Francisco
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

*b. USGS 7.5' Quad Oakland West Date 1980 T____; R____: ____ $\frac{1}{4}$ of ____ $\frac{1}{4}$ of Sec ____; ____ B.M.

c. Address Naval Station, Treasure Island City San Francisco Zip 94592-5100

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____mE/ _____mN

*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Quarters 5 is a residence that was built in 1901 as Officers' Quarters. It is built upon a brick foundation, set high on the hill among a small district of Officers' Quarters. Quarters 5 faces northeast, and looks out toward the east bay. A very steep slope with Eucalyptus trees exists between the house and the road, with a concrete stairway leading up to the house. (See continuation sheet.)

*P3b. Resource Attributes: (See attributes and codes) HP34 Military Property; HP2 Single Family Property

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo:

(View, date, accession #) _____

Northeast facade, camera facing southwest

*P6. Date Constructed / Age and Sources: Historic

Prehistoric Both

1901

*P7. Owner and Address:

Naval Station

Treasure Island

San Francisco, CA 94130

*P8. Recorded by: (Name, affiliation, and address)

Janice Calpo

JRP Historical Consulting

1477 Drew Ave., Suite 105

Davis, CA 95616

*P9. Date Recorded: 12/23/96

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings *Attachments: Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Linear Resource Record Archaeological Record District Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

*NRPH Status Code _____

*Resource Name or # (Assigned by recorder) Quarters 5

- B1. Historic Name: Officers' Quarters
- B2. Common Name: Quarters 5, Officers' Quarters
- B3. Original Use: Officers' quarters B4. Present Use: Officers' quarters
- *B5. Architectural Style: Classical Revival
- *B6. Construction History: (Construction date, alterations, and date of alternations.)
Built 1901.

B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:
Senior Officers' Quarters Historic District

B9a. Architect: Bureau of Yards and Docks B9b. Builder: Bureau of Yards and Docks

*B10. Significance: Theme Naval Training Station Area Yerba Buena Island, San Francisco

Period of Significance 1901-1947 Property Type Building Applicable Criteria A,C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Quarters 5, as a contributing element of the Senior Officers' Quarters Historic District, appears to qualify for listing in the National Register of Historic Places at the local level of significance. The district is significant for its association with the period in which Yerba Buena Island was established as one of only four Naval Training Stations in the United States, and as the only Naval Training Station on the West Coast, thereby meeting National Register Criterion A. The building also appears to qualify for listing under Criterion C, for its architecture, having integrity of design, workmanship, feeling and association. The building retains a high degree of individual integrity as well as integrity as part of the historic district. (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes): HP34 Military Property

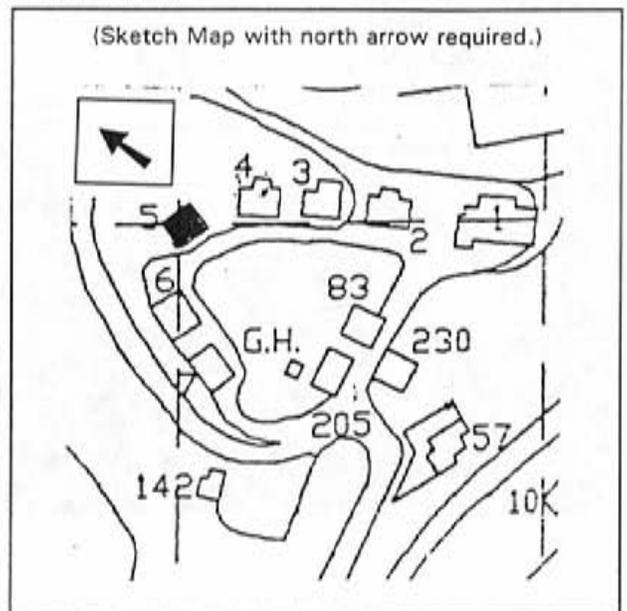
*B12. References: Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings, prepared by Mare Island Naval Shipyard Base Realignment and Closure (BRAC)

B13. Remarks:

*B14. Evaluator: Stephen D. Mikesell

*Date of Evaluation: January 1997

(This space reserved for official comments.)



*Required Information

DESCRIPTION (continued)

The general form of the building is that of the two story American four-square, with embellishments to distinguish it as Officers' Quarters and to correlate it with the neighboring quarters. A ridged hipped roof with boxed eaves tops the rectangular building. There are two large dormers aligned at the center in front and back. A shed dormer, capped by a small gable, is at the front and a truncated gable dormer is at the back. Additional small shed dormers exist on the front. The generally rectangular shape of the house is interrupted at the front where at second story level, the wall and the dormer above it protrude forward. Double doors open from that section out onto a balcony which is created by the main entry porch below. A balustrade of simple posts and flat railing surrounds the balcony. The lower porch is enhanced with slightly more detailing, having a molded porch railing, a molded cornice with a plain frieze, and simple columns in the Tuscan order. Concrete steps with a solid railing lead up to the front porch.

Narrow two-part lapped siding sheathes the house. Windows are predominantly double hung sash, with most windows having a leaded glass design in the upper sash. The glass design is in the form of narrow vertical panels, with diamond shapes at the top and bottom. Other windows include sidelights at the front door, an angled bay window with brackets at the rear, a casement window with fanlight at the rear, and windows in the dormers. Additional detailing can be found in the upper story soffit, with a block pattern where every other block contains a series of small spheres. Pilasters are found on the main front dormer, in a simple rectangular relief with the same sphere pattern at the top representing capitals.

A large, two-story fireplace lines each of the two side walls of the house. One appears to be sunken into the wall and the other stands beside the wall. A pattern of sunken bricks with crenellations at the top is found just below the neck of the fireplace.

SIGNIFICANCE (continued)

Quarters 5 was built in 1901, as part of the initial wave of building construction that established the Naval Training Station as an active base between 1900 and 1923. The second wave of construction came between 1914 and 1918 in a preparedness effort for American entry into World War I. At its peak in 1917, 13,000 men were assigned to the island. Dozens of buildings were constructed during this period, the majority of which have since been demolished with changing military requirements since World War I. Twenty-three buildings currently remain from the period of the island as a Naval Training Station, making the 10 buildings of this district a more rare representation. Eight unmodified Senior Officers' Quarters remain-- including Quarters 8 that exists outside the district -- and are especially important to the history of Yerba Buena Island because they represent all of the major unmodified buildings on the island dating to its use as a Naval Training Station. Quarters 1-7 are notable because they retain not only their individual integrity but also their integrity as a group.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

*Resource Name or #: (Assigned by recorder) Quarters 6

P1. Other Identifier: Officers' Quarters

*P2. Location: Not for Publication Unrestricted *a. County San Francisco
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

*b. USGS 7.5' Quad Oakland West Date 1980 T____; R____; _____ ¼ of _____ ¼ of Sec _____; _____ B.M.

c. Address Naval Station, Treasure Island City San Francisco Zip 94592-5100

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____mE/ _____mN

*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Quarters 6 was built as Officers' Quarters in 1903, set high on the hillside that looks north toward Treasure Island. Both Quarters 6 and 7 are accessible only from the back which abuts the park area at the center of the Officers' housing. They are also the most simplified of the buildings among the Officers' Quarters district. (See continuation sheet.)

*P3b. Resource Attributes: (See attributes and codes) HP34 Military Property; HP2 Single Family Property

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo:

(View, date, accession #) _____
North facade, camera facing
southeast.

*P6. Date Constructed / Age and Sources: Historic
 Prehistoric Both
1903

*P7. Owner and Address:

Naval Station
Treasure Island
San Francisco, CA 94130

*P8. Recorded by: (Name, affiliation, and address)

Janice Calpo
JRP Historical Consulting
1477 Drew Ave., Suite 105
Davis, CA 95616

*P9. Date Recorded: 12/23/96

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings

*Attachments: Location Map Sketch Map Continuation Sheet
 Building, Structure, and Object Record Linear Resource Record Archaeological Record District Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

*NRPH Status Code _____

*Resource Name or # (Assigned by recorder) Quarters 6

- B1. Historic Name: Officers' Quarters
B2. Common Name: Quarters 6, Officers' Quarters
B3. Original Use: Officers' quarters B4. Present Use: Officers' quarters
*B5. Architectural Style: Classical Revival
*B6. Construction History: (Construction date, alterations, and date of alternations.)
Built 1903.

B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:
Senior Officers' Quarters Historic District

B9a. Architect: Bureau of Yards and Docks B9b. Builder: Bureau of Yards and Docks

*B10. Significance: Theme Naval Training Station Area Yerba Buena Island, San Francisco

Period of Significance 1903-1947 Property Type Building Applicable Criteria A,C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Quarters 6, as a contributing element of the Senior Officers' Quarters Historic District, appears to qualify for listing in the National Register of Historic Places at the local level of significance. The district is significant for its association with the period in which Yerba Buena Island was established as one of only four Naval Training Stations in the United States, and as the only Naval Training Station on the West Coast, thereby meeting National Register Criterion A. The building also appears to qualify for listing under Criterion C, for its architecture, having integrity of design, workmanship, feeling and association. The building retains a high degree of individual integrity as well as integrity as part of the historic district. (See continuation sheet.)

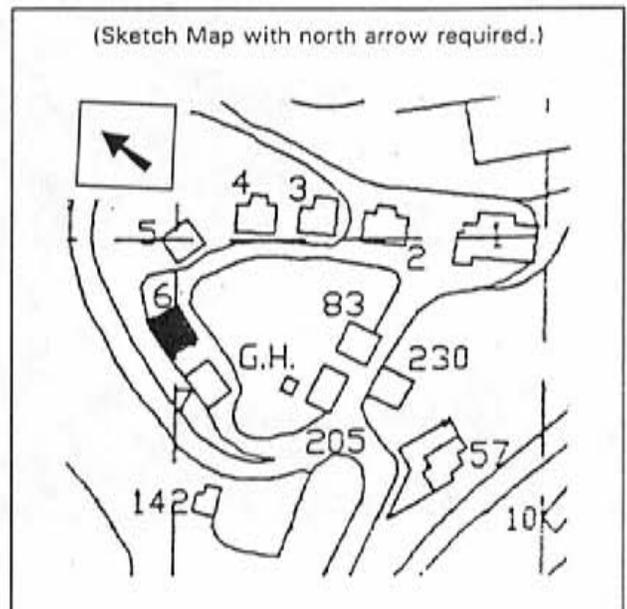
B11. Additional Resource Attributes: (List attributes and codes): HP34 Military Property

*B12. References: Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings, prepared by Mare Island Naval Shipyard Base Realignment and Closure (BRAC)

B13. Remarks:

*B14. Evaluator: Stephen D. Mikesell
*Date of Evaluation: January 1997

(This space reserved for official comments.)



*Required Information

DESCRIPTION (continued)

Quarters 6 is generally rectangular in plan, with a ridged hipped roof. Double lapped siding sheathes the walls. There is one angled bay window at the front right side, with the rest of the windows being predominantly 1/1 double hung wooden sash. An enclosed shed porch is located at the rear of the house giving shelter to a basement stairway. No other porches exist on the house.

SIGNIFICANCE (continued)

Quarters 6 was built in 1903, as part of the initial wave of building construction that established the Naval Training Station as an active base between 1900 and 1923. The second wave of construction came between 1914 and 1918 in a preparedness effort for American entry into World War I. At its peak in 1917, 13,000 men were assigned to the island. Dozens of buildings were constructed during this period, the majority of which have since been demolished with changing military requirement since World War I. Twenty-three buildings currently remain from the period of the island as a Naval Training Station, making the 10 buildings of this district a more rare representation. Eight unmodified Senior Officers' Quarters remain-- including Quarters 8 that exists outside the district -- and are especially important to the history of Yerba Buena Island because they represent all of the major unmodified buildings on the island dating to its use as a Naval Training Station. Quarters 1-7 are notable because they retain not only their individual integrity but also their integrity as a group.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

*Resource Name or #: (Assigned by recorder) Quarters 7

P1. Other Identifier: Officers' Quarters

*P2. Location: Not for Publication Unrestricted *a. County San Francisco
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

*b. USGS 7.5' Quad Oakland West Date 1980 T ; R ; % of % of Sec ; B.M.

c. Address Naval Station, Treasure Island City San Francisco Zip 94592-5100

d. UTM: (Give more than one for large and/or linear resources) Zone: ; mE/ mN

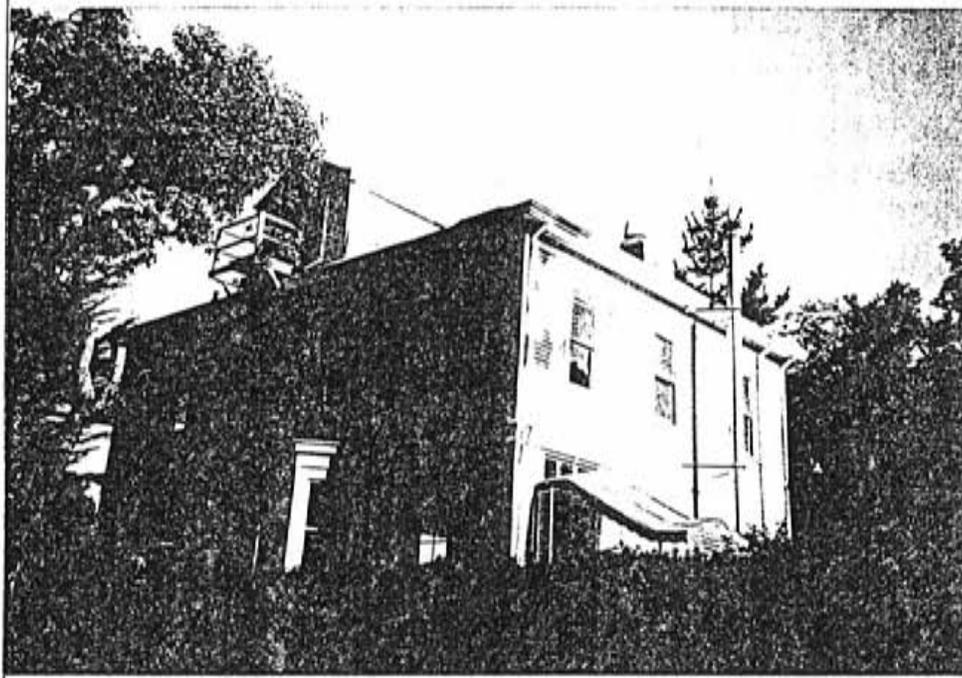
*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
Quarters 7 was built as Officers' Quarters in 1903, set high on the hillside that looks north toward Treasure Island. Both Quarters 6 and 7 are accessible only from the back which abuts the park area at the center of the officers' housing. They are also the most simplified of the buildings among the Officers' Quarters district. (See continuation sheet.)

*P3b. Resource Attributes: (See attributes and codes) HP34 Military Property: HP2 Single Family Property

*P4. Resources Present: Building Structure Object Site District Element of District Other (isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo:
(View, date, accession #) _____
North facade, camera facing
southeast.

*P6. Date Constructed / Age and Sources: Historic
 Prehistoric Both
1903

*P7. Owner and Address:
Naval Station
Treasure Island
San Francisco, CA 94130

*P8. Recorded by: (Name, affiliation, and address)
Janice Calpo
JRP Historical Consulting
1477 Drew Ave., Suite 105
Davis, CA 95616

*P9. Date Recorded: 12/23/96

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings *Attachments: Location Map Sketch Map Continuation Sheet
 Building, Structure, and Object Record Linear Resource Record Archaeological Record District Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

*NRPH Status Code _____

*Resource Name or # (Assigned by recorder) Quarters 7

- B1. Historic Name: Officers' Quarters
B2. Common Name: Quarters 7, Officers' Quarters
B3. Original Use: Officers' quarters B4. Present Use: Officers' quarters
*B5. Architectural Style: Classical Revival
*B6. Construction History: (Construction date, alterations, and date of alternations.)
Built 1903.

B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:
Senior Officers' Quarters' Historic District

B9a. Architect: Bureau of Yards and Docks B9b. Builder: Bureau of Yards and Docks

*B10. Significance: Theme Naval Training Station Area Yerba Buena Island, San Francisco

Period of Significance 1903-1947 Property Type Building Applicable Criteria A,C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Quarters 7, as a contributing element of the Senior Officers' Quarters Historic District, appears to qualify for listing in the National Register of Historic Places at the local level of significance. The district is significant for its association with the period in which Yerba Buena Island was established as one of only four Naval Training Stations in the United States, and as the only Naval Training Station on the West Coast, thereby meeting National Register Criterion A. The building also appears to qualify for listing under Criterion C, for its architecture, having integrity of design, workmanship, feeling and association. The building retains a high degree of individual integrity as well as integrity as part of the historic district. (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes): HP34 Military Property

*B12. References: Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings, prepared by Mare Island Naval Shipyard Base Realignment and Closure (BRAC)

B13. Remarks:

*B14. Evaluator: Stephen D. Mikesell
*Date of Evaluation: January 1997

(This space reserved for official comments.)



*Required Information

CONTINUATION SHEET

Page 3 of 3

*NRPH Status Code _____

*Resource Name or # (Assigned by recorder) Quarters 7

DESCRIPTION (continued)

Quarters 7 is generally rectangular in plan, with a ridged hipped roof. Double lapped siding sheathes the walls. There are two angled bay windows at the front left side, with the rest of the windows being predominantly 1/1 double hung wooden sash. An enclosed shed porch is located at the rear of the house giving shelter to a basement stairway. No other porches exist on the house.

SIGNIFICANCE (continued)

Quarters 7 was built in 1903, as part of the initial wave of building construction that established the Naval Training Station as an active base between 1900 and 1923. The second wave of construction came between 1914 and 1918 in a preparedness effort for American entry into World War I. At its peak in 1917, 13,000 men were assigned to the island. Dozens of buildings were constructed during this period, the majority of which have since been demolished with changing military requirements since World War I. Twenty-three buildings currently remain from the period of the island as a Naval Training Station, making the 10 buildings of this district a more rare representation. Eight unmodified Senior Officers' Quarters remain -- including Quarters 8 that exists outside the district -- and are especially important to the history of Yerba Buena Island because they represent all of the major unmodified buildings on the island dating to its use as a Naval Training Station. Quarters 1-7 are notable because they retain not only their individual integrity but also their integrity as a group.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

*Resource Name or #: (Assigned by recorder) Building 83

P1. Other Identifier: Family Quarters and Garage

*P2. Location: Not for Publication Unrestricted *a. County San Francisco
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

*b. USGS 7.5' Quad Oakland West Date 1980 T: _____; R: _____ ¼ of _____ ¼ of Sec _____; _____ B.M.

c. Address Naval Station, Treasure Island City San Francisco Zip 94592-5100

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

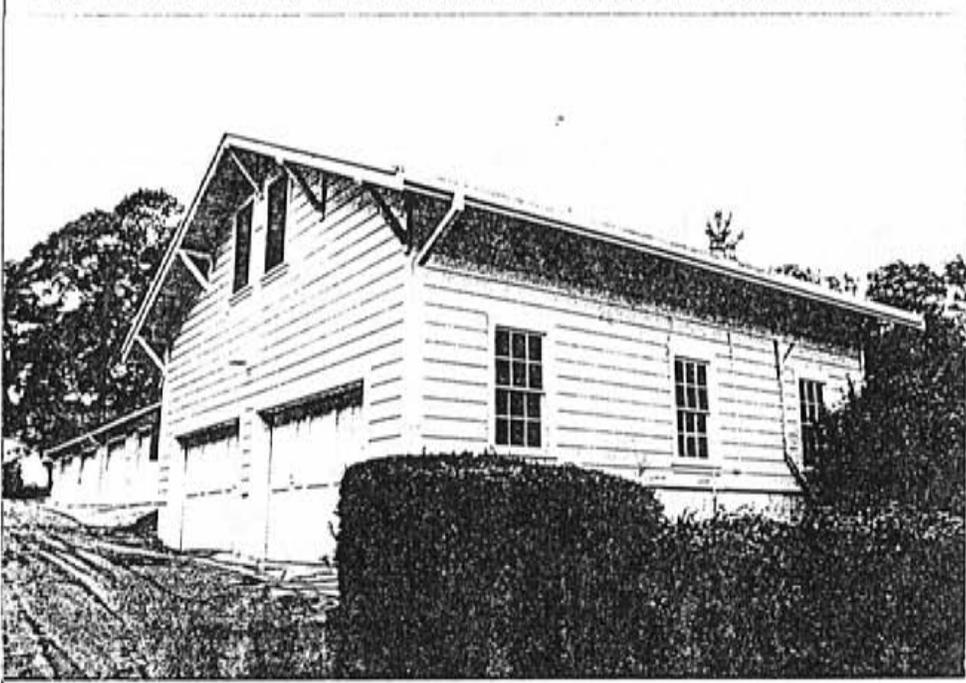
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 83 is a garage with family quarters that was built in 1918. Garage space is located at street level, with two vehicle access doors, and a modest living space is located on a second floor above the garage area. Although the building form is a simple 1½ story rectangular plan with a front gabled roof, certain elements characterize it as craftsman in style. Roof eaves are moderately wide with prominent knee braces supporting them. Windows are 6/6 double hung wooden sash. Wide shiplap siding sheathes the walls. The building retains a high degree of integrity to its 1918 character and appearance.

*P3b. Resource Attributes: (See attributes and codes) HP34 Military Property

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #) _____

West facade, south side, camera facing northeast.

*P6. Date Constructed / Age and Sources: Historic
 Prehistoric Both
1918

*P7. Owner and Address: Naval Station
Treasure Island
San Francisco, CA 94130

*P8. Recorded by: (Name, affiliation, and address)
Janice Calpo

IRP Historical Consulting
1477 Drew Ave., Suite 105
Davis, CA 95616

*P9. Date Recorded: 12/12/96

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings *Attachments: Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Linear Resource Record Archaeological Record District Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

*NRPH Status Code _____

*Resource Name or # (Assigned by recorder) Building 83

- B1. Historic Name: Garage Extension and Chauffeur's Quarters
- B2. Common Name: Building 83, Family Quarters and Garage
- B3. Original Use: Garage extension & Chauffeur's quarters B4. Present Use: Family quarters
- *B5. Architectural Style: Craftsman
- *B6. Construction History: (Construction date, alterations, and date of alternations.)
Built 1918. 1918-1961 -- Garage extension and chauffeur's quarters. 1961-1969 -- Rental quarters and 3-car garage. 1969-present -- Family quarters and garage.

B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:
Senior Officers' Quarters Historic District

B9a. Architect: Bureau of Yards and Docks B9b. Builder: Bureau of Yards and Docks

*B10. Significance: Theme Naval Training Station Area Yerba Buena Island, San Francisco

Period of Significance 1918-1947 Property Type Building Applicable Criteria A,C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 83, as a contributing element of the Senior Officers' Quarters Historic District, appears to qualify for listing in the National Register of Historic Places. The district is significant for its association with the period in which Yerba Buena Island was established as one of only four Naval Training Stations in the United States, and as the only Naval Training Station on the West Coast, thereby meeting National Register Criterion A. As a garage associated with the Senior Officers' Quarters, the building also appears to meet Criterion C for listing in the National Register, for its architecture, having integrity of design, workmanship, feeling and association. The building has been unmodified, retaining a high degree of historic integrity. (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes): HP34 Military Property

*B12. References: Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings, prepared by Mare Island Naval Shipyard Base Realignment and Closure (BRAC)

B13. Remarks:

*B14. Evaluator: Stephen D. Mikesell

*Date of Evaluation: January 1997

(This space reserved for official comments.)



*Required Information

SIGNIFICANCE (continued)

Building 83 was built in 1918, with the second major wave of construction during Yerba Buena Islands period as a Naval Training Station, that period being between 1900 and 1923. The second wave of construction came between 1914 and 1918 in a preparedness effort for American entry into World War I. At its peak in 1917, 13,000 men were assigned to the island. Dozens of buildings were constructed during this period, the majority of which have since been demolished with changing military requirements since World War I. Twenty-three buildings currently remain from the period of the island as a Naval Training Station, making the 10 buildings of this district a more rare representation.

Building 83 is one of three garages in the Senior Officers' Quarters Historic District; the others are Building 205 and 230. Building 83 was built in 1918, Building 205 in 1936, and Building 230 in 1944. The garages are lesser elements of the historic district, which is centered on Quarters 1-7. Nonetheless, the garages were built during the period of significance for the district and are generally compatible with the character of the area; for these reasons, the buildings are treated as contributing elements of the historic district.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2

*Resource Name or #: (Assigned by recorder) Building 205

P1. Other Identifier: Garage

*P2. Location: Not for Publication Unrestricted *a. County San Francisco
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

*b. USGS 7.5' Quad Oakland West Date 1980 T___; R___: ___% of ___% of Sec ___; ___ B.M.

c. Address Naval Station, Treasure Island City San Francisco Zip 94592-5100

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____mE/ _____mN

*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

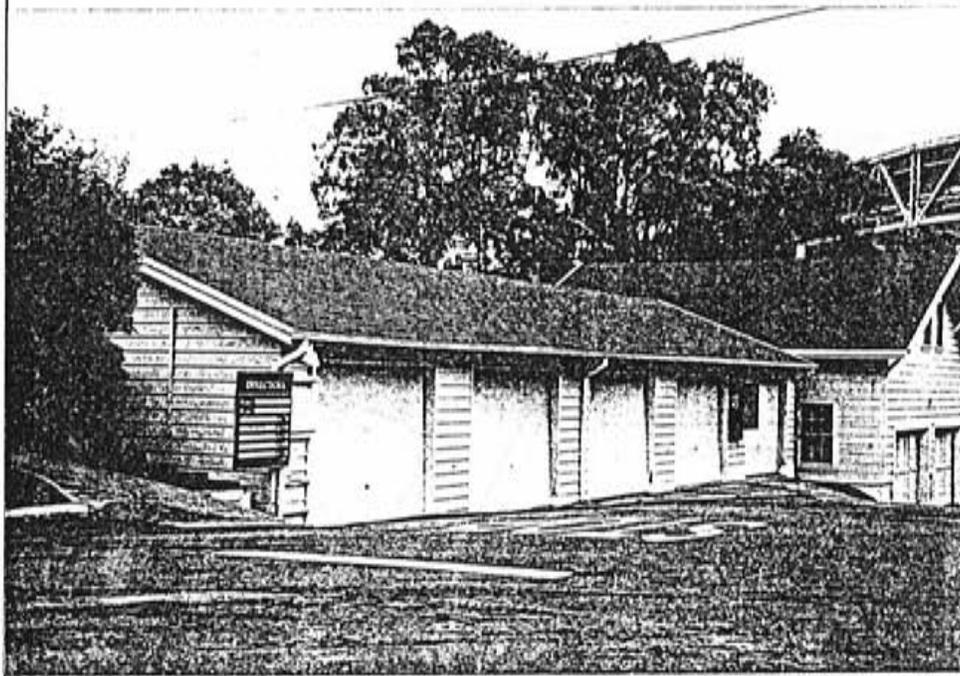
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 205 is a five unit garage, built in 1936 on a long narrow plan running parallel with the street. It has a medium-pitched side gable roof with composition roof shingles. Eaves are narrow with exposed rafters. Wide lapped weatherboard covers the sides of the structure. The garage doors are the single pivotal lift-up type with a twist handle on the outside. Rectangular louvered vents exist high in the gable ends.

*P3b. Resource Attributes: (See attributes and codes) HP34 Military Property; HP4 Ancillary Building

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo:
(View, date, accession #) _____
West facade, camera facing
southeast.

*P6. Date Constructed / Age and Sources: Historic
 Prehistoric Both
1936

*P7. Owner and Address:
Naval Station
Treasure Island
San Francisco, CA 94130

*P8. Recorded by: (Name, affiliation, and address)
Janice Calpo
JRP Historical Consulting
1477 Drew Ave., Suite 105
Davis, CA 95616

*P9. Date Recorded: 12/12/96

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings *Attachments: Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Linear Resource Record Archaeological Record District Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRPH Status Code _____

*Resource Name or # (Assigned by recorder) Building 205

B1. Historic Name: Garage
 B2. Common Name: Building 205, Garage
 B3. Original Use: Garage B4. Present Use: Garage
 *B5. Architectural Style: Utilitarian
 *B6. Construction History: (Construction date, alterations, and date of alternations.)
Built 1936.

B7. Moved? No Yes Unknown Date: _____ Original Location: _____
 *B8. Related Features: _____

B9a. Architect: Bureau of Yards and Docks B9b. Builder: Bureau of Yards and Docks
 *B10. Significance: Theme Naval Station Area Yerba Buena Island, San Francisco
 Period of Significance 1936-1947 Property Type Building Applicable Criteria A,C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 205, as a contributing element of the Senior Officers' Quarters Historic District, appears to qualify for listing in the National Register of Historic Places. The district is significant for its association with the period in which Yerba Buena Island was established as one of only four Naval Training Stations in the United States, and as the only Naval Training Station on the West Coast, thereby meeting National Register Criterion A. Although the garage was built in 1936, much later than the Officers Quarters that it is associated with, it is nonetheless a fitting element within the place that it occupies.

Building 205 was built in 1936, during a later period when Yerba Buena Island was being used by the Navy as a "Receiving Ship" facility, providing a lay-over facility for sailors awaiting reassignment to other ships or on-shore facilities. Building 205 is one of three garages in the Senior Officers' Quarters Historic District; the others are Buildings 83 and 230. Building 83 was built in 1918, Building 205 in 1936, and Building 230 in 1944. The garages are lesser elements of the historic district, which is centered on Quarters 1-7. Nonetheless, the garages were built during the period of significance for the district and are generally compatible with the character of the area; for these reasons, the buildings are treated as contributing elements of the historic district.

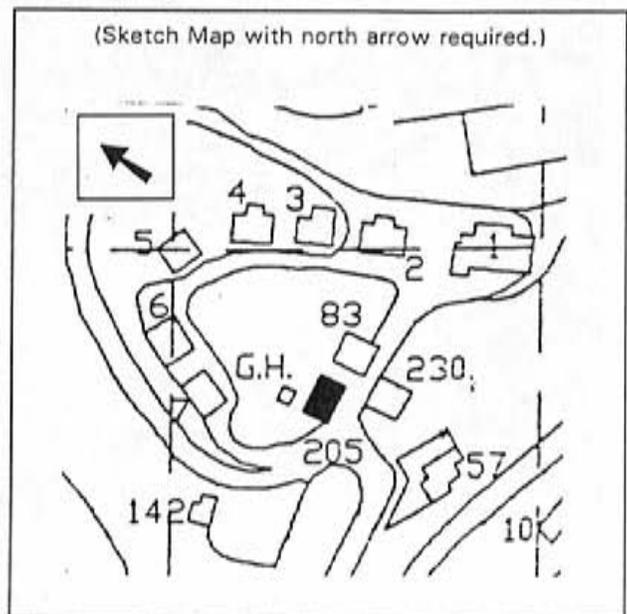
B11. Additional Resource Attributes: (List attributes and codes): HP34 Military Property

*B12. References: Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings, prepared by Mare Island Naval Shipyard Base Realignment and Closure (BRAC)

B13. Remarks: _____

*B14. Evaluator: Stephen D. Mikesell
 *Date of Evaluation: January 1997

(This space reserved for official comments.)



*Required Information

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

*Resource Name or #: (Assigned by recorder) Building 230

P1. Other Identifier: Garage and Quarters

*P2. Location: Not for Publication Unrestricted *a. County San Francisco
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

*b. USGS 7.5' Quad Oakland West Date 1980 T: _____; R: _____; _____ ¼ of _____ ¼ of Sec _____; _____ B.M.

c. Address Naval Station, Treasure Island City San Francisco Zip 94592-5100

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____mE/ _____mN

*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

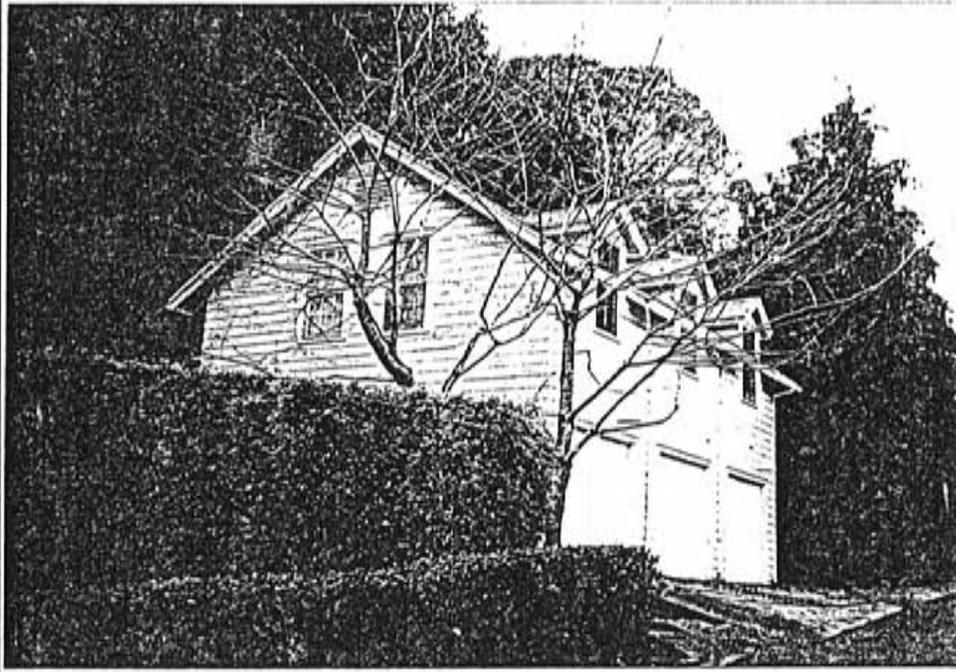
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 230 was built in 1944 as a residence over a garage that maximizes the site on which it is built. The site is on a steep hillside, with the garage at ground level and cut into the lower edge of the hill. The residential area is built above the garage space, and is surrounded by the yard that is on the steep hillside. Having the residence on the second story above street level maximizes the views looking out to the bay, and the land surrounding it that can be used as a yard. (See continuation sheet.)

*P3b. Resource Attributes: (See attributes and codes) HP34 Military Property; HP2 Single Family Property

*P4 Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo:

(View, date, accession #) _____
South side, north facade, camera
facing northwest.

*P6. Date Constructed / Age and Sources: Historic
 Prehistoric Both
1944

*P7. Owner and Address:

Naval Station
Treasure Island
San Francisco, CA 94130

*P8. Recorded by: (Name, affiliation, and address)
Janice Calpo

JRP Historical Consulting
1477 Drew Ave., Suite 105
Davis, CA 95616

*P9. Date Recorded: 12/12/96

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings

*Attachments: Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Linear Resource Record Archaeological Record District Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

*NRPB Status Code _____

*Resource Name or # (Assigned by recorder) Building 230

B1. Historic Name: Garage and Quarters
B2. Common Name: Building 230, Garage and Quarters
B3. Original Use: Garage and quarters B4. Present Use: Garage and quarters
*B5. Architectural Style: Colonial Revival
*B6. Construction History: (Construction date, alterations, and date of alterations.)
Built 1944.

B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:
Senior Officers' Quarters Historic District

B9a. Architect: Bureau of Yards and Docks B9b. Builder: Bureau of Yards and Docks

*B10. Significance: Theme Naval Training Station Area Yerba Buena Island, San Francisco

Period of Significance 1944-1947 Property Type Building Applicable Criteria A,C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 230, as a contributing element of the Senior Officers' Quarters Historic District, appears to qualify for listing in the National Register of Historic Places. The district is significant for its association with the period in which Yerba Buena Island was established as one of only four Naval Training Stations in the United States, and as the only Naval Training Station on the West Coast, thereby meeting National Register Criterion A. Although the building was built in 1944, much later than the Officers Quarters that it is associated with, it is nonetheless a fitting element within the place that it occupies. The building also retains a good degree of integrity. (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes): HP34 Military Property

*B12. References: Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings, prepared by Mare Island Naval Shipyard Base Realignment and Closure (BRAC)

B13. Remarks:

*B14. Evaluator: Stephen D. Mikesell

*Date of Evaluation: January 1997

(This space reserved for official comments.)



*Required Information

Page 3 of 3

*NRPH Status Code _____
*Resource Name or # (Assigned by recorder) Building 230

DESCRIPTION (continued)

The building has a steeply pitched side gabled roof with three gabled dormers above and parallel to the three garage doors below on the first story. Each garage door has an industrial light extending from the wall above the door. (The middle light is currently broken.) Composition shingles cover the roof and shiplap siding sheathes the walls. Windows are predominantly 6/6 double hung wooden sash, including one window placed within each dormer. Main access to the residence is up a wooden stairway and into a door at the right side of the upper story.

SIGNIFICANCE (continued)

Building 230 was built in 1944, during the seven year period in which both Yerba Buena Island and Treasure Island experienced their most frenetic use as a Naval facility during World War II. Although the building is not significant to the war efforts itself, it remains as a building associated with the earlier Senior Officers' Quarters, and has its place among the buildings of the Senior Officers' Quarters historic district. Building 230 is an integral contributor to the district as a whole.

Building 230 is one of three garages in the Senior Officers' Quarters Historic District; the others are Building 83 and 205. Building 83 was built in 1918, Building 205 in 1936, and Building 230 in 1944. The garages are lesser elements of the historic district, which is centered on Quarters 1-7. Nonetheless, the garages were built during the period of significance for the district and are generally compatible with the character of the area; for these reasons, the buildings are treated as contributing elements of the historic district.

Introduction

For the purposes of this evaluation, the San Francisco-Oakland Bay Bridge is considered to be those elements of the original 1930-1937 design, as differentiated from subsequent freeway connecting structures. For clarification, please refer to attached plans and maps. These elements are carried separately by Caltrans' Office of Structures, and include Bridge No. 34-118 R/L, Bridge No. 34-117S, Bridge No. 34-116F, Bridge No. 34-03, Bridge No. 34-04, Bridge No. 33-25, Bridge No. 34C-58, Bridge No. 34C-59 and the Transbay Transit Terminal (see attached evaluation form).

Description

These individual elements, which collectively comprise the Bay Bridge, are described as follows:

1. Bridge No. 34-118 R, the San Francisco Approaches or Lower Deck On-Ramp is comprised of continuous concrete box girders, simple span composite rolled steel stringers, and haunched concrete girders with transverse floor beams, all carried on concrete bents on spread pile footings. Originally a top deck off-ramp, this was functionally revised in 1958 following removal of interurban railroad tracks from the bridge's lower deck and conversion of the lower deck to eastbound-only traffic flow. Its 32 spans total 3,108 feet long.¹
2. Bridge No. 34-118L, the Upper Deck San Francisco Approaches or Center Ramps are comprised of continuous spans with suspension span in between, rigid frame connection between superstructure and bents. The superstructure is haunched concrete T-beams with transverse floor beams, and cellular structure at cable anchorage and abutment, carried on a substructure of reinforced concrete bents on pile and spread footings. Its 56 spans total 3,850 feet long.²
3. Bridge No. 34-117S, the Upper Deck San Francisco Approaches or South Off-Ramp, is comprised of spans of two T-beam longitudinal girders with transverse floor beams on one- and two-column bents and open end diaphragm abutment, all on spread footings. Its 23 spans total 1,035.2 feet long.³
4. Bridge No. 34-116F, the Upper Deck San Francisco Approaches or North Connector (Westbound 80/Northbound 480), is comprised of a superstructure of T-girder and composite steel girder spans, carried on a substructure of reinforced concrete wall piers, two-column bents, reinforced concrete abutment with reinforced concrete wingwalls, reinforced concrete retaining walls, all on spread footings. Its 40 spans total 1,843.2 feet long.⁴
5. Bridge No. 34-03, West Bay Spans, is comprised of steel Warren truss approach spans carrying a double deck and supported by steel bents on concrete footings, and a double-deck suspension bridge consisting of twin bridges placed end-to-end with steel towers supported on concrete footings and caissons, and with a center concrete anchorage and two concrete end anchorages. Its 9 spans total 10,303 feet long.⁵

6. Bridge No. 34-04, Yerba Buena Tunnel, consists of two double-deck, cast-in-place, reinforced concrete T-beam viaducts with continuous spans, on spread footings, separated by a double-deck concrete arch tunnel. It is 1,791 feet long.⁶
7. Bridge No. 33-25, East Bay Spans, consists of double-deck steel truss and cantilever truss spans, steel girder spans, and concrete T-beam spans, on steel and concrete piers, concrete footings, concrete caissons, and timber piles. Its 52 spans total 11,327 feet long.⁷
8. Bridge No. 34C-58, Key System South Underpass (over Beale Street) is described as riveted steel girders on a concrete bent and steel bent. Its single span is 78 feet long.⁸
9. Bridge No. 34C-59, Key System North Underpass (over Beale Street) is described as riveted steel girders on windowed reinforced concrete bents. Its single span is 66 feet long.⁹
10. Transbay Transit Terminal: see attached evaluation.

Significance

"Even as Joseph Strauss gathered support for the Golden Gate Bridge, which he designed and later supervised as chief engineer, interest grew in a companion project: a bridge between Oakland and San Francisco to replace the picturesque but slow ferry trip.

"Engineers considered it a relatively easy challenge to span San Francisco Bay. Several low-level structures had been proposed even before the turn of the century. But the danger to ships, especially in the frequent fogs, ruled out a low-level structure. So chief engineer Charles H. Purcell, bridge engineer Charles E. Andrew and design engineer Glenn B. Woodruff agreed upon a high-level design.

"This called for two structures connected on Yerba Buena Island by a tunnel, which was the first double-decked highway tunnel in the U.S.

"The San Francisco side of the bridge is really two suspension bridges joined by a common center pier. The Oakland side combines two types of truss design, with a cantilever channel span of 1,400 feet--a distance that remained a record for more than 20 years.

"The outstanding engineering feature of the bridge is the center pier between the two 2,310-foot suspension spans of the western half. The pier extends 220 feet below the water surface to bedrock. A special caisson of steel cylinders balanced by compressed air ballast was used to position it at this record-breaking depth.

"When the bridge opened in 1936, three years after construction began, its top deck carried six lanes of auto traffic. The lower deck had three lanes for trucks and a double-track rapid transit line.

"This farsighted inclusion of a rail line on the Bay Bridge enabled electric railway cars to enter downtown San Francisco from East Bay points.

"The project cost \$77 million. Traffic first crossed it on November 12, 1936.

"As a result of the abandonment of rail service in 1958, the main change in the bridge was expansion of the roadways for mixed trucks and auto traffic: five lanes westbound above and five eastbound below.

"Reconstruction of the upper deck was completed in 1963. The work was accomplished without stopping any of the 110,000 vehicles using the bridge per day. In the first 49 days after it opened, the average traffic was 27,000 vehicles per day. Today it is 190,000 a day.

"Earthquake restrainers were added in 1976 to secure trusses and girders at their support points.

"A crew of 50 painters works full time on the 8.4-mile long structure. It takes them seven years to completely repaint 13.6 million square feet of metal."¹⁰

Notable individuals connected with the project were Charles H. Purcell, chief engineer; Charles E. Andrew, bridge engineer; Glenn B. Wooddruff, design engineer; T. L. Pflueger, Arthur Brown, Jr., and John J. Donovan, consulting architects.

The San Francisco-Oakland Bay Bridge, designated a National Historic Civil Engineering Landmark by the American Society of Civil Engineers appears to meet National Register Criteria A, B and C at the national level.

Attachments

Footnotes

¹R. R. Bridwell and J. M. Yee, "Revised Bridge Report, Bridge No. 34-118R", California Department of Transportation, Sacramento, June 1982.

²R. R. Bridwell and J. M. Yee, "Revised Bridge Report, Bridge No. 34-118L", California Department of Transportation, Sacramento, June 1982.

³R. R. Bridwell and J. M. Yee, "Revised Bridge Report, Bridge No. 34-117S", California Department of Transportation, Sacramento, June 1982.

⁴R. R. Bridwell and J. M. Yee, "Revised Bridge Report, Bridge No. 34-116F", California Department of Transportation, Sacramento, June 1982.

⁵R. R. Bridwell and R. White, "Bridge Report, Bridge No. 34-03", California Department of Transportation, Sacramento, December 1980.

⁶R. R. Bridwell and R. White, "Bridge Report, Bridge No. 34-04", California Department of Transportation, Sacramento, December 1980.

⁷R. R. Bridwell and R. White, "Bridge Report, Bridge No. 33-25", California Department of Transportation, Sacramento, December 1980.

⁸F. C. Heggli, "Bridge Report, Bridge No. 34C-58", California Department of Transportation, Sacramento, October 27, 1977.

⁹F. C. Heggli, "Bridge Report, Bridge No. 34C-59", California Department of Transportation, Sacramento, October 27, 1977.

¹⁰"The San Francisco-Oakland Bay Bridge", P. G. & E. Progress, August 1979.

But the danger to ships, especially in the frequent fogs, ruled out a low-level structure. So chief engineer Charles H. Purcell, bridge engineer Charles E. Andrew and design engineer Glenn B. Woodruff agreed upon a high-level design.

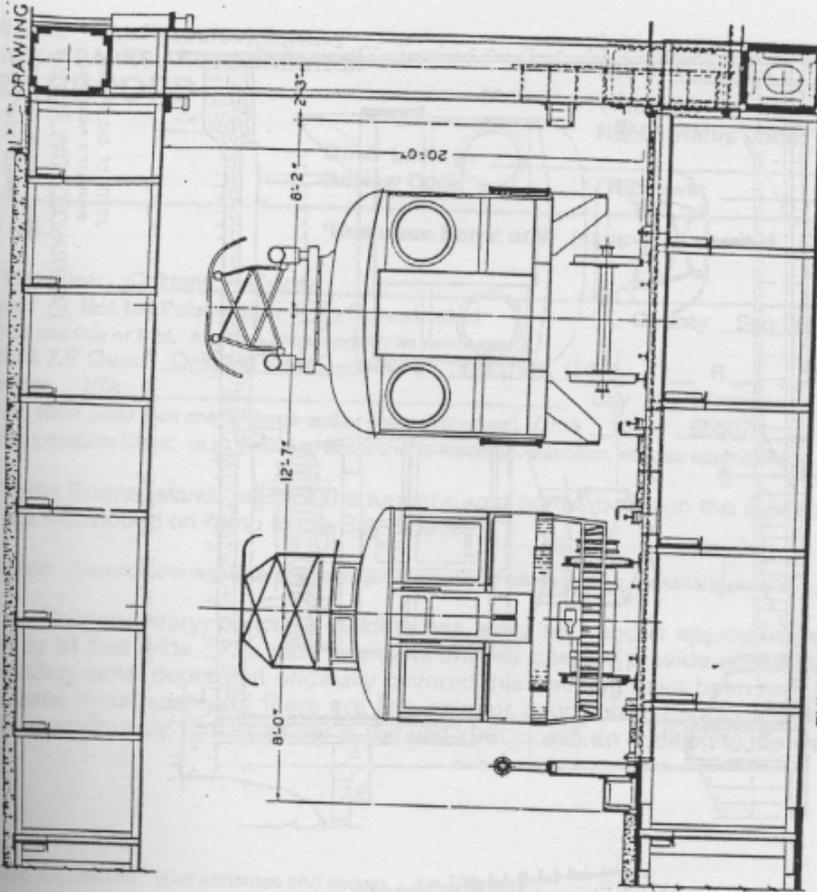
"This called for two structures connected on Yerba Buena Island by a tunnel, which was the first double-decked highway tunnel in the U.S.

"The San Francisco side of the bridge is really two suspension bridges joined by a common center pier. The Oakland side combines two types of truss design: a cantilever channel span of 1,400 feet--a distance that remained a record for more than 20 years.

"The outstanding engineering feature of the bridge is the center pier between the two 2,310-foot suspension spans of the western half. The pier extends 220 feet below the water surface to bedrock. A special caisson of steel cylinders balanced by compressed air ballast was used to position it at this record-breaking depth.

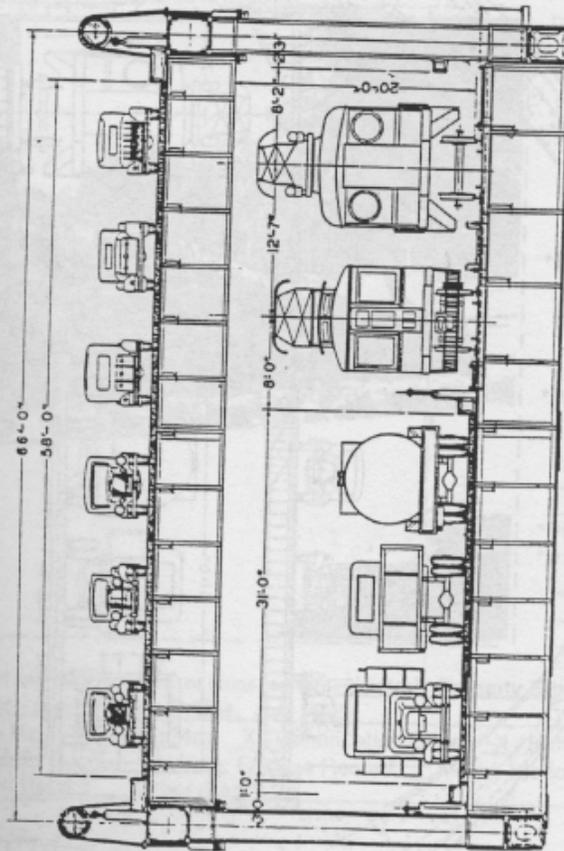
"When the bridge opened in 1936, three years after construction began, its top deck carried six lanes of auto traffic. The lower deck had three lanes for trucks and a double-track rapid transit line.

DRAWING



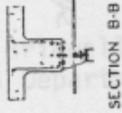
ENLARGED CROSS SECTION SHOWING TRACKS

STATE OF CALIFORNIA
 DEPARTMENT OF PUBLIC WORKS
 SAN FRANCISCO-OAKLAND BAY BRIDGE
 WEST BAY CROSSING
 TYPICAL SECTION

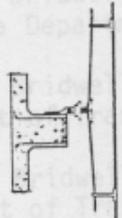


CROSS SECTION THRU BRIDGE

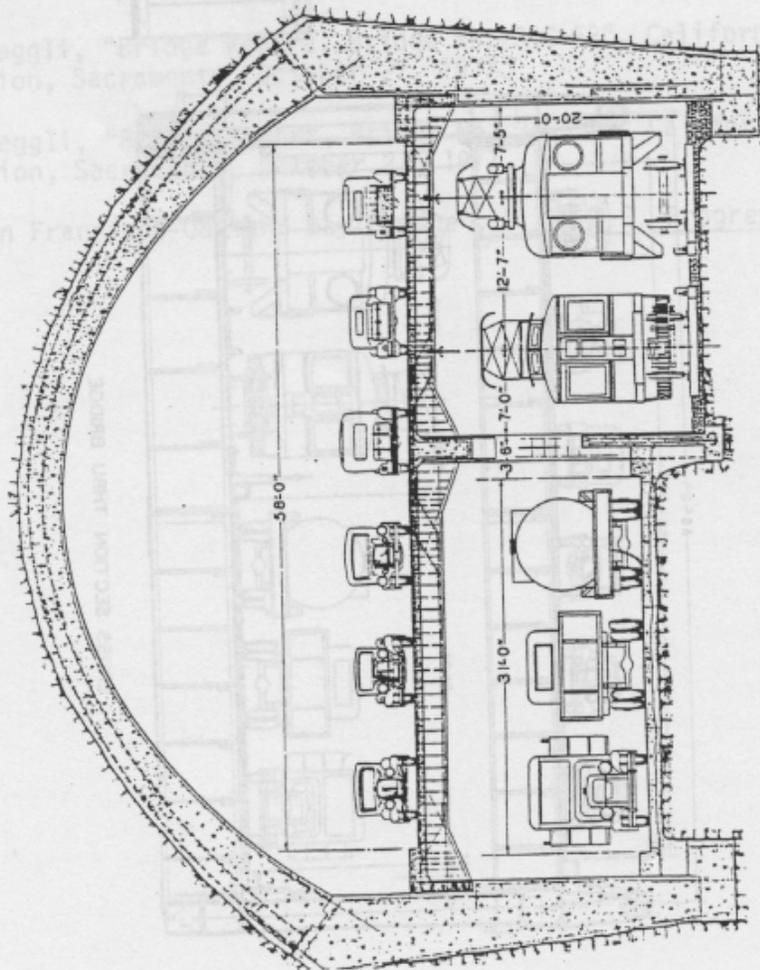
DRAWN



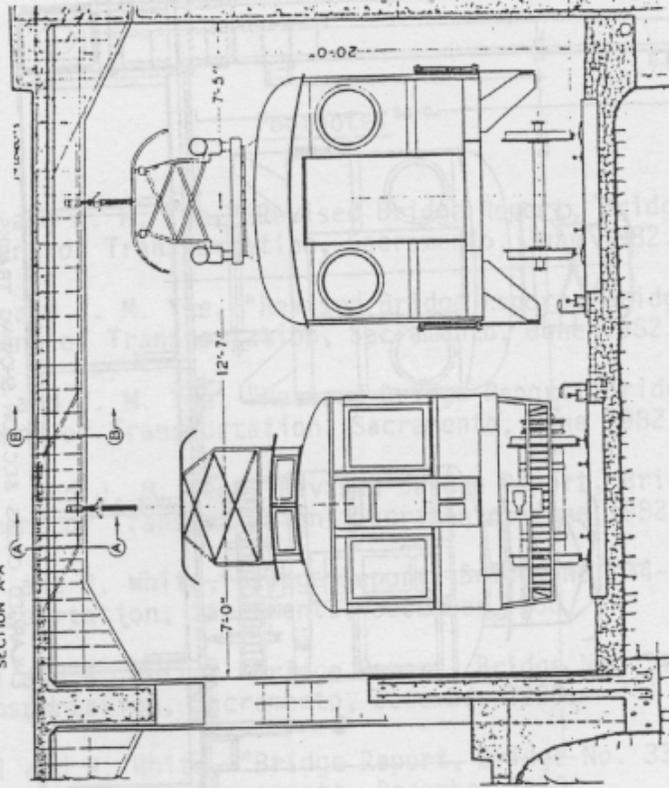
SECTION B-B



SECTION A-A



CROSS SECTION THRU TUNNEL



ENLARGED CROSS SECTION SHOWING TRACKS

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
SAN FRANCISCO-OAKLAND BAY
YERBA BUENA CROSSING
TUNNEL SECTION



ATTACHMENT D

Archaeological Survey Report

