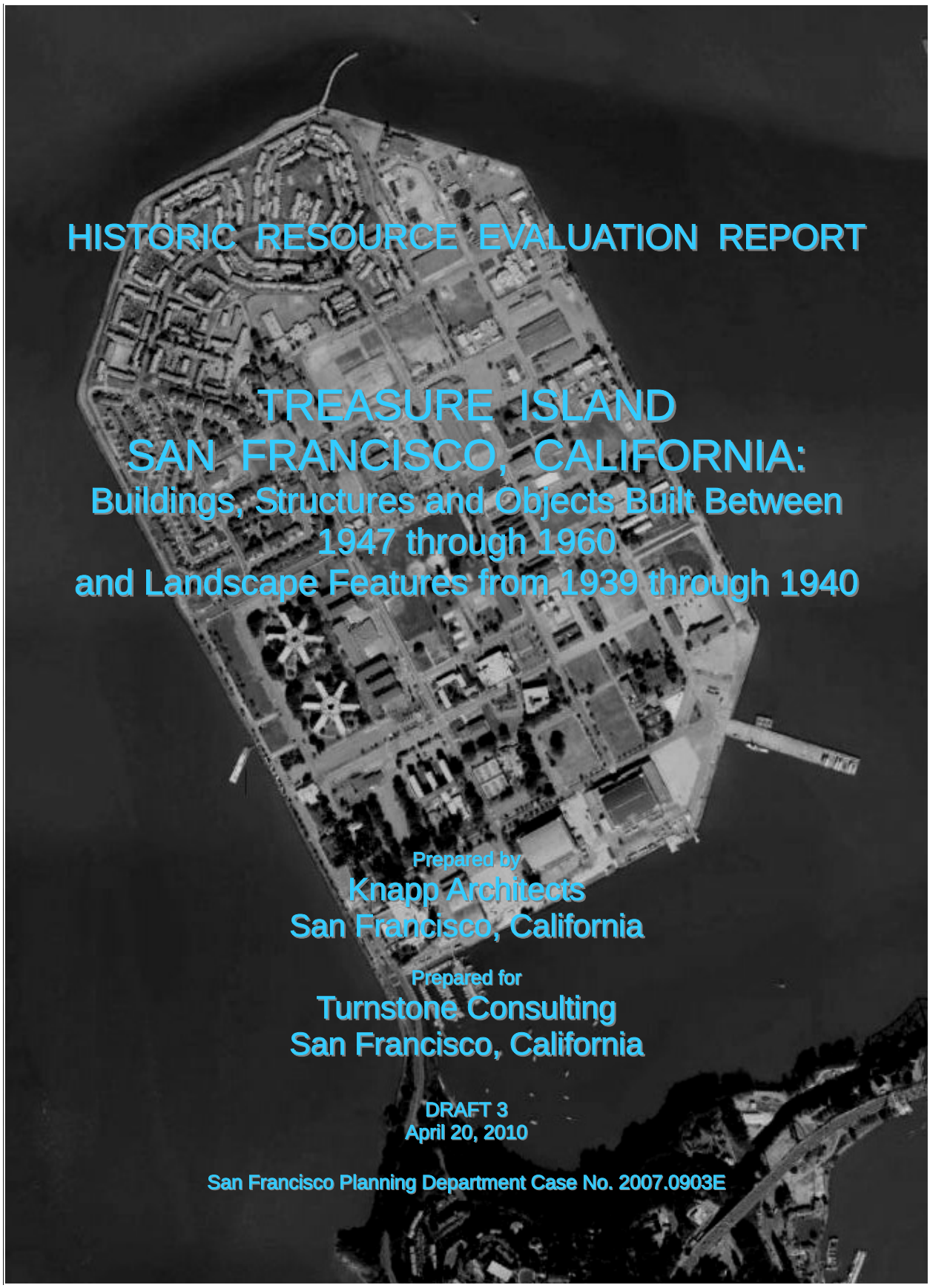
TREASURE ISLAND AND YERBA BUENA ISLAND REDEVELOPMENT PROJECT
PLANNING DEPARTMENT CASE NO. 2007.0903E
STATE CLEARINGHOUSE NO. 2008012105

A Draft Environmental Impact Report (EIR) has been prepared by the San Francisco Planning Department in connection with this project. A copy of the report is available on-line at http://tinyurl.com/meacases



HISTORIC RESOURCE EVALUATION REPORT

TREASURE ISLAND
SAN FRANCISCO, CALIFORNIA:
Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940

Prepared by
Knapp Architects
San Francisco, California

Prepared for
Turnstone Consulting
San Francisco, California

DRAFT 3
April 20, 2010

San Francisco Planning Department Case No. 2007.0903E

Aerial photo image of Treasure Island
courtesy of Google Earth Pro, 2009.

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I. HISTORICAL RESOURCE EVALUATION REPORT

I. HISTORICAL RESOURCE EVALUATION REPORT

A. INTRODUCTION

a. Summary of Findings

This report includes a historic resources survey of selected post-World War II and Cold War Era buildings, structures and objects which will be affected by the proposed redevelopment of Treasure Island. It is being done to fill in the gap since the previous survey of Treasure Island was completed in 1995. Included are 10 buildings, one enclosing an object, and three structures located on the southern end of the island that were built between 1947 and 1960. Resources constructed prior to the period between 1947 and 1960 were included in previous surveys and those elements dated after that period are presumed not eligible for inclusion in the California Register. Also included in this survey are three landscapes, which are remnants of the Golden Gate International Exposition of 1939 (also known as the GGIE). These have been included in this report since they have not previously been addressed.

Figure 1 – Aerial view of Treasure Island and Yerba Buena Island including the San Francisco-Oakland Bay Bridge. Image courtesy of Google Earth Pro, 2009.

Based on the research and evaluation presented here, it appears that the following features are eligible for the California Register based on Criteria 1 and 3, and therefore considered historic resources:

The object within Damage Control Trainer building known as the *U.S.S. Buttercup,* excluding the building which encloses it.
Landscape features around Buildings 1, 2 and 3 contributing to their significance

By contrast, the following structures, features, and sites are not eligible for the California Register, and are therefore not considered historic resources:

Damage Control Trainer building, excluding the object known as the *U.S.S. Buttercup*
Naval Technical Training Center (NTTC) RADIAC Instruction
Naval Technical Training Center (NTTC) RADIAC Instruction
Radium and Radiac Vault
Radio Transmitting Station
Gun Mount
Paint and Hazmat Locker
MWR Baseball Storage
Sump House

Radio Tower
NAVRES Storage
Tennis Courts
Storage
Avenue of the Palms
Olive Trees
Naval Station Potential Historic District (or district consisting of Buildings 1, 2, and 3)

The Proposed Project will have a significant and unavoidable impact on the following Historic Resources:

The object within Damage Control Trainer building known as the *U.S.S. Buttercup,* excluding the building which encloses it.
Building 111, as part of Building 3

b. Purpose Of Report

This report evaluates the significance of potential historical resources on Treasure Island as the basis for the evaluation of impacts on those resources under the California Environmental Quality Act (CEQA). It builds off of, supplements, and updates previous studies of historic architectural resources on Treasure Island (described below). It covers gaps in analysis due to the passage of time since these earlier studies were undertaken.

This report studies and evaluates the significance of those buildings and structures dating from the Navy's tenure on the island that have reached 50 years in age or older (both individually, and collectively as a potential historic district).

This report also reflects an increased emphasis on cultural landscape, setting and context within the discipline of Historic Preservation generally, since these earlier studies were undertaken. This report studies and evaluates the individual significance of landscape features that survive from the Golden Gate International Exposition. It also evaluates the collective significance of these landscape features, together with Buildings 1, 2, and 3 (these buildings have already been studied and determined to be individual historic resources) as a potential historic district.

This report also evaluates the significance of impacts of the proposed Treasure Island Redevelopment Project on the historical resources on Treasure Island under CEQA, and proposes mitigation measures that would reduce or avoid a significant impact on an historical resource under CEQA.

c. Survey and Evaluation Methodology

Methodology for Buildings, Structures and Objects

Field Methodology

Christopher Pollock, under the direction of Frederic Knapp[1], conducted an intensive survey of the project site during August and September of 2009, photographing and examining the physical fabric of the subject buildings, structures, objects. The interior of some buildings was toured and documented, while others were not accessible.

The following texts were used to guide the survey process: *Guidelines For Local Surveys: A Basis For Preservation Planning* (formerly National Register Bulletin 24). Anne Derry, H. Ward Jandl, Carol D. Shull, and Jan Thorman; revised by Patricia L. Parker, U.S. Department of the Interior-National Park Service, 1985; and *Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines-Secretary of the Interior's Standards for Evaluation*, U.S. Department of the Interior-National Park Service, 1983.

Research Methodology

The key reference used to compile the scope of buildings, structures and objects considered in this report was *Cultural Resource Inventory and Evaluation Investigation at: Yerba Buena Island and Treasure Island Naval Station, Treasure Island, San Francisco, CA*, published in 1997. The document provided a list of all extant building with their construction dates. All buildings dated 1947 through 1960 were copied from this survey.

Research was conducted at the National Archives and Records Administration in San Bruno, San Francisco Public Library-San Francisco History Center, Pacific Aerial Survey Company, San Francisco Planning Archives, Treasure Island Development Authority and the Library of Congress. Some of the information presented was taken from previous reports and was used as the basis of this research.

Evaluation Methodology (Architecture)

The California Register of Historical Resources (CRHR) criteria were used in evaluating the significance of the cultural resource features. A DPR523 record (containing a history, description, analysis, and evaluation under CRHR criteria) was prepared for each property.

The following publications from the California Office of Historic Preservation were consulted for the preparation of the DPR523 records and the evaluations: *Instructions for Recording Historical Resources* (March 1995), *Technical Assistance Series #7 Appendix: Instructions for Preparing Documentation for Nominating Historical Resources to the California Register of Historical Resources* (Revised 2001), and *Technical Assistance Bulletin #8: User's Guide to the California Historical Resource Status Codes & Historic Resources Inventory Directory* (November 2004).

Methodology for Landscapes

[1] Frederic Knapp, AIA, meets *The Secretary of the Interior's Professional Qualification Standards* in Historic Architecture and Architecture (36 Code of Federal Regulations 61).

Field Methodology

Denise Bradley, ASLA, a historical landscape specialist who meets the Secretary of the Interior's Historic Preservation Professional Qualifications for Historical Landscape Architects, conducted an intensive survey of the cultural landscape features on Treasure Island during August and September of 2009.

Research Methodology

Primary and secondary sources were reviewed for information that would aid in the evaluations of the significance for landscape features that survive from the Golden Gate International Exposition (both individually and as a potential historic district).

Key references included the following two contemporary accounts of the design and installation of the landscape for the Exposition. *The Art of Treasure Island, First-hand Impressions of the Architecture, Sculpture, Landscape Design, Color Effects, Mural Decorations, Illumination, and Other Artistic Aspects of the Golden Gate International Exposition of 1939* was prepared by Eugen Neuhaus in 1939 to serve as both an analysis of the various components of the plan (architecture, sculpture, plant materials, murals, color, and lighting) and a guidebook. *Treasure Island: 'Magic City', 1939-1940* prepared by Jack James and Earle Weller in 1941 provided information on the process involved in the creation of the island and the installation of the landscape.

No detailed plans for the landscape design were located. However, two drawings that provided information for the Exposition's site plan at a schematic level were identified and reviewed. These included *Golden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939* prepared by the California Commission for the Golden Gate International Exposition and the G*round Plan of the Exposition with Guide to Courts and Buildings* contained in the appendix of Neuhaus' *The Art of Treasure Island*.

These plans were reviewed in conjunction with historical photographs to determine the appearance and characteristics of the landscape during the Exposition. A series of oblique high resolution aerial photographs taken in 1939 and 1940, from the collections of Pacific Aerial Surveys, were particularly valuable. Additionally, historical photographs collected in secondary sources were reviewed, including *Treasure Island, San Francisco's Exposition Years* (Reinhardt 1978), *Treasures: Splendid Survivors of the Golden Gate International Exposition* (Schnoebelen1991), and *San Francisco's Treasure Island* (Pipes 2007).

Aerial photographs (1947-2009) were reviewed in conjunction with the information obtained during the field survey to determine the extent of changes to the landscape after the end of the Exposition and during the use of the island by the Navy. An aerial photograph taken in 1947 was valuable in documenting the level of changes that occurred on the island during the first few years of the Navy's occupation and was supplemented by a description of these changes found in *Appendix 3: World War II Era and Cold War Buildings and Structures* in the *Cultural Resource Inventory and Evaluation Investigations: Yerba Buena Island and Treasure Island Naval Station, Treasure Island, San Francisco, CA, March 1997* (JRP Historical Consulting Services, 1997).

Information from the National Register of Historic Places (NRHP) listings for Buildings 1, 2, and 3 was found in the nominations for these buildings prepared by Toni Webb, JRP Historical Consulting.

Previous reports that have been prepared about the cultural resources on Treasure Island were consulted for background histories and evaluations.

Evaluation Methodology (Landscapes)

The California Register of Historical Resources (CRHR) criteria were used in evaluating the significance of the cultural landscape features. As part of this evaluation, a historical context for the GGIE landscape was prepared. A DPR523 record (containing a history, description, analysis, and evaluation under CRHR criteria) were prepared for the potential for a historic district in relation to the GGIE and to the Navy's use of the island. Separate DPR523 records were also prepared for the remaining individual landscape components from the GGIE (the landscape setting around Buildings 1, 2, and 3, the Avenue of Palms, and olive street tree plantings).

The following publications from the California Office of Historic Preservation were consulted for the preparation of the DPR523 records and the evaluations: *Instructions for Recording Historical Resources* (March 1995), *Technical Assistance Series #7 Appendix: Instructions for Preparing Documentation for Nominating Historical Resources to the California Register of Historical Resources* (Revised 2001), and *Technical Assistance Bulletin #8: User's Guide to the California Historical Resource Status Codes & Historic Resources Inventory Directory* (November 2004).

Additionally, the following National Park Service publications were consulted: *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* and *National Register Bulletin 18: How to Evaluate and Nominate Historic Designed Landscape* provided additional guidance on the evaluation of cultural landscape features; *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* (1998) was consulted on the procedures related to research and documentation for cultural landscapes; and *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* (1996) was consulted related to the Proposed Project's treatment of any cultural landscape components that appear to be significant under the CRHR criteria.

How to Evaluate the Integrity of a Property

> "Integrity is the ability of a property to convey its significance. To be listed in the National Register of Historic Places, a property must not only be shown to be significant under the National Register criteria, but it also must have integrity. The evaluation of integrity is sometimes a subjective judgment, but it must always be grounded in an understanding of a property's physical features and how they relate to its significance.

Historic properties either retain integrity (this is, convey their significance) or they do not. Within the concept of integrity, the National Register criteria recognizes seven aspects or qualities that, in various combinations, define integrity.

To retain historic integrity a property will always possess several, and usually most, of the aspects. The retention of specific aspects of integrity is paramount for a property to convey its significance. Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant. The following sections define the seven aspects and explain how they combine to produce integrity.

1. Seven Aspects of Integrity
2. Assessing Integrity in Properties

- Defining the Essential Physical Features
- Visibility of the Physical Features
- Comparing Similar Properties
- Determining the Relevant Aspects of Integrity

Seven Aspects of Integrity

- Location
- Design
- Setting
- Materials
- Workmanship
- Feeling
- Association

Understanding the Aspects of Integrity

Location

Location is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved.

Design

Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and

applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials.

A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.

Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts significant primarily for historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related: for example, spatial relationships between major features; visual rhythms in a streetscape or landscape plantings; the layout and materials of walkways and roads; and the relationship of other features, such as statues, water fountains, and archeological sites.

Setting

Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the character of the place in which the property played its historical role. It involves how, not just where, the property is situated and its relationship to surrounding features and open space.

Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.

The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as:

- Topographic features (a gorge or the crest of a hill);
- Vegetation;
- Simple manmade features (paths or fences); and
- Relationships between buildings and other features or open space.

These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its surroundings. This is particularly important for districts.

Materials

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place.

A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved. The property must also be an actual historic resource, not a recreation; a recent structure fabricated to look historic is not eligible. Likewise, a property whose historic features and materials have been lost and then reconstructed is usually not eligible.

Workmanship

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques.

Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles. Examples of workmanship in historic buildings include tooling, carving, painting, graining, turning, and joinery. Examples of workmanship in prehistoric contexts include Paleo-Indian clovis projectile points; Archaic period beveled adzes; Hopewellian birdstone pipes; copper earspools and worked bone pendants; and Iroquoian effigy pipes.

Feeling

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character. For example, a rural historic district retaining original design, materials, workmanship, and setting will relate the feeling of agricultural life in the 19th Century. A grouping of prehistoric petroglyphs, unmarred by graffiti and intrusions and located on its original isolated bluff, can evoke a sense of tribal spiritual life.

Association

Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character. For example, a Revolutionary War battlefield whose natural and manmade elements have remained intact since the 18th Century will retain its quality of association with the battle.

Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the National Register."[2]

d. Scope of Resources Studied

Table of structures and landscapes included in the report's scope:[3]

Resource Number	Quad Location	Resource Name	Year Constructed[4]
341	D12	Damage Control Trainer with *U.S.S Buttercup*	1951
342	D11	Naval Technical Training Center (NTTC) Radiac Instruction	1951
343	D11	Naval Technical Training Center (NTTC) RADIAC Instruction	1951
344	D11	Radium and Radiac Vault	1951
346	G15	Radio Transmitting Station	1950
347	G15	Gun Mount	1951
379	F10	Paint and Hazmat Locker	1956
381	D12	MWR Baseball Storage	1957
382	D12	Sump House	1959
383	G15	Radio Tower	1948
384	G15	NAVRES Storage	1958
397	D10	Tennis Courts	1950
413	G16	Storage	1950
	K8-K16	Avenue of Palms	1939
	Various	Olive Trees	1939

[2] U. S. Department of the Interior, National Register Bulletin VIII, Washington, DC: http://www.nps.gov/history/nr/publications/bulletins/nrb15/nrb15_8.htm

[3] The information about buildings listed as having been built between 1947 and 1960 was taken from *Cultural Resource Inventory and Evaluation Investigation at: Yerba Buena Island and Treasure Island Naval Station, Treasure Island, San Francisco, CA*, Engineering Field Activity, West Naval Facilities Engineering Command, March 1997, p. 8-9.

[4] The construction dates were not established from permits but rather by the study of dated maps and/or photographs. Maps were not available for every year so the dates are broad and to be considered as circa. See *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

	D15-K15	Landscape around Buildings 1, 2 and 3	1939
	Whole or part of island	Potential Naval Station Historic District	NA

Table of resources included in the referenced 1997 list that are no longer extant and consequently are not part of this report:

Resource Number	Quad Location	Resource Name
371	C4	Mock Up Trainer, also known as the *U.S.S. Pandemonium*
358	G15	Register Bank Building Storage (this was extant on July 31, 2009 but was found in a heap of rubble on August 19, 2009
421	I7	Storage (only an overgrown concrete slab exists)
470	K15	Saluting Battery Gun Mount (a fresh concrete slab occupies the spot where this was once located)

Table of resources fitting the time frame of 1947-1960 and included in the 1997 list which were excluded from the scope of this report because they are the property of the U. S. Department of Labor's Job Corps program which will remain in place:

Resource Number	Quad Location	Resource Name
363	I10	Maritime Cooking School
364	I10	Barracks
365	I11	Barracks and Offices
366	I11	Barracks and Offices
367	I11	TPU/PSD and Barracks
368	I10	Enlisted Men's Dining Hall
369	I14	Bachelor Officer Quarters (BOQ), Officers' Club.

B. PROPOSED PROJECT

Figure 2 – Projected image of Treasure Island looking southwest showing completed project. Image courtesy of Treasure Island Community Development, LLC.

a. Introduction

Treasure Island and Yerba Buena Island (collectively, "the Islands") are in San Francisco Bay, about halfway between the San Francisco mainland and Oakland. The Islands are the site of the former Naval Station Treasure Island ("NSTI"), which is owned by the U.S. Navy ("Navy"). NSTI was closed on September 20, 1997, as part of the Base Realignment and Closure program. The Islands also include a U.S. Coast Guard Station, a U.S. Department of Labor Job Corps campus, and Federal Highway Administration ("FHWA") land occupied by the San Francisco-Oakland Bay Bridge ("Bay Bridge") and tunnel structures.

The Treasure Island Development Authority ("TIDA") is proposing a Redevelopment Plan for Treasure Island and Yerba Buena Island ("Redevelopment Plan") that would provide the basis for redevelopment of most of the NSTI lands (the "Redevelopment Plan Project Area" or "Project Area") from a former military base consisting of primarily low-density residential uses with vacant and underutilized non-residential structures to a new, high-density, mixed-use community with a variety of housing types, a retail core, a variety of open space and recreation opportunities, on-site infrastructure, and public and community facilities and services. The Redevelopment Plan, and a Design for Development adopted in connection with the Redevelopment Plan, would establish the land use controls and design standards for the project site. Implementation of the Redevelopment Plan would be through a Disposition and Development Agreement ("DDA") between TIDA and Treasure Island Community Development, LLC ("TICD"), and related transactional documents. The basis for the Redevelopment Plan, Design for Development, DDA and related transactional documents and policies adopted to implement the Redevelopment Plan (collectively, the "Proposed Project") is the Development Plan and Term Sheet for the Redevelopment of Naval Station Treasure Island (the "Development Plan") endorsed by TIDA in October 2006 and by the Board of Supervisors in December 2006. The Development Plan was prepared along with supporting studies that address project design concepts, transportation, infrastructure, sustainability, community services, affordable housing, jobs, and other aspects of the development. The anticipated program of development to be implemented as part of the Proposed Project is also re-

ferred to in this Project Description as the "Development Program."

Existing interim uses within the Development Plan Area include about 1,000 dwelling units (of which about 800 are available for occupancy), about 100 buildings with existing and former non-residential uses, parking and roadways, open space, a wastewater treatment facility, and other infrastructure. The Proposed Project would replace those uses with up to approximately 8,000 residential units; up to approximately 140,000 square feet (sq. ft.) of new commercial and retail space; approximately 100,000 sq. ft. of new office space; adaptive reuse of historic Buildings 1, 2, and 3 with up to 311,000 sq. ft. of commercial space; up to approximately 500 hotel rooms; approximately 300 acres of parks and open space uses; bicycle, transit, and pedestrian facilities; a ferry quay/intermodal Transit Hub; and new and/or upgraded public services and utilities, including a new wastewater treatment plant. Other components of the proposed Development Plan include supplemental environmental remediation of sites containing hazardous materials to support the proposed uses, and geotechnical improvements to stabilize Treasure Island and the causeway that connects it to Yerba Buena Island. Initial buildout under the Proposed Project would be implemented in four phases, anticipated to occur from approximately 2011 through 2031, depending on market conditions.

All of the buildings, structures, objects and landscapes across most of the 403-acre Treasure Island site are to be demolished with the exception of Buildings 1, 2 and 3. Also, the complex of seven Job Corps buildings and their landscape located on some 37 acres in the southwestern quadrant of the island (outside of the Redevelopment Plan Area) will remain in place as property of the U.S. Department of Labor. The wide variety of buildings in the scope of this focused report includes buildings for instruction, storage, training, utility, and offices. Other included structures are a training gun, recreation area and an antenna tower. Certain areas of landscape which remain from the Golden Gate International Exposition of 1939 are surveyed, including the palm trees along the Avenue of the Palms, olive trees which occur in three general clusters, as well as the landscapes around Buildings 1, 2 and 3.

b. Configuration of Property

Treasure Island is an artificial island located in the middle of San Francisco Bay, between San Francisco and Berkeley. It connects via a causeway at its southwest corner to Yerba Buena Island to its south. The island is a rectangle with its axis running north to south. (Although the island is actually skewed slightly to the northwest, project north will be used in this report versus true north.) The northwest, northeast and southeast corners of Treasure Island are cut at about a 45-degree angle. The San Francisco peninsula lies to the southwest, Alcatraz Island to the west, Angel Island to the northwest and Emeryville to the east. The entire island is designated as Block 1939 and Lot 001 by the City and County of San Francisco's Assessor-Recorder's Office.

The resource numbers of buildings and structures were applied chronologically by the Navy and were not tied to location on the island. Consequently, there is no correlation between building numbers and locations. This report presents the buildings and structures in order of their numbers. For ease of location, quadrant numbers are also given in

the report and are shown on a map located in the appendix. Street addresses, where known, are given as well.

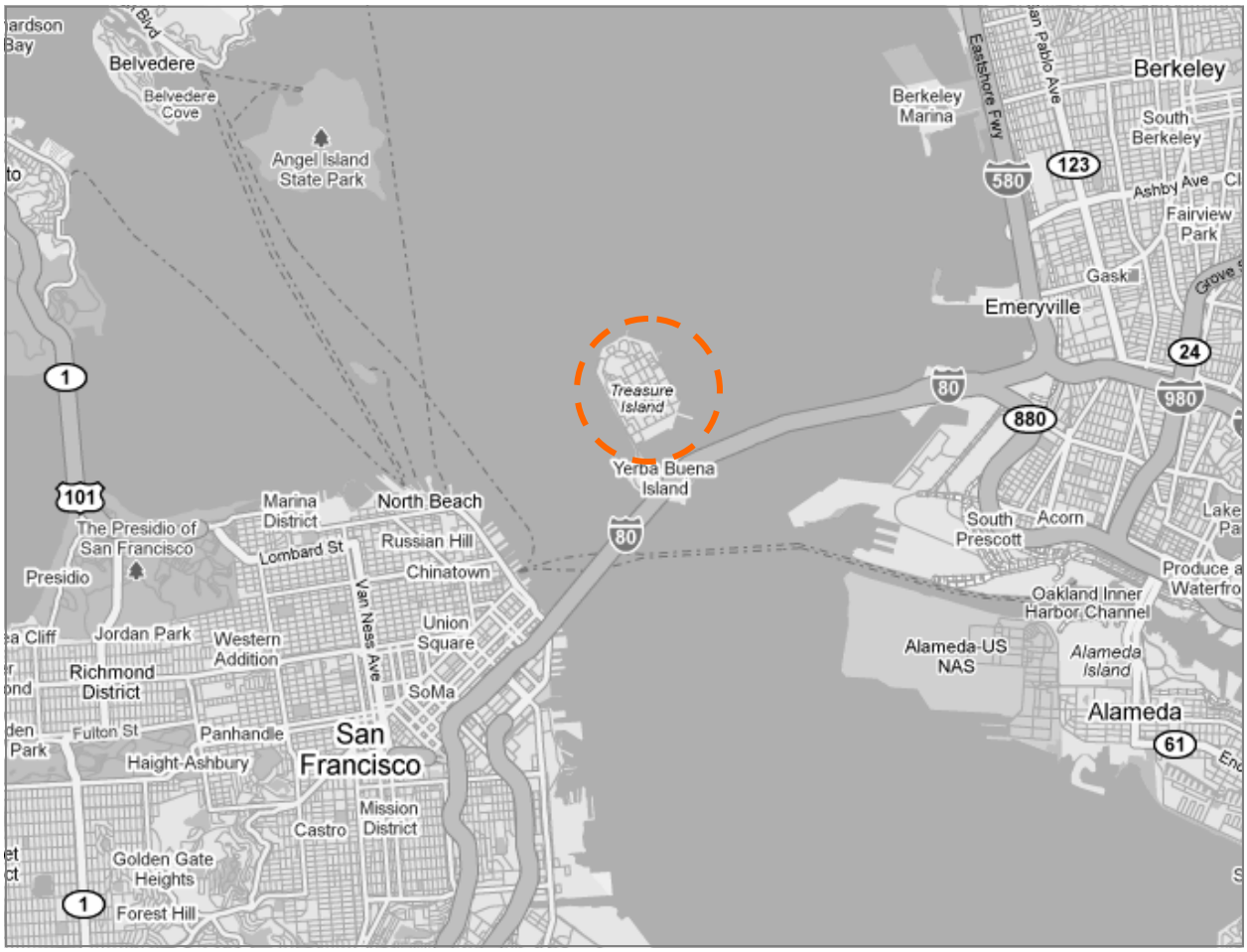

Figure 3 – Location map showing Treasure and Yerba Buena Islands. Image courtesy of Google Maps, 2009.

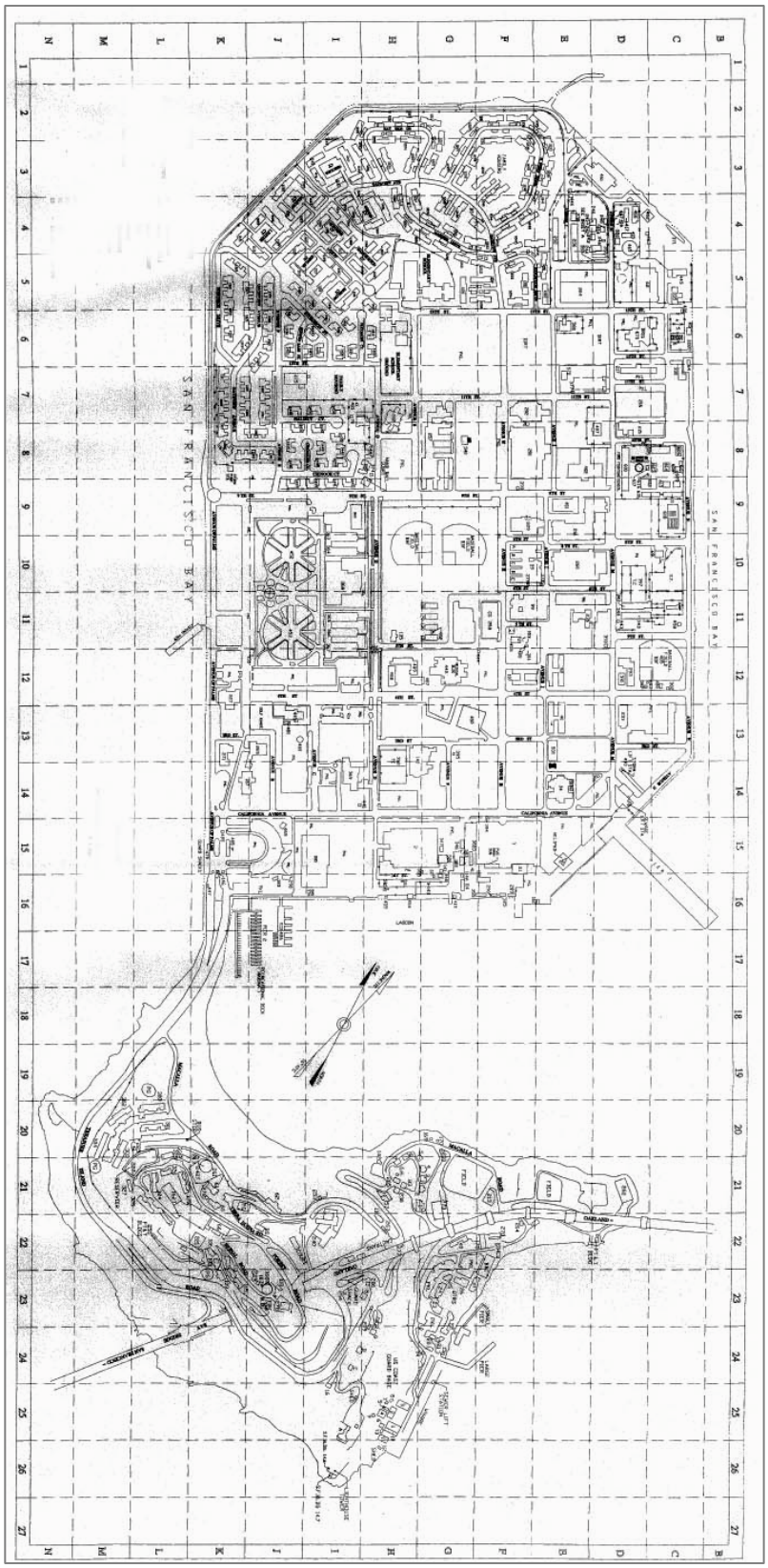

Figure 4 – Map of Treasure Island and Yerba Buena Island dated July 11, 1996. A few buildings and structures have been removed s
Treasure Island Development Authority. A larger reference version of this map is located in the Appendices.

C. CURRENT HISTORIC RESOURCE DESIGNATIONS AND SUMMARY OF PAST HISTORIC RESOURCE EVALUATIONS

Treasure Island was the site created for the Golden Gate International Exposition held during 1939-1940 and is California Historic Resource number 987, which was listed in 1989. Treasure Island was designated a State Historic Landmark and therefore is automatically listed on the California Register for this reason. The basis for the island's designation (as a State Historic Landmark) is its association with GGIE, so only features associated with the GGIE would be a part of the State Historic Landmark designation.

Buildings 1, 2 and 3 were built as permanent structures in 1939, are listed in the National Register of Historic Places and consequently are listed in the California Historical Resources Information System. Each were listed separately in 1992 and each have a Status Code of 2S2 which means that "the individual property is determined eligible for the National Register by a consensus through a Section 106 process" and is "listed in the California Register."[5] The nomination forms were consulted during the evaluation.

Some other historical evaluations have been written examining various aspects of Treasure Island. The pertinent ones relative to this report include:

Transfer and Reuse of Naval Station Treasure Island-Final Environmental Impact Report, San Francisco Planning Department, June 1, 2006.

Cultural Resource Inventory and Evaluation Investigation at: Yerba Buena Island and Treasure Island Naval Station, Treasure Island, San Francisco, CA, Engineering Field Activity, West Naval Facilities Engineering Command, March 1997.

Historical Study of Yerba Buena Island, Treasure Island, and their Buildings / prepared by Mare Island Naval Shipyard, Base Realignment and Closure (BRAC), Environmental Technical Division. Mare Island, CA: The Division; Oakland, CA: reproduced by Defense Printing Service, September 1996.

Two other studies were done of the island's resources but were not available for review.[6]

Table of Buildings and Landscape Located on Treasure Island that are Historic Resources:

Resource Number	Quad Location	Resource Name	Year Constructed
Whole	2B-K16	Treasure Island-as the site created for the	1937

[5] "Technical Assistance Bulletin #8" California State Office of Historic Preservation, Department of Parks and Recreation, November 2004, p. 4.

[6] *Treasure Island Cultural Resource Survey Report* . Woodbridge, Sally B. May 14, 1982. A copy has not been located. But by the author's own conclusion this early report was "superficial" and would not have an effect on the conclusions herein. Personal communication between Sally Woodbridge and Christopher Pollock, September 17, 2009. Another lost document is *Historical Study of Yerba Buena Island, Treasure Island and Their Buildings*, Department of the Navy, 1995. (Planning does not have a copy of this report.)

Island		Golden Gate International Exposition held during 1939-1940 and is California Historic Resource Number 987, which was listed in 1989	
1	H15	Building 1	1939
2	J15	Building 2	1939
3/111	F15	Building 3 with Building 111	1939

D. HISTORIC CONTEXT

a. Development of Treasure Island

Treasure Island has evolved through three distinct periods and is about to enter its next one. Post-Native-American occupancy of Yerba Buena Island was by private parties as well as the Army and Navy since the 1840s. Treasure Island's genesis began in 1936 with the dredging of San Francisco Bay to create the island as a venue for the Golden Gate International Exposition of 1939. With the exposition finished in 1940 the Navy sought to procure the strategically placed island from the City of San Francisco. With that agreement in hand, the island, along with Yerba Buena Island which already had military presence, became a training facility. At the end of World War II in 1946, the Cold War Era came in and much of the island's earlier buildings were demolished and others built anew in more permanent materials. The close of the Navy period came in 1997 when the Navy decommissioned the island.

Figure 5 – View looking southwest showing filling of San Francisco Bay's Yerba Buena Shoals with dredged materials. Image Courtesy San Francisco Public Library-San Francisco History Center, AAD-3782.

Treasure Island's First Period of Development: Golden Gate International Exposition (1939-1940)

Treasure Island is an entirely man-made island, placed over shallow areas at the northern shore of Yerba Buena Island, known as the Yerba Buena Shoals. (See Figure 5) When complete the new island was connected to Yerba Buena Island by a narrow causeway at the island's southwest corner. The U.S. Army Corps of Engineers constructed the 403-acre island during 1936 and 1937 to provide a short-term site for the Golden Gate International Exposition of 1939 (GGIE), with the intent of converting the site into a permanent airport for San Francisco after the close of the exposition – a concept abandoned soon after. The exposition was conceived to celebrate construction of both the Golden Gate Bridge and the San Francisco-Oakland Bay Bridge and, as with most expositions of this type, buildings were constructed to be temporary – only three buildings, Buildings 1, 2 and 3, were planned to be permanent and they remain today. (See Figure 6)

Figure 6 – View looking east to the Tower of the Sun at the GGIE. Image Courtesy San Francisco Public Library-San Francisco History Center, AAK-0297.

Treasure Island's Second Period of Development: World War II Period (1941-1946)

In February 1941, the Navy took possession of Treasure Island from San Francisco in exchange for land south of San Francisco on the peninsula which would become the site of Mills Field, now known as San Francisco International Airport. The Navy ex-

plained its strategic position in the Bay Area. "In filing the Navy's declaration of taking, M. Mitchell Bourquin, special assistant attorney general, explained the Navy needs the 300-acre (*sic*) island for 'protection of navigation and commerce' and 'for preparing and receiving and forwarding men to naval duty.'"[7] This combined the military holdings of Yerba Buena and Treasure Islands into one. Following the bombing of Pearl Harbor in December 1941, the Navy built several hundred additional temporary buildings on Treasure Island, during the period between 1942 and 1945. Many of the GGIE's temporary structures remained to be used by the Navy during the war, but were removed over time. The island was used as a combined Receiving Station, Distribution and Training Center.

Figure 7 – Aerial view of Treasure Island in 1948 looking north. Image Courtesy San Francisco Public Library-San Francisco History Center, AAC-9814.

Treasure Island's Third Period of Development: Cold War Period (1947-1997)
Following World War II, the Navy transformed Treasure Island into a training facility where it unified various specialized technical schools from throughout the Bay Area into a consolidated facility. The Navy demolished dozens of World War II Era temporary structures during the 1960s and 1970s to allow new construction, filling the need for modern residential and classroom buildings suited to training and instruction.

Post Naval Station (1998-Present)
NSTI was selected for closure under the Defense Base Closure and Realignment Act ("BRAC") in 1993, and the Navy closed the base operationally in 1997. Since that time, the base has been master leased to the Treasure Island Development Authority, During this interim period the island is serving many purposes. Many of the buildings are vacant, but several of the former Navy living quarters have been leased to families and there is a program to house the city's homeless population. The island maintains its own fire station. The Casa de la Vista, sited on the Avenue of the Palms, serves as rental venue for gatherings. The lobby of Building 1 is open to the public and the building houses the offices of the Treasure Island Development Authority. It is also the leasing office for the island's rental properties, among other miscellaneous office uses. Building 2 is used by Island Creative, which builds sets for theater, movies and corporate industrial shows. Building 3 is home to studios and is currently being used to film the TV series *Trauma*. The building is also used as a rental gathering venue. The United States Department of Labor maintains ownership and jurisdiction over the site of the Job Corps, located on some 37 acres near the southwest corner of Treasure Island and will continue to occupy that site. The Job Corps is the nation's largest residential education and vocational training program for economically disadvantaged youth. Clipper Cove houses docks for privately owned boats and some city and military watercraft.

[7] "Treasure Isle Goes to Navy, City Upset Over Offer, May Dispute Price" *The San Francisco News*, April 17, 1942, page unknown.

b. Development of Yerba Buena Island

Figure 8 – 1865 view with San Francisco in foreground and Yerba Buena Island in the distance. Image Courtesy San Francisco Public Library-San Francisco History Center AAC-9911

Various parties claimed ownership of Yerba Buena Island, also known as Goat Island, through the Spanish-Mexican period of California history and into the early decades of American control. The Army asserted the right to occupy and use Yerba Buena Island in 1866, and the next year it took possession of the island. Troops were stationed on the southeastern part of the island, in a cove near the modern U.S. Coast Guard station. In 1879, the Army reassigned artillery units to the Presidio of San Francisco and abandoned the Yerba Buena Island garrison. In 1891, the Army Coast Artillery Corps took control of the island to erect an underwater mine depot. The United States Navy established a Naval Training Station in the East Cove area in 1898, while the Army retained control of the eastern tip of the island until 1960. The Naval Training Station was active from 1900 until 1923, when the Navy relocated it to the Naval Training Center in San Diego. A much smaller facility did remain on the island, however, through the 1930s as a receiving ship facility for sailors awaiting assignment. In the mid-1930s, the San Francisco-Oakland Bay Bridge was constructed through the island with a tunnel and it became the center anchorage for the bridge. The U.S. Coast Guard owns and will continue to occupy the south end of the island.

Table of Buildings and Structures located on Yerba Buena Island (excluding Coast Guard property) that are National Register Historic Resources:

Resource Number	Quad Location	Resource Name
1-7, 83, 205, 230	H21	Senior Officers' Quarters Historic District that includes the Nimitz House-Quarters 1 and six other Senior Officers Quarters-Buildings 2 through 7, their garages and formal landscaping
1	H21	Senior Officers' Quarters, individually listed, Nimitz House-Quarters 1
262	D21	Torpedo Storehouse, individually listed, consisting of the torpedo (mine) assembly Building and Long Range Accuracy Storage Building
10/267	H22	Quarters 10, individually listed, and its contributing garage

c. Summary of Historic Development of Military Bases in California

The first military installation in California was in the Presidio of San Francisco in 1847 by the Army. Following that, Benicia was the site of an Army Supply Depot in 1849. Near the Presidio, Fort Point was finished by the Army in 1861. Across the Golden Gate, Fort Baker was also constructed by the Army in 1910. Air Force bases were built in Novato and Sunnyvale. The Marines, Coast Guard and National Guard also had a lesser presence in the Bay Area. Coastal naval facilities were once clustered around Puget Sound, Long Beach, and San Diego while the most were located in the Bay Area.

Figure 9 – Aerial view of Naval Air Station Alameda. Image courtesy of Google Earth Pro, 2009.

Naval Station San Diego was established in 1917. The site was chosen for its proximity to the newly opened Panama Canal. It housed an air station, training, supply, submarine repair and hospital facilities as well as the 11th District headquarters. After World War I the station was focused on repair. In 1933 the Los Angeles based submarine fleet was moved to San Diego. The base was enlarged, starting in 1941, and with the addition of functions after the Close of World War II the base was renamed Naval Station San Diego.

The Navy purchased Mare Island in Vallejo in 1853 as its first West Coast Facility. The Navy's globe-circling Great White Fleet sailed into San Francisco Bay in 1908 as a sales pitch to harbor more military presence here. Ultimately the plan worked and the Bay Area became the West Coast's largest cluster of bases.

Many Naval bases have been closed over time including:

- Mare Island, Vallejo (established in 1854-1996)
- Moffett Field Naval Air Station, Sunnyvale (1931-1994)
- Naval Air Station (1934-1997) and Naval Aviation Depot, Alameda (1934-1996) (See Figure 9)
- Naval Supply Depot, Oakland (1940-1999)
- San Francisco Naval Shipyard, San Francisco (1941-1994)
- Treasure Island Naval Station, San Francisco (1997)
- Concord Naval Weapons Station, Concord (1942-1999)
- NFD (Naval Fuel Depot) Point Molate, Richmond (1943-1998)

d. History of the Landscape Design for the GGIE

The plan for the GGIE was prepared by the members of its Architectural Commission, which included, at its initial stage, architects Arthur Brown Jr., W. P. Day, Lewis P.

Hobart, William G. Merchant, Timothy L. Pflueger, and Ernest E. Weihe, and the chairman George Kelham, who, according to Eugen Neuhaus in his book *The Art of Treasure Island*, deserved a large share of the credit for the design. (Following Kelham's death in 1937, Brown was appointed chairman.) The man-made shape of Treasure Island, a long rectangle with three of its corners clipped, and its level topography helped to dictate the formal nature of the plan for the exposition, and the local climatic conditions helped to determine where different components were located on the island. The Architectural Commission's plan determined the overall spatial organization and character for the landscape design by designating the location of buildings, the key outdoor spaces, and the circulation system. The architecture, sculpture, plant materials, water features, murals, color, and lighting all functioned within the framework of the Architectural Commission's plan to support the creation of a very specific environment for the exposition.[8]

Neuhaus provided the following succinct description of the Architectural Commission's plan in his book, which served as both an analysis of the various components of the plan (architecture, sculpture, plant materials, murals, color, and lighting) and a guidebook:

> "*In the main, the plan of the Exposition is developed upon the use of two main axes, one running almost north and south and the other, shorter at right angles to it, from east to west. These two major lines intersect at a point emphasized by the central court and the tower of the Exposition. The main buildings on the outside are tied together by plain, relatively low, solid, enclosing, horizontal walls, spaced on either side of these two axes in such a way to create protected areas of ample size for a succession of garden courts and outdoor recreational and pleasure areas. As it is an established tradition to cast aspersions upon the climate of San Francisco, it will not be amiss to note here that the buildings are designed in such a way as to offer a maximum of shelter from the prevailing summer winds and that they take the fullest advantage of the sun, which during the middle of the day shines into the long north-south axis.*
>
> "*The plan, although formal, is not bisymmetrical like that of the Panama-Pacific Exposition . . . It is essentially monumental and is vaguely recognizable in the grand plan of Paris or Versailles, which is used with many local modifications at Washington, D.C., and indeed anywhere in the world that a monumental impressive decorative effect is desired. It is best appreciated from a great height, as modern aviation has revealed so instructively . . .*
>
> *"The areas outside of this nucleus have been connected with it by wide, tree-lined arteries, which give access to the grounds where stand buildings such as those*

[8] Eugen Neuhaus, *The Art of Treasure Island, First-hand Impressions of the Architecture, Sculpture, Landscape Design, Color Effects, Mural Decorations, Illumination, and Other Artistic Aspects of the Golden Gate International Exposition of 1939* (Berkeley, CA: University of California Press, 1939), p. 11. More specific analysis on each of these components is provided in the Neuhaus book.

> *belonging to the Federal government, the countries of the Pacific area, other foreign countries, California, and other states of the Union."*[9]

The key outdoor spaces for the exposition were the "courts" along the major axes,[10] two formal gardens,[11] the tree-lined circulation arteries, the showy, expansive planting of ice plant along the western edge of the island (called the "Magic Carpet"), and a series of three man-made lakes (collectively called the "Lagoon") that stretched across the eastern side of the Exposition.[12] In contrast to the formality and geometry of the courts, gardens, and circulation paths, the Lagoon (also labeled as the "Lake of the Nations" on an earlier plan) had a meandering informal design. "The picturesque values which have resulted from this change" provided a "striking succession of delightful vistas created by the union of a naturalistically shaped body of water and man-made elements in terms of exotic buildings surrounded by gardens."[13]

The more functional aspects of the exposition were grouped at the southern and northern ends of the exposition's plan. The administrative building and the two other permanent buildings were located in a row at the south end, and a large entertainment and amusement park or midway, called "Gayway" and the outdoor auditorium, the "Cavalcade of the Golden West," stretched across the northern end. The expansive parking area (for buses, taxis, and automobiles) was hidden from view to the north by this group of features, as were the California Livestock Barns where the various livestock used in the performances at the Cavalcade were quartered.[14] Access to the exposition was provided by a causeway from Yerba Buena Island that connected to the vehicular entrance at the southwest corner of the island and by two ferry terminals, one each on the east and west sides of the island.

The purpose of the planting design was to provide "decorative enhancement and to frame the buildings and sculptural features and to provide a counterpoint to the architec-

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[9] Neuhaus 1939, p. 12.

[10] The Court of Honor was located at the intersection of the two major axes. The Court of Pacifica was located at the north end of the north-south axis and the Enchanted Garden at its south end. Between these were the Court of the Seven Seas and the Court of Moon and Stars. The Court of Nations was located at the east end of the east-west axis, and the Court of Reflections, Court of Flowers, and Lagoon were located between it and the Court of Honor along this axis.

[11] The Enchanted Garden was located between the Administration Building and the Yerba Buena Clubhouse at the southern end of the north-to-south axis. The planting design for this garden was by Isabella Worn, a noted San Francisco floral designer who had also worked on the planting design for Filoli and San Simeon and would work again with architect William Wurster (who designed the adjacent Yerba Buena Clubhouse) on the landscape design of Stern Hall at the University of California's campus in Berkeley in the early 1940s. There was another garden (labeled as the "Commonwealth Nurseries Exhibit" on a 1939 plot plan) located west of the Floriculture Building and across California Avenue from the Hall of Transportation.

[12] The Lagoon was located between California Avenue (on the south), the Pacific Promenade/H Street (on the west), the Avenue of Olives/9th Street (on the north), and the Concourse of the Commonwealths/M Street (on the east).

[13] Neuhaus 1939, p. 12.

[14] Neuhaus 1939, p. 13 and California Commission for the Golden Gate International Exposition. *Golden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*.

tural framework of the site."[15] The two major considerations that governed the selections for plants materials were their color and exposure needs, although the impact of fragrance was also considered. The "separate courts of the elaborate architectural plan were given separate color schemes, carried out by the bloom and the foliage of all forms of growth. Seasonal blooms [annuals and bulbs] were changed three or four times during the 40 weeks of the fair."[16] The colors of the flowers (annuals and perennials) were used to complement and reinforce the color schemes of the buildings and courts.[17] For example, the Court of Flowers was predominantly gold in color and included 45,000 plants of 46 different varieties.[18] The "Magic Carpet," one of the most talked about vegetation features, was meant to be highly visible "welcome mat" in the area between the water and buildings all along the western frontage of the island and was planted with varieties of ice plant, a succulent groundcover, in a "harmonious juxtaposition of tints" – pink, yellow, dark pink, orange, red, and scarlet – to form a carpet that resembled an "Oriental rug."[19] A broad range of tree and shrub species from the various "Pacific climates and nations" were selected to fit within the exposition's theme "A Pageant of the Pacific".[20]

Julius L. Girod was the supervising horticulturist for the GGIE and oversaw the work of the Bureau of Horticulture of the Exposition. Girod, a native of San Francisco, was the assistant to Golden Gate Park Superintendent John McLaren, and had worked for McLaren since 1929. (He was appointed as superintendent of the park in 1943, following McLaren's death, and continued in this capacity until his own death in November 1957.)[21] Neuhaus stated in his book that the park department's (and John McLaren's) experience in creating the landscape for the 1915 Panama Pacific International Exposition "gave an incalculable advantage" in planning and orchestrating the development of the GGIE grounds,[22] which included growing or storing the 4,000 trees, 60,000 shrubs, 800,000 annuals, and 400,000 bulbs that were used in the planting design. The San Francisco Park Department's 28-acre Balboa Park nursery was the headquarters for all of this work. Mature trees were acquired from "widely scattered points in California" and acclimated at the Balboa Park nursery. Others that were obtained from within the Bay Area were shipped directly to Treasure Island from their original sites.[23] Jack James and

[15] Neuhaus 1939, p. 64.
[16] Jack James and Earle Weller, *Treasure Island "Magic City" 1939-1940, The Story of the Golden Gate International Exposition.* San Francisco: Pisani Printing and Publishing, 1941, p. 22.
[17] Neuhaus 1939, p. 95.
[18] Treasure Island Development Authority. "Treasure Island is a Pageant of the Pacific in Growing Things," panel, *Treasure Island 1939: San Francisco's Pageant of the Pacific* exhibit at the Presidio of San Francisco Officer's Club (2009).
[19] Ibid. and Neuhaus 1939, p. 72. The current genus is *Carpobrotus* but the plants are referred to as "mesembryanthemums" in descriptions of the exposition since this was the genus name at that time.
[20] A list of plants used within the major courts and areas of the fair and a schematic plan for the fair is provided in Appendix III: Planting Lists in The Art of Treasure Island (Neuhaus 1939, p. 159-189).
[21] "Golden Gate Park Benefactor [Julius Girod] Dies, *Daily Review* [Hayward, CA], 26 November 1957, p. 11 and "Julius Girod Given John McLaren's Place," *San Mateo Times*, January 26, 1943, p.10.
[22] Neuhaus 1939, p. 71.
[23] Neuhaus 1939, p. 69 and 71; Treasure Island Development Authority. "Treasure Island is a Pageant of the Pacific in Growing Things," panel; and Jack James and Earle Weller, *Treasure Island "Magic City"*

Earle Weller, in their book *Treasure Island, "Magic City" 1939-1940*, stated that "these trees were donated by owners."[24]

Before a large-scale transplanting effort could begin, the issue of the high salinity content of the bay silt, used as fill in creating the island, had to be resolved. Heavy rainfall during the winter of 1937-1938 helped to lower the soil's saline content, and the soil was amended by adding calcium sulphate, ammonium sulphate and aluminum sulphate in planting areas where plants required a higher acid content. Soil from the Sacramento River delta was also brought in and added on top of the bay silt.[25]

Installation and transplanting began in May 1938, just as soon as this process was completed. Barges, moving "across the Bay like small floating sections of forest,"[26] transported the trees from the San Francisco, Redwood City, and Berkeley waterfronts. Olive trees and palms, the two most widely used species in the plan, were the first to be brought in.[27] The large trees were transplanted at a rate of about 40 to 50 per day, and then the smaller trees, shrubs, and, finally, flowering plants were added.[28]

The irrigation water for the intensively planted gardens and outdoor spaces was supplied by a system that brought water from San Francisco through a "flexing pipeline" located between the decks of the Bay Bridge to a 3,000,000-gallon reservoir on Yerba Buena Island. The water flowed from there by gravity across the 900-foot long causeway that connected the two islands to a distribution system that included over 26 miles of pipe for the sprinkler systems within the planted areas.[29]

e. Changes to the Landscape by the Navy

After the fair closed at the end of September 1940, plans for the local airport at Treasure Island were postponed, and by early 1941, the Navy was using Treasure Island for its war planning in conjunction with their already established facility at Yerba Buena Island. After the attack of Pearl Harbor on December 7, 1941, the base's mission was fundamentally redefined to supply armed uniformed guards for merchant marine vessels sailing in the Pacific Ocean, and the island became the temporary homeport for the thousands of sailors awaiting assignment to vessels headed to battle in the Pacific.[30]

The Exposition dismantled some of its buildings soon after the fair closed but others that remained on the site were adapted to meet the Navy's immediate needs. The Exposition's permanent structures, built for the future airport, were also used by the Navy for military functions. There were 109 buildings and structures (ranging from the grand ex-

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1939-1940, The Story of the Golden Gate International Exposition (San Francisco: Pisani Printing and Publishing, 1941), p. 21-22.

[24] James and Weller 1941, p. 22.

[25] Neuhaus 1939, p. 68.

[26] James and Weller 1941, p. 23.

[27] Ibid, p. 22-23 and Neuhaus 1939, p. 71.

[28] James and Weller 1941, p. 23.

[29] James and Weller 1941, p. 20-21.

[30] Toni Webb, (JRP Historical Consulting), *Administration Building (Building 1), Treasure Island, National Register of Historic Places Registration Form* , undated, Section 8, p. 14-15.

hibit palaces to small utility sheds) on the island in 1941 when the Navy acquired Treasure Island. Sixty two of these were demolished when the Navy took possession, and the remaining 43 were re-used but re-painted. A fire in 1947 destroyed three of the remaining Exposition palaces, and as a result, the Navy demolished 37 of the remaining 40 re-used GGIE buildings. (A few survived into the 1960s.)[31]

The setting and character of Treasure Island were changed dramatically during this period, and the constructed environment from the GGIE (comprised of its architecture, statuary, murals, plant materials, and the use of color, illumination, and water) was replaced by the utilitarian character of the new Navy facility. When the main exhibition halls were lost in the 1947 fire, the spatial organization from the GGIE's plan along the two central axes was lost. The Navy added at least 90 permanent and temporary naval buildings during the war,[32] and as a result of this construction, the amount of open space on the island that had originally existed within the GGIE plan decreased. The Navy added rows of new buildings, along the western edge of the island, in the area that had been the Magic Carpet during the GGIE, and to the area north of 9th Street that had been the location of Gayway.

After the war, both Treasure and Yerba Buena islands served as a major center for thousands of Navy personnel returning from the War, reportedly the Navy's second largest separation facility at that time. In 1946, Treasure Island was designated Naval Station (NAVSTA) Treasure Island, a designation it retained for the next 38 years. During this era, the Navy constructed over 75 additional buildings on Treasure Island, half of which were built during the 1960s and 1970s. New housing was completed in 1966 in the northwest quadrant of the island. Over 40 additional buildings were constructed on the station through the 1980s and 1990s.[33]

The basic grid alignment of the circulation arteries was retained when the Navy converted these to streets; however, some were realigned (e.g., Avenue of the Palms) or extended (e.g., 4th Street), and new east-to-west-oriented cross streets were added to connect between the north-to-south-aligned avenues. The alignment of 4th Street was along the main east-to-west axis for the fair; however the alignment of the main north-to-south axis was not incorporated into the Navy's road system. All of the street system north of 9th Street, except for the perimeter road, was added by the Navy.

The alignment of the street system, organization of the landscape, building arrangement, and location of open, green space in the northwest quadrant of the island is related to the construction of housing in 1966 and differs from that of the rest of the island (that was retrofitted into the original GGIE grid layout). Gateway Avenue's alignment, beginning at 9th Street and ending at the intersection of 13th Street and Avenue H, curves in a gentle arc that follows the edge of island. Short drives, providing access to

[31] JRP Historical Consulting Services, *Cultural Resource Inventory and Evaluation Investigations: Yerba Buena Island and Treasure Island Naval Station, Treasure Island, San Francisco, CA, March 1997, Appendix 3: World War II Era and Cold War Buildings and Structure* (1997), p. 3-3.
[32] Webb (undated), Section 8, p. 15.
[33] Webb (undated), Section 8, p. 15-16.

parking lots for groupings of apartment buildings, and looped streets are laid out along both sides of Gateway Avenue.

By 1947, the Lagoon's system of three lakes had been drained and filled, and buildings and cross streets (3rd, 4th, 5th, 6th, and 8th streets) had been added to this area between Avenues H and M.[34]

The vibrant color displays from the annual and perennial beds disappeared with the closing of the Exposition. Many, if not most, of the Exposition's trees and shrubs were removed during the initial demolition of the GGIE buildings and structures by the Navy in 1941. Some of the major trees remained on the island either in their original location (e.g., the palms along the Avenue of Palms and about half of the olives that had been used as street trees during the GGIE) or were transplanted to new locations (e.g., Canary Island date palms and Mexican fan palms located at various locations on the island or the olives in the area east of the Chapel). However, most traces of the plantings in the various Courts and in the Enchanted Garden were gone by 1947. (A very simplified planting at the north end of the north-south oriented axis, in the area that had been the Court of Pacifica, remained as a traffic circle near the west end of 9th Street through 1985.) The Magic Carpet garden became the site of rows of barracks. Over the next four decades, plantings were added (primarily street tree or plantings around the foundations of new buildings) as the Navy continued to adapt the island to meet its needs.

[34] Pacific Aerial Survey image, 1947.

E. EVALUATIONS OF SIGNIFICANCE AND INTEGRITY

Individual Buildings, Structures, Objects and Landscapes

The following pages are organized to individually discuss the Navy's buildings, structures and objects first which are followed by study of the landscapes surrounding the former GGIE's buildings. Each building, structure, object or landscape will be described, discussing its form and materials. Additionally its current condition, history and significance will be reviewed. An evaluation based on the relevant[35] California Register of Historical Resources criteria concludes each discussion.

Table of structures and landscapes evaluated on the following pages:[36]

Resource Number	Quad Location	Resource Name	Year Constructed[37]	Page
341	D12	Damage Control Trainer with *U.S.S Buttercup*	1951	29
342	D11	Naval Technical Training Center (NTTC) Radiac Instruction	1951	33
343	D11	Naval Technical Training Center (NTTC) RADIAC Instruction	1951	36
344	D11	Radium and Radiac Vault	1951	38
346	G15	Radio Transmitting Station	1950	40
347	G15	Gun Mount	1951	43
379	F10	Paint and Hazmat Locker	1956	47
381	D12	MWR Baseball Storage	1957	49
382	D12	Sump House	1959	52
383	G15	Radio Tower	1948	55
384	G15	NAVRES Storage	1958	57
397	D10	Tennis Courts	1950	60
413	G16	Storage	1950	63
	NA	Potential Naval Station Historic District	NA	65
	K8-K16	Avenue of Palms	1939	69

[35] California Register of Historical Places Criterion 4 (Information Potential) is commonly understood to apply primarily to archaeological resources. Such resources may lack sufficient historical documentation, physical integrity, or physical accessibility (they may be buried or submerged) to describe their character and evaluate their significance. Archaeological research and investigative methods are necessary to realize the information potential of such resources. The architectural resources date from the Navy's occupation of Treasure Island, a relatively recent historic era that is well documented in the historic record. These resources are therefore not likely to yield important scientific or historical information under CRHR Criterion 4 that is not already documented in the historic record. The potential for the presence of subsurface archaeological resources within and around Treasure Island and Yerba Buena Island is addressed in a separate archaeology report.

[37] The construction dates were not established from permits but rather by the study of dated maps and/or photographs. Maps were not available for every year so the dates are broad and to be considered as circa. See *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

	Various	Olive Trees	1939	72
	D15-K15	Landscape around Buildings 1, 2 and 3	1939	77

DAMAGE CONTROL TRAINER
Resource 341, Quad D12, 320 Avenue M

Figure 10 - Damage Control Trainer, 341, view looking southeast near the intersection of Avenue M and 4th Street. Photo by Knapp Architects, 2009.

Date of Construction
The building is dated to have been constructed around 1951.[38] For brevity, the Damage Control Trainer is listed here in a single narrative; it consists of two distinct properties: a building (shown in the two photographs here), and an object, the *U.S.S. Buttercup*, contained on the interior of the building.

Figure 11 - Damage Control Trainer, 341, view looking north. Photo by Knapp Architects, 2009.

Uses
The Damage Control Trainer building contains an object, the battleship simulator known as the *U.S.S. Buttercup*. The simulator duplicated a portion of a ship's exterior deck and below interior compartments and was capable of being flooded with water and blown with wind to simulate the effects of battle damage on the high seas. As part of their practical training sailors were required to save the flooding ship by securing and/or controlling all leaks. (See Figure 13) The students also learned the

[38] The construction dates were not established from permits but rather by the study of dated maps and/or photographs. Maps were not available for every year so the dates are broad and to be considered as circa. See *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

skills to repair structural damage to the ship's overhead piping and decks with the use of shoring, patching and dewatering methods.[39]

Figure 12 – Aerial view of Damage Control Trainer, 341. Photo courtesy of Google Earth Pro, 2009.

Today there are several types of Damage Control Wet Trainer Facilities throughout the Navy. One type is known as the *U.S.S Buttercup* and is 48 feet long, 24 feet wide, with a deck height of eight feet and weighs approximately 38 tons. The pool that the trainer rests in is five feet deep on the starboard side and eight feet on the port side which causes the trainer to take a sharp list during training. The pool holds approximately 37,000 gallons of fresh water. The trainer consists of nine compartments including a fan room, Damage Control Central, Damage Control Repair Station, storerooms and a berthing compartment. The storeroom and berthing are subject to controlled flooding. The trainer provides training in basic damage control to students in various officer accession programs as well as to personnel from fleet and reserve units.[40]

Figure 13 – Crewman from the Military Sea Transportation Service training in the *U.S.S. Buttercup* on Treasure Island, 1957. Image Courtesy San Francisco Public Library-San Francisco History Center, AAC-9862.

Physical Description of Site and Exterior

The site is flat and the building is surrounded by asphalt paving. It is located on the northeast corner of intersection of Avenue M and 4th Street. Building 293 is nearby to the east and north. A concrete sidewalk runs north to south near the west façade. The building is a rectangular mass with its main axis running north to south. It sits on an exposed concrete foundation and rises one story to a low-sloping gabled roof whose ridgeline runs north to south. The exterior cladding is vertically ribbed galvanized sheet steel which is painted. The roof is clad in sheet metal and there are six skylights infilled with corrugated translucent fiberglass. (See Figure 12) A large pipe hangs on the outside of the south elevation. (See Figure 11) Egress points occur on the east and north, each with a concrete landing with steps down to the ground plane which has a steel tube guardrail. There is a large roll-up door on the north façade and its sill is raised above the groundplane. (See Figure 10)

[39] *Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings*, September 1, 1995, p. 2-49.
[40] http://www.dcfp.navy.mil/train/wettrain.htm

Interior

The raised concrete floor has a narrow pathway of varying widths around its perimeter. (See Figure 15) This surrounds a pool which contains a portion of a battleship hull. The hull pivots within the tank on axis points which simulate the action of an ocean-going ship. The hull has a flat deck surrounded by stanchions with chains between them. The deck is accessed by an angled ladder on the east. A small deck house sits on the south end of the deck. The area below deck is accessed by a hatch that is located off center to the east. An angled metal ladder goes below deck, where there is a single large room. (See Figure 14) The room has round metal columns supporting the deck above and other exposed steel structure. There are two smaller rooms to the north reached by steel doors and another small room in the southwest corner contains a ladder to the upper deck. Skylights illuminate the interior during daylight hours.

Figure 14 - Damage Control Trainer, 341, below deck view looking northeast. Photo by Knapp Architects, 2009.

At the south end of the building are locker rooms for both sexes; these spaces have a lower ceiling height than the building.

Structure

The building is all exposed steel structure which is supported by perimeter columns that taper toward their bottoms. The building consists of four open span bays. It was probably a prefabricated building constructed by the Butler Manufacturing Company. The steel siding is identical to other known Butler buildings in this study and Butler used angle-sided versus straight I-beams as columns. See the Appendices for more information about Butler Manufacturing.

Existing Conditions and Integrity

The building is in good condition as is the object, the trainer mechanism. The exterior coating is worn. Fenestration on the south facade is boarded up.

Figure 15 - Damage Control Trainer, 341, view looking north inside building. Photo by Knapp Architects, 2009.

This building is not significant and consequently its integrity cannot be evaluated under the seven aspects of integrity which include Location, Design, Setting, Materials, Workmanship, Feeling, and Association.

Evaluation Under California Register of Historical Resources (CRHR) Criteria

The building is not a unique or rare type. It was used commonly on Treasure Island and on other military bases. The building type was also used for civilian commercial purposes.

The *U.S.S. Buttercup,* as an object, is a rare device. All damage trainers used by the Navy have this affectionate name, and two others are known to still be functioning. One is located at Naval Station Norfolk in Virginia and the other at Naval Station Newport, Rhode Island. A new facility was recently built for the Navy in Great Lakes, Illinois which has a trainer.

Figure 16 – View of a similar building constructed by the Butler Manufacturing Company. The building is located at the Naval Supply Annex, Stockton, CA Photo courtesy of Library of Congress, HABS Record, HABS CAL, 39-STOCK, 33 AD-.

Criterion 1 (Events) – Research has not uncovered substantial evidence that this resource possesses association with important historical events sufficient to quality under Criterion 1.

Criterion 2 (Persons) – Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to quality under Criterion 2.

Criterion 3 (Architecture/Construction) – Butler's products have been used since 1901 and this example was a commonly used storage or manufacturing building for civilian and military purposes in the latter 20th Century. The building is neither unique or rare. This building does not meet any of the CRHR Criteria and is not a historic resource.

The *U.S.S. Buttercup* is a rare and distinctive object, exhibiting specialized design and construction for military training, which is an important aspect of military history. Because this object is one of a handful in the United States, it is significant at the state level under CRHR Criterion 3.

NAVAL TECHNICAL TRAINING CENTER (NTTC) RADIATION DETECTION INDICATION AND COMPUTATION (RADIAC) INSTRUCTION

Resource 342, quad D11, 470 Avenue M

Figure 17 – View looking east at Resource 342 with covered walkway to right. Photo by Knapp Architects, 2009.

Date of Construction

The approximately 8,000 square foot building was completed around 1951 and was built in conjunction with Buildings 343 and 344.

Image 18 – View looking northwest at Resource 342. Photo by Knapp Architects, 2009.

Uses of the Building

RADIAC Instrument Maintenance, contained in Buildings 342 and 344, was taught under the auspices of the Navy's Medical Service Corps. The course taught the proper handling, maintenance and repair of RADIAC instruments. The instruments were small and portable but contained high voltage and were extremely sensitive. Each instrument was equipped with a small amount of radioactive elements which provided calibration in the field. The school was closed in 1993.[41]

[41] *Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings*, September 1, 1995, p. 2-50.

"As originally configured, this building contained three laboratories of equal size.[42] The floor plan of the building as used for instrument calibration and instruction is shown on the following page. Laboratories 2 and 3 were used to conduct training exercises and instrument calibrations with sources in fixed locations. The radiation beams from the sealed sources were controlled in specific directions. Periodic leak tests of all sealed sources were required by operational procedures. The use of the building was gradually reduced, and the last use of the building was in 1972."

Image 19 – Aerial view with north to the right. Image courtesy of Google Earth Pro, 2009.

Physical Description of Site and Exterior

The site is flat and has Resources 397 Tennis Courts directly to the north and 344 Radium and Radiac Vault to the south. It is located mid-block of Avenue M on east side, between 5th and 8th Streets. Shrubs grow tight to the entire north elevation.

The building is a rectangular mass with its main axis running east to west. It has a low-sloping roof whose ridgeline runs east to west. (See Figure 20) There are windows on all sides and roll-up doors centered on the east and west elevations. The exterior cladding is vertically ribbed metal which is painted. (See Figures 17 and 18)

To the south there is a covered open passageway which has round steel columns holding up steel members. The roof covering is corrugated translucent fiberglass. A chain link fence with gate encloses the area between the two buildings.

Interior

The interior of this building was not accessible during the survey because it was under environmental remediation at the time.

Structure

Although the building was not accessible, it appears to be a prefabricated metal building by the Butler Manufacturing Company – see Appendices for more information.

[42] *Treasure Island Naval Station Historical Radiological Assessment*, Former Naval Station Treasure Island, San Francisco, California, February 2006, Weston Solutions, Inc., p. 8-15.

Existing Conditions and Integrity

The exterior is in good condition but has peeled paint in some places. Most of the fenestration is boarded up.

This building is not significant and consequently its integrity cannot be evaluated under the seven aspects of integrity which include Location, Design, Setting, Materials, Workmanship, Feeling, and Association.

Evaluation Under CRHR Criteria

The building is utilitarian and is not a unique or rare type. It was used commonly on Treasure Island and on other military bases.

Criterion 1 (Events) – Research has not uncovered substantial evidence that this resource possesses association with important historical events sufficient to quality under Criterion 1. .

Criterion 2 (Persons) – Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to quality under Criterion 2. .

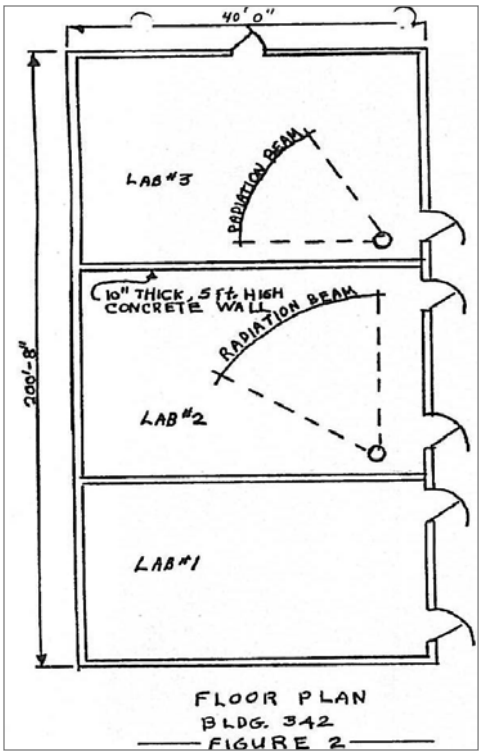

Image 20 – Layout of building. Image courtesy of Treasure Island Naval Station Historical Radiological Assessment, Former Naval Station Treasure Island, San Francisco, California, February 2006. Weston Solutions. Inc.

Criterion 3 (Architecture/Construction) – Butler's products have been used since 1901 and this example was a commonly used storage or manufacturing building for civilian and military purposes in the latter 20th Century. The building is neither unique or rare. This building does not meet any of the CRHR Criteria and is not a historic resource.

NAVAL TECHNICAL TRAINING CENTER (NTTC) RADIATION DETECTION INDICATION AND COMPUTATION (RADIAC) INSTRUCTION

Resource 343, quad D11, 450 Avenue M

Figure 21 – View looking north at intersection of Avenue M and 5th Street at Resource 343. Photo by Knapp Architects, 2009.

Date of Construction

The building was constructed around 1951 and covers about 8,000 square feet. It was built in conjunction with Buildings 342 and 344.

Figure 22 – View of NTTC Radiac Instruction, 343, looking northeast from Avenue M. Photo by Knapp Architects, 2009.

Uses of the Building

"During peak use of this building, it contained a radiological detection instrument issue and storage room, instrument repair shop, three classrooms, staff offices and lounges, washrooms, and the UDM-1A (gamma calibrator using a large Cs-137 source) laboratory."[43] The seemingly oddly placed concrete slabs on the east and north may be radiation screens.

Physical Description of Site and Exterior

The site is flat and has a variety of trees located to the southwest of the parcel. It is located on the northeast corner of intersection of Avenue M and 5th Street. To the north is

[43] *Treasure Island Naval Station Historical Radiological Assessment*, Former Naval Station Treasure Island, San Francisco, California, February 2006, Weston Solutions, Inc., p. 8-5.

concrete paving. The building is an elongated rectangular mass one story in height. The symmetrically gabled roof's ridgeline runs east to west. There is equally spaced fenestration on the south and north elevations, which have metal expanded metal mesh screen coverings. The building's facing is painted, vertically ribbed galvanized sheet steel and the roof material is the same. To the north there is a covered open breezeway which has round steel columns holding up steel members. The roof covering is corrugated fiberglass. Just off the west face of the building there is a freestanding concrete slab wall which starts at about one-third the width of the building from the north and extends beyond the southwest corner of the building. (See Figure 22) Another similar structure is located on the north face of the building but is shorter in length. These seemingly oddly placed vertical elements may be radiation shields.

Interior

The interior of this building was not accessible during the survey because it was under environmental remediation at the time.

Structure

Although the building was not accessible, it appears to be a prefabricated metal building by the Butler Manufacturing Company. See Appendices for more information about the Butler Company.

Existing Conditions and Integrity

The exterior coating is peeling in some places. The metal window screens exhibit rusting of the metal and need to be recoated. This building is not significant and consequently its integrity cannot be evaluated under the seven aspects of integrity which include Location, Design, Setting, Materials, Workmanship, Feeling, and Association.

Evaluation Under CRHR Criteria

The building is utilitarian and is not a unique or rare type. It was used commonly on Treasure Island and on other military bases.

Criterion 1 (Events) – Research has not uncovered substantial evidence that this resource possesses association with important historical events sufficient to quality under Criterion 1.

Criterion 2 (Persons) – Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to quality under Criterion 2.

Criterion 3 (Architecture/Construction) – Butler's products have been used since 1901 and this example was a commonly used storage or manufacturing building for civilian and military purposes in the latter 20th Century. The building is neither unique or rare. This building does not meet any of the CRHR Criteria and is not a historic resource.

RADIUM AND RADIATION DETECTION INDICATION AND COMPUTATION (RADIAC) VAULT

Resource 344, Quad D11

Figure 23 – Radium and RADIAC Vault, 344, view looking northeast. Photo by Knapp Architects, 2009.

Date of Construction

This concrete vault was built around 1951 in conjunction with Buildings 343 and 343.

Uses of the Building

This building was used as "Storage (for the radioactive material and a) location for all portable sources, such as survey meters, dosimeter chargers, dosimeter readers and pocket dosimeters, maintained by RADIAC facility when the sources were not in use."[44]

Physical Description of Site and Exterior

The site is flat and the groundplane is covered in concrete paving. Buildings 342 and 343 are close by to the north and south. It is located mid block of Avenue M on the east side. (See Figure 23 which shows pine needles covering the paving.)

[44] *Treasure Island Naval Station Historical Radiological Assessment*, Former Naval Station Treasure Island, San Francisco, California, February 2006, Weston Solutions, Inc., p. 8-9.

The one story mass is rectangular and is semi-subterranean. A low concrete retaining wall projects from the west façade and wraps around a stair which descends to the front door. The building is cast in place concrete. The roof has a very low symmetrical gable which is sloped to the east and west. The open but covered breezeway from Building 343 continues over the stairway. (See Figure 23)

Interior

The interior of this building was not accessible during the survey because it was under environmental remediation at the time.

Structure

"The walls and ceiling are 14-inch thick reinforced concrete to provide radiation shielding for the sources stored within. The floor is set approximately five feet below grade. There is a one-half inch thick steel door."[45]

Existing Conditions and Integrity

There is build-up of organic materials on the roof which can lead to a degrading of the roofing membrane. Also there is biological growth on some of the exterior walls.

This building is not significant and consequently its integrity cannot be evaluated under the seven aspects of integrity which include Location, Design, Setting, Materials, Workmanship, Feeling, and Association.

Evaluation Under CRHR Criteria

The vault is a utilitarian and plain structure which is neither rare or unique.

Criterion 1 (Events) – Research has not uncovered substantial evidence that this resource possesses association with important historical events sufficient to quality under Criterion 1.

Criterion 2 (Persons) – Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to quality under Criterion 2.

Criterion 3 (Architecture/Construction) – The building is neither unique or rare. This building does not meet any of the CRHR Criteria and is not a historic resource.

[45] *Treasure Island Naval Station Historical Radiological Assessment*, Former Naval Station Treasure Island, San Francisco, California, February 2006, Weston Solutions, Inc., p. 8-8.

RADIO TRANSMITTING STATION

Resource 346, quad G15, 500 California Avenue

Figure 24 – Radio Transmitting Station, 346, view looking southeast with associated antenna in the background. Photo by Knapp Architects, 2009.

Date of Construction

Based on a comparison of maps, this building was constructed around 1950. However, it appears likely that the Quonset Hut portion was constructed elsewhere and moved to its current location at that time. Given that the dormer windows are so high and the east and west sides, the building was probably intended originally to sit on the ground as were all Quonset Huts.

Figure 25 – Radio Transmitting Station, 346, view looking northwest. Photo by Knapp Architects, 2009.

Uses of the Building

The building housed radio equipment for transmission of radio signals.

Physical Description of Site and Exterior

The building is a Quonset Hut that is located on a flat site which is entirely surrounded by concrete paving. It is located south of California Avenue, between Avenues E and F and just west of Building 3.

Resource 383, Radio Tower is sited just to its south and remnants of a chain link fence runs north to south nearby on the east. Its mass is rectangular with its axis running north to south. Its form is a semicircular section, which has been raised up on a vertical foundation. (See Figures 24 and 25)

The materials are poured in place concrete for the foundation, and corrugated galvanized sheet steel over steel ribs for the Quonset Hut. There are windows on all sides and there are flush panel doors. All the exterior surfaces are painted.

Figure 26 – Aerial view of Radio Transmitting Station, 346 and tower. Image courtesy of Google Earth Pro, 2009.

Interior

The interior of this building was not accessible at the time of the survey.

Structure

The building is a metal Quonset Hut set on a raised concrete foundation. See Appendices for more information on Quonset Huts.

Existing Conditions and Integrity

There is rust on some of the corrugated metal. Also there is biological growth on the east façade on the foundation portion. The Quonset Hut portion of this building was probably constructed earlier than the attributed 1950 date which was post World War II and there would have not been a need to produce such an item. It probably existed elsewhere and was moved to its current site and mounted on the concrete foundation in 1950.

This building is not significant and consequently its integrity cannot be evaluated under the seven aspects of integrity which include Location, Design, Setting, Materials, Workmanship, Feeling, and Association.

Evaluation Under CRHR Criteria

Although the Quonset Hut is a specific architectural form created especially for the military, its purer form would have it sitting directly on the groundplane rather than on a concrete foundation knee wall. The building appears to have been moved from elsewhere, removing its integrity of place. However, as part of their design, Quonset Huts were intended to be moved as required. Because this is a ubiquitous building type, and

the subject building is not an archetypal example with its site-built concrete foundation, it is does not meet the CRHR Criterion 3 as an important example of a design or construction technology.

Criterion 1 (Events) – Research has not uncovered substantial evidence that this resource possesses association with important historical events sufficient to quality under Criterion 1.

Criterion 2 (Persons) – Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to quality under Criterion 2.

Criterion 3 (Architecture/Construction) – The building is neither unique or rare. This building does not meet any of the CRHR Criteria and is not a historic resource.

Two other similar Quonset Huts, Resources 289 and 290, were covered in the Navy's *Cultural Resource Inventory* of March 1997.

GUN MOUNT

Resource 347, quad G15, south of California Avenue

Figure 27 – Gun looking northwest with Building 2 in the background. Photo by Knapp Architects, 2009.

Date of Construction

Maps date the installation of this gun around 1951. However, it is likely that it was manufactured earlier and moved here at that time. There is evidence of steel C-channels which once cantilevered to hold a deck surrounding the turret. The deck was removed and the channels cut back to the base structure in about 2007.[46]

Uses of the Structure

This was a training gun which was representative of those used onboard war ships at sea during WWII and onward.

[46] Personal communication between Marianne Thompson, Treasure Island Development Authority (TIDA) and Christopher Pollock, September 10, 2009.

Physical Description of Site and Exterior

The site is flat and paved in concrete. This resource is located between Avenues E and F and just east of Building 2.

The deck gun is raised up on a rectangular concrete base which simulates an upper handling room that would normally sit above a ship's deck and be made of steel. The interior of the base is reached by a concrete stairway which has three risers. (See Figure 28) On the landing there is a simple metal pipe railing. This leads to a metal hatch which is an elongated rectangular shape with rounded corners. Remnants of steel C-channels occur on three sides near the top of the structure. Their ends, which originally protruded, have been cut off. The fourth side, or west side, is missing but a rust stain remains. A large conduit enters the base on the south side.

Figure 28 – View of base of gun looking southeast. Photo by Knapp Architects, 2009.

On top sits a heavy metal gun house which is on a rotating base housing that contains a single gun barrel. The gun is a five inch/38 caliber which was a common gun used on U.S. Navy ships during World War II.[47] (See Figure 27)

Figure 29 – Aerial view of gun with Building 2 to left. Image courtesy of Google Earth Pro, 2009.

Interior

The lower portion of the gun mount is raised above grade. The interior is poured in place concrete and the floor consists of natural wood planks. In the center of the low ceiling room are a series of vertical tubes and pipes which are the shell hoisting mechanism which goes up into the gun above. (See Figure 31)

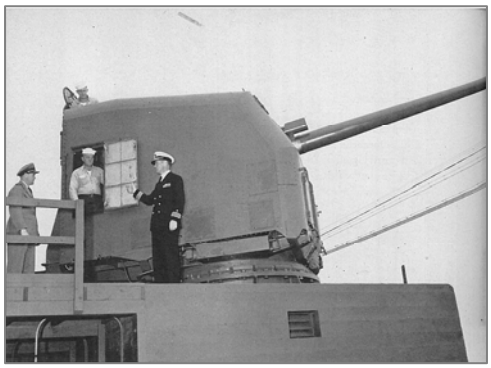

Figure 30 – This image shows Treasure Island's gun on a different concrete base than the one seen today. Image courtesy of *The Naval History of Treasure Island*, 1946, no page citations.

Structure

The base of the structure is poured in place concrete and the upper portion is steel.

Existing Conditions and Integrity

The structure is in fair condition. There is some rust on the exterior steel which once held a deck. and

[47] Personal communication between Christopher Pollock and Jim Sullivan, CIV OASN (I&E) BRAC PMO West, on September 15, 2009.

the gun was probably moved to this site from elsewhere in 1951 but was manufactured earlier during World War II for use on a ship. Various operational parts were removed from the mount for use on the *U.S.S. Pampanito* submarine docked in San Francisco.

This gun was mounted in its current location after the end of the active military period of Treasure Island, and appears to have been altered significantly again after that. Consequently, it lacks integrity of location and setting, since the concrete base seen in the 1946 photo is different from the one seen today. (See Figure 30) It has apparently been modified, and also suffers substantial diminishment of integrity of design, materials, and workmanship, as well as some lessening of integrity of feeling and association. It is a remnant component which no longer conveys its original significance as an operating gun used for active training.

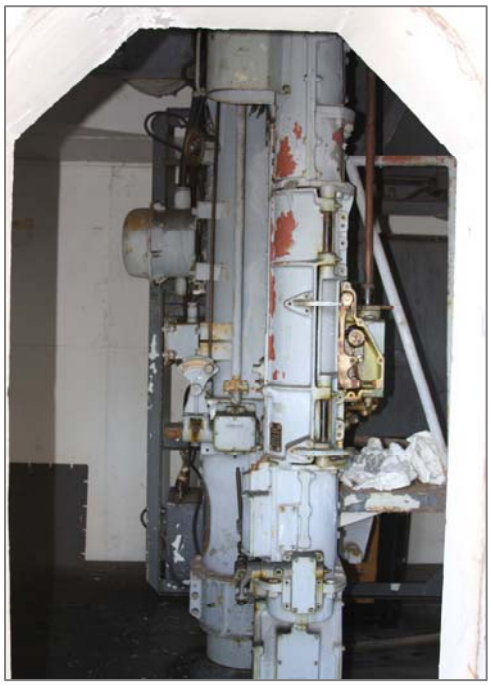

Figure 31 – View through hatch to interior of base showing hoisting mechanism. Photo by Knapp Architects, 2009.

Evaluation Under CRHR Criteria

As a structure, the gun was intended to be mounted on a ship, which may have never happened.

In addition, its current status is unclear, as "the Navy gave TIDA permission to scrap it, or use it for other purposes" and it "was deemed scrappable by the Naval Historical Center (NHC)."[48] It is possible the gun is therefore already approved for removal under a project which has already been reviewed, eliminating the gun from the baseline environment for the current CEQA review.

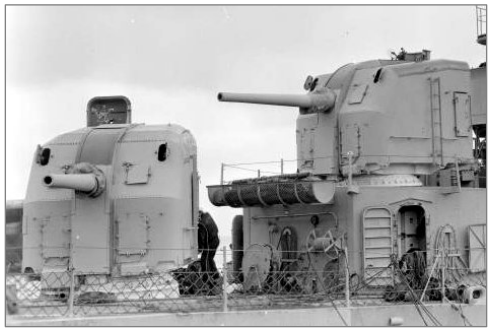

Figure 32 – This image shows two guns that are identical to the one on Treasure Island. These are two Mk 30 single enclosed base ring mounts on a *Fletcher* class destroyer. Image courtesy of http://en.wikipedia.org/wiki/5%22/38_caliber_gun

Criterion 1 (Events) – Research has not uncovered substantial evidence that this resource possesses association with important historical events sufficient to qualify under Criterion 1.

Criterion 2 (Persons) – Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to quality under Criterion 2.

Criterion 3 (Architecture/Construction) – The structure is neither unique or rare. In its original configuration, it may have been significant as an example of how artillery was

[48] Personal communication between Christopher Pollock and Jim Sullivan, CIV OASN (I&E) BRAC PMO West, on September 15, 2009.

specially installed for training, but this cannot be confirmed. This structure does not meet any of the CRHR Criteria and is not a historic resource.

PAINT AND HAZMAT LOCKER
Resource 379, quad F10

Figure 33 – View looking southeast at Resource 379. Photo by Knapp Architects, 2009.

Date of Construction
This building is dated as having been constructed around 1956.

Figure 34 – View of building looking northwest. Photo by Knapp Architects, 2009.

Uses of the Building
The building was used for the storage of paint and other potentially hazardous flammable materials.

Physical Description of Site and Exterior
The site is flat and the ground plane is covered in asphalt. Immediately to the north is Building 29E also known as 550 Avenue H. It is located in the mid-block between Avenues H and I, on the north side of 8th Street. The small one story building is a square mass with a symmetrically peaked roof with its ridgeline running east to west. The building sits on an on-grade concrete slab and is of metal construction. It is very similar in construction and details but is smaller in its footprint and height than Building 381, MWR Baseball Storage. An oval embossed sheet metal plaque is mounted on each gable's apex and says "Butler

Manufacturing Company, Kansas City, MO." (See Figure 35) The exterior and roof are covered in painted galvanized sheet steel which is ribbed. A round air vent is centered on the ridge. The vertical facing material stops just above the eave line and becomes flat metal in the pediment. The roof has a slight downward curve as it reaches the eaves. There is a boarded up window on the west and a two panel metal door on the east. There are vents low to the ground on the north and south sides. (See Figures 33 and 34)

Figure 35 – View of gable of building showing embossed Butler plaque. Photo by Knapp Architects, 2009.

Interior

The interior of this building was not accessible at the time of the survey.

Structure

The building is a prefabricated metal building by the Butler Manufacturing Company – see Appendices for more information about Butler.

Existing Conditions and Integrity

The metal walls are pushed in on some faces and the paint coating is peeling. The window is boarded up. The door is secured with a sheet of plywood covering some of it.

This building is not significant and consequently its integrity cannot be evaluated under the seven aspects of integrity which include Location, Design, Setting, Materials, Workmanship, Feeling, and Association.

Evaluation Under CRHR Criteria

The building is not a unique or rare type. It was used commonly on Treasure Island and on other military bases. The building type was also used for civilian commercial purposes. This building is not a historic resource.

Criterion 1 (Events) – Research has not uncovered substantial evidence that this resource possesses association with important historical events sufficient to quality under Criterion 1.

Criterion 2 (Persons) – Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to quality under Criterion 2.

Criterion 3(Architecture/Construction) – Butler's products have been used since 1901 and this example was a commonly used storage or manufacturing building for civilian and military purposes in the latter 20th Century. The building is neither unique or rare. This building does not meet any of the CRHR Criteria and is not a historic resource.

MORALE, WELFARE AND RECREATION (MWR) BASEBALL STORAGE

Resource 381, quad D12

Figure 36 - MWR Baseball Storage, 381, view looking northeast with baseball field in background. Photo by Knapp Architects, 2009.

Date of Construction

This building is dated as having been constructed around 1957.

Uses of the Building

The building currently serves as storage for the adjacent baseball field. A 1961 map noted the building as a paint locker.[49]

Figure 37 – View of MWR Baseball Storage, 381, looking southwest. Photo by Knapp Architects, 2009.

Physical Description of Site and Exterior

The site is flat and the surface is gravel covered. Masonry bleachers occur to the north and the ma-

[49] Map of U. S. Naval Station Treasure Island and Yerba Buena Islands, December 12, 1961.

sonry Snack Shack is to the east, both part of Playground C. It is located in the mid-block between Avenues M and N, on the north side of 4th Street.

The one-story building is a rectangular mass with a low pitched roof whose ridgeline runs east to west. The exterior and roof are covered in painted galvanized sheet steel which is ribbed. The roof edges round down slightly at the eaves. A round air vent protrudes centered on the ridgeline. A metal door on the west side is the only opening into the building. The vertical facing material stops just above the eave line and becomes flat metal in the pediment. There is a blocked up window on the west face. (See Figures 36 and 37) An oval embossed sheet metal plaque is mounted on each gable's apex and says "Butler Manufacturing Company, Kansas City, MO." (See Figure 38)

Figure 38 - View of gable of building showing embossed Butler plaque. Photo by Knapp Architects, 2009.

Figure 39 – Aerial view of MWR Baseball Storage, 381. Image courtesy of Google Earth Pro, 2009.

Interior

The interior of this building was not accessible at the time of the survey.

Structure

The building is a prefabricated metal building by the Butler Manufacturing Company – see the Appendices for more information about Butler.

Existing Conditions and Integrity

The window is boarded up. There is some rust on the metal siding and roof.

This building is not significant and consequently its integrity cannot be evaluated under the seven aspects of integrity which include Location, Design, Setting, Materials, Workmanship, Feeling, and Association.

Evaluation Under CRHR Criteria

The building is not a unique or rare type. It was used commonly on Treasure Island and on other military bases. The building type was also used for civilian commercial purposes.

Criterion 1 (Events) – Research has not uncovered substantial evidence that this resource possesses association with important historical events sufficient to quality under Criterion 1.

Criterion 2 (Persons) – Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to quality under Criterion 2.

Criterion 3 (Architecture/Construction) – Butler's products have been used since 1901 and this example was a commonly used storage or manufacturing building for civilian and military purposes in the latter 20th Century. The building is neither unique or rare. This building does not meet any of the CRHR Criteria and is not a historic resource.

SUMP HOUSE
Resource 382, quad D12

Figure 40 – View of east elevation. Photo by Knapp Architects, 2009.

Figure 41 – View of enclosure looking northeast. Photo by Knapp Architects, 2009.

Date of Construction
This building's construction is dated around 1959. It is unknown when the gated fence enclosure was constructed.

Uses of the Building
As the structure was not accessible it is unknown just what workings the building houses.

Physical Description of Site and Exterior

The site is flat and has a baseball field to the north. It is located on the north side of 4th Street, near the intersection of Avenue M and south of Playground C. The building is surrounded by a chain link fence, supported by round section galvanized steel pipe sections, with vertical plastic infill strips. There is a padlocked gate in the south face of the fence. There is a utility pole within the enclosure which is sited just south of the building. (See Figure 43)

Figure 42 – Aerial view of enclosure. Image courtesy of Google Earth Pro, 2009.

The small, one-story building is square mass and has a low sloped roof whose ridgeline runs east to west. It sits on a concrete foundation and the building is covered in horizontally placed V-groove siding and has simple corner and eave trim. A horizontal trim piece connects the eaves on the east and west, creating a pediment form. The roof has composition shingles. The north elevation has a wood vent and the east an outswinging door which matches the siding. A plywood box hangs on the south elevation and the west has a very large eye hook in the pediment and near ground level there are two large pipes with valves which enter the building from the groundplane. All the wood materials are painted. (See Figures 40 and 41)

Figure 43 – View of enclosure looking northeast. Photo by Knapp Architects, 2009.

Interior

The interior of this building was not accessible at the time of the survey.

Structure

The structure appears to be all wood.

Existing Conditions and Integrity

The building is in fair condition. The coating is peeling on some of the siding and the composition shingles are deteriorating.

This building is not significant and consequently its integrity cannot be evaluated under the seven aspects of integrity which include Location, Design, Setting, Materials, Workmanship, Feeling, and Association.

Evaluation Under CRHR Criteria

The building is a utilitarian structure.

Criterion 1 (Events) – Research has not uncovered substantial evidence that this resource possesses association with important historical events sufficient to quality under Criterion 1.

Criterion 2 (Persons) – Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to quality under Criterion 2.

Criterion 3 (Architecture/Construction) – The structure is neither unique or rare. This building does not meet any of the CRHR Criteria and is not a historic resource.

Similar sheds were surveyed in the Navy's *Cultural Resource Inventory* of March 1997. That evaluation stated that "the buildings, however, were not associated with events important to our history and are not significant from an architectural standpoint. None of the small sheds appear to qualify for listing
in the National Register."[50]

[50] *Cultural Resource Inventory and Evaluation Investigation at: Yerba Buena Island and Treasure Island Naval Station, Treasure Island, San Francisco, CA*, Engineering Field Activity, West Naval Facilities Engineering Command, March 1997, p. 3-9.

RADIO TOWER
Resource 383, quad G15

Figure 44 – View looking east with 346, Radio Transmitting Station to its south and Building 3 in the background. Photo by Knapp Architects, 2009.

Figure 45 – View dated July 11, 1954 with a portion of the antenna in the background to the extreme left. Photo courtesy of San Francisco Historical Photograph Collection, San Francisco Public Library, AAC-9857

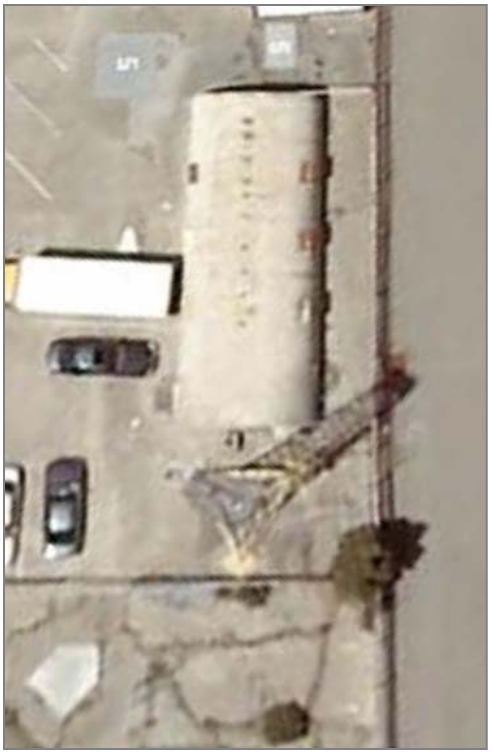

Figure 46 – Aerial view of Quonset hut and tower. Image courtesy of Google Earth Pro, 2009.

Date of Construction
This structure was constructed around 1948.

Uses of the Structure
The tower supported a radio antenna.

Physical Description of Site and Exterior

The a site is flat and the groundplane covered in concrete. A remnant of a chain link fence runs north to south near its east side. It is located south of California Avenue, between Avenues E and F, and just east of Building 2. The some 70-foot high tower is sited just south of the Radio Transmitting Station, Building 346 and north of NAVRES Storage, Building 384. The tower is a triangular plan steel truss structure. The concrete foundation is triangular in plan with beams spanning between its raised feet. All sides of the truncated base are splayed and then, at three bents high, the tower rises at a lesser angle for 14 bents as an Eiffelized, or tapering as it rises, tower. At the point the angle changes, a metal ladder starts on the east face and continues to the top, where there is a small platform surrounded by a guardrail. (See Figure 44)

Existing Conditions and Integrity

The tower appears in good condition but it has not been structurally evaluated.

This structure is not significant and consequently its integrity cannot be evaluated under the seven aspects of integrity which include Location, Design, Setting, Materials, Workmanship, Feeling, and Association.

Evaluation Under CRHR Criteria

Although probably a one-off custom fabrication, the tower is neither unique or rare.

Criterion 1 (Events) – Research has not uncovered substantial evidence that this resource possesses association with important historical events sufficient to quality under Criterion 1.

Criterion 2 (Persons) – Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to quality under Criterion 2.

Criterion 3(Architecture/Construction) – The structure is neither unique or rare. A tower this size and of this design is not an unusual or notable example of construction technology. This building does not meet any of the CRHR Criteria and is not a historic resource.

NAVAL RESERVE (NAVRES) STORAGE
Resource 384, quad G15

Figure 47 – NAVRES Storage, 384, view looking northeast with Building 3 in background. Photo by Knapp Architects, 2009.

Date of Construction
This building appears to have been constructed around 1958.

Uses of the Building
A 1961 map notes the building to have been used as a "garage – training tanks."[51] A 1995 historic survey noted it to be Naval Reserve (NAVRES) storage. Currently, the building is empty.

Figure 48 – View of Resource 384, looking southwest. Photo by Knapp Architects, 2009.

Physical Description of Site and Exterior
The building is located on a flat site and is surrounded by asphalt paving. It is located south of California Avenue, between Avenues E and F, and just east of Building 2. Shrubs grow tightly to the

[51] Map of U. S. Naval Station Treasure Island and Yerba Buena Islands, December 12, 1961.

east face where there are remnants of a chain link fence.

The mass is a rectangle with a slightly sloped roof which slopes down to the east. There are four large openings in the west façade. One opening, the second from north, is higher than the others. There is a man door in the upswinging garage door at the south end. The exterior is vertically mounted corrugated galvanized sheet metal siding except for the west façade which has horizontally oriented corrugated sheet metal over the doors. The roof has wood framing with a plywood deck and roll roofing underlayment with no finish material. (See Figures 47 and 48)

Figure 49 – Aerial view of roof with north up. Image courtesy of Google Earth Pro, 2009.

Interior

The interior is one large space, except that there is a lower-height room in the southeast corner. The building's perimeter walls are sheathed in plywood and the floor is concrete. (See Figure 51)

Figure 50 – NAVRES Storage, 384, interior view looking northeast. Photo by Knapp Architects, 2009.

Structure

This is a four bay building entirely framed of wood.

Existing Conditions and Integrity

The structure is in fair condition. Some of the roof fascia is missing.

This building is not significant and consequently its integrity cannot be evaluated under the seven aspects of integrity which include Location, Design, Setting, Materials, Workmanship, Feeling, and Association.

Evaluation Under CRHR Criteria

The building is utilitarian in nature and is neither unique or rare.

Criterion 1 (Events) – Research has not uncovered substantial evidence that this resource possesses association with important historical events sufficient to quality under Criterion 1.

Criterion 2 (Persons) – Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to quality under Criterion 2.

Criterion 3 (Architecture/Construction) – The structure is neither unique or rare. This building does not meet any of the CRHR Criteria and is not a historic resource.

TENNIS COURTS
Resource 397, quad D10

Figure 51 - View of Resource 397 looking south with Building 342 in the near distance. Photo by Knapp Architects, 2009.

Date of Construction
The tennis courts and toilet building are dated to have been constructed around 1950. The tennis courts could be viewed as a site and the toilet building as a building, but they are treated here as a single property because of their functional relationship.

Uses of the Building
The building was used as separate sex, toilet rooms. There is a narrow utility space between the two toilet rooms for maintenance. The tennis courts were used for recreation.

Figure 52 – Aerial view of tennis courts with toilet building in lower left. Image courtesy of Google Earth Pro, 2009.

Physical Description of Site and Exterior

The site, located immediately north of Resource 342, is flat and surrounded by areas of exposed dirt with some shrubs and small trees. It is located on the east side of Avenue M, mid-block, between 5th and 8th Streets. Surrounding the courts are galvanized chain link fencing which is supported on galvanized steel tubes with cross members at the top which are the same material. The courts are paved with concrete and have a coating surface.

Figure 54 – View of Resource 397, metal toilet room building located to the north of the tennis courts. View looking northeast. Photo by Knapp Architects, 2009.

There are a total of six courts within the boundaries of the exterior fence and there are a total of four fenced enclosures, two with one court each, on the east, and two with two courts each, on the west. Gates of the same fencing and steel members allow passage from one court to another. The surrounding fence near the northeast corner is missing. The net support posts are square painted steel. There is pole-mounted, cantilevered lighting over each court. The court surface is concrete with a non-slip coating. (See Figure 55)

Figure 55 – View of Resource 397, metal toilet room building. View looking southwest. Photo by Knapp Architects, 2009.

Just north of the two single courts is a small toilet room building. (See Figures 54 and 55) The building is on a flat site and is surrounded by an unkempt field. It is a rectangular mass with a subtle butterfly shaped roof which has a ridgeline running east to west. Within the small building there are two similar toilet rooms, one with a door on the south for men and one with a door on the north for women. A small access space in the center is reached by a narrow door on the west. The building sits on a poured-in-place concrete foundation which extends beyond the building that acts as a step on all four sides. The structure is made entirely of galvanized sheet metal which is painted. The vertical members appear like battens used in board and batten facing used in wood construction. On the east and west sides there are clerestory openings filled with metal mesh. A cast metal sign in the form of a butterfly shape is mounted on the upper portion to the women's toilet while the one for the men's is missing but a shadow in the paint remains. (See Figure 55)

Figure 55 – Cast metal signage on Women's toilet room door with butterfly roof shape which echoes the roofline of the building. Photo by Knapp Architects, 2009.

Existing Conditions and Integrity

The court surfaces are in good condition with wear to the coating. The chain link fencing is in good condition in some places and poor in others. The northeast corner fencing is missing entirely.

The toilet building is in poor condition, with a peeling coating and some missing elements. Also, the exterior is rusted in some places.

This property is not significant and consequently its integrity cannot be evaluated under the seven aspects of integrity which include Location, Design, Setting, Materials, Workmanship, Feeling, and Association.

Evaluation Under CRHR Criteria

The tennis courts are neither rare or unique. Research has not turned up a comparative building for the toilet building, but it is a utilitarian structure.

Criterion 1 (Events) – Research has not uncovered substantial evidence that this resource possesses association with important historical events sufficient to quality under Criterion 1.

Criterion 2 (Persons) – Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to quality under Criterion 2.

Criterion 3 (Architecture/Construction) – The site and building are neither unique or rare. This property does not meet any of the CRHR Criteria and is not a historic resource.

STORAGE
Resource 413, quad G16

Figure 56, Storage Building, 413 – View looking southeast with Clipper Cove and the San Francisco-Oakland Bay Bridge in the background. Photo by Knapp Architects, 2009.

Date of Construction
This building is dated to have been constructed around 1950.

Uses of the Building
The original use of the building is unknown but is assumed to be storage. It does not appear in the 1961 map listing by the Navy.

Figure 57 – View of Resource 413 looking northwest. Photo by Knapp Architects, 2009.

Physical Description of Site and Exterior
The site is the edge of the lagoon, known as Clipper Cove, which is flat to the north but slopes down to the water's edge just behind the building. the slope is covered in large rocks. It is located on the south edge of island, facing from the lagoon, and just south of the space between Buildings 2 and 3.

The building is a rectangular mass with a symmetrical low sloped roof whose ridgeline runs east to west. The north façade is symmetrical with the entry door centered in the façade which is flanked by windows. All of the window and door openings are boarded up. The siding is wood horizontal V-groove tongue and the roof is composition shingles.

There is a cantilevered light fixture on the west façade near the roof's gabled peak. (See Figures 56 and 57)

Figure 58 – Aerial view with lagoon shore at bottom of photo. Image courtesy of Google Earth Pro, 2009.

Interior

The interior of this building was not accessible at the time of the survey.

Structure

The structure appears to be wood.

Existing Conditions and Integrity

The building is in poor condition overall. The roof shingles are very worn and there is no paint on the south face and only some on the west face. Some of the wood is in a state of decay.

This building is not significant and consequently its integrity cannot be evaluated under the seven aspects of integrity which include Location, Design, Setting, Materials, Workmanship, Feeling, and Association.

Evaluation Under CRHR Criteria

The building is neither unique or rare. It is a simple utilitarian building.

Criterion 1 (Events) – Research has not uncovered substantial evidence that this resource possesses association with important historical events sufficient to quality under Criterion 1.

Criterion 2 (Persons) – Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to quality under Criterion 2.

Criterion 3 (Architecture/Construction) – The structure is neither unique or rare. This building does not meet any of the CRHR Criteria and is not a historic resource.

Similar sheds were surveyed in the Navy's *Cultural Resource Inventory* of March 1997. That evaluation stated that "the buildings, however, were not associated with events important to our history and are not significant from an architectural standpoint. None of the small sheds appear to qualify for listing in the National Register."[52]

[52] *Cultural Resource Inventory and Evaluation Investigation at: Yerba Buena Island and Treasure Island Naval Station, Treasure Island, San Francisco, CA*, Engineering Field Activity, West Naval Facilities Engineering Command, March 1997, p. 3-9.

POTENTIAL NAVAL STATION HISTORIC DISTRICT

Although individual Naval Station resources (with the exception of the Damage Control Trainer and Building 111) do not appear to be individually significant, this section considers Naval Station resources on Treasure Island collectively as a potential historic district.

A historic district as defined in the *National Register Bulletin: How to Apply the National Register Criteria for Evaluation* which states that the proposed district must contain "a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development."[53] The CRHR Criteria for historic districts are similar.

There is a lack of sufficient spatial, historic and aesthetic cohesiveness to the collection of naval station properties to classify them as a historic district. They were built or moved after the end of World War II, and were originally part of a Cold War training base.

The remaining buildings, structures, and objects of the Naval Station at Treasure Island do not appear to meet the CRHR Criteria as a district. The property does not retain integrity because of the extent of demolition and new construction within the past 50 years.

Criterion 1 (Events) – Research has not uncovered substantial evidence that these resources possess association with important historical events sufficient to quality under Criterion 1.

Criterion 2 (Persons) – Research has not uncovered substantial evidence that these resources possesses association with the life of any important historical figure sufficient to quality under Criterion 2.

Criterion 3 (Architecture/Construction) – As a group, these properties do not exhibit important design principles, methods of construction, or urban design characteristics. They are not a significant example of military base design. In addition, Buildings 1, 2 and 3, resources that pre-date the naval station properties, do not together constitute a smaller historic district, as explained more fully below.

Similarly, Buildings 1, 2, and 3 do not share a significant association, retaining historical integrity, with an important property. They are individual properties but do not together form a larger whole which is importantly related to the Golden Gate International Exposition or the Navy period. For this reason, they are not a potential historic district. (See below for full discussion.)

[53] National Register Bulletin, U. S. Department of the Interior, National Park Service, internet version 1995, p. 5. http://www.nps.gov/history/nr/publications/bulletins/pdfs/nrb15.pdf

Evaluation of the Treasure Island Landscape Under CRHR Criteria for its Association with the GGIE

Criteria 1 (Events) and 3 (Design) - The designed landscape on Treasure Island (the primary components of which were the spatial organization of the landscape, its circulation system, and plant materials) was a component of the GGIE Architectural Commission's overall plan for the GGIE and its significance would be as a contributing component to this overall plan (under CRHR Criterion 1 and/or CRHR Criterion 3). However, there is no integrity to the overall island-wide design or plan for the GGIE.

The foundation of the GGIE plan was its spatial organization.[54] The two central axes that intersected at the Court of Honor (the primary one oriented north-to-south and the secondary one oriented east-to-west) and the arrangement of the Exposition's primary buildings along these were the basic components of this organization. The secondary buildings and the circulation arteries were arranged in a grid system in relation to these axes. The use and location of vegetation supported this organization (e.g., through the use of uniform street tree plantings, the use of trees around the edges of courtyards, the use of plants to frame entries to buildings). The spatial organization that resulted from the arrangement of the GGIE's buildings, circulation system, and vegetation is no longer evident on the island. The overwhelming majority of the original buildings have been removed from the island, and the street system has been altered. The majority of the vegetation materials are no longer extant, and feeling created through the use of plant materials, color, water, and lighting that characterized the landscape during the fair is missing. As a result of these losses, there is no integrity of design, materials, workmanship, setting, feeling, or association related to the GGIE landscape. Due to this lack of integrity, the GGIE's designed landscape does not appear to be eligible for the CRHR under Criteria 1 or 3.

Additionally, any remaining individual components or features from the landscape design – primarily street alignments and examples of vegetation – are not individually significant; rather their significance would be as contributing features within the overall designed landscape of the GGIE, and as explained in the preceding paragraph, the designed landscape for the GGIE does not appear to be eligible for the CRHR because of a lack of integrity. Consequently, any remaining landscape features from the Exposition are not considered individual historic resources under the CRHR criteria.

This report documented the remaining identifiable examples of the GGIE landscape design – the Avenue of Palms, examples of olives planted as street trees, and landscape zones around Buildings 1, 2, and 3 – in more detail in the following sections. Addition-

[54] Spatial organization refers to the three-dimensional organization and the patterns of space in a landscape and is analogous to the arrangement of rooms in a house. The organization of features in the landscape defines and creates spaces and often is closely related to land use. The functional and visual relationship between these spaces within the landscape is integral to the historic character of a property (National Park Service, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* [Washington, D.C., 1996], p. 15.)

ally, the landscapes zones around Buildings 1, 2, and 3 are evaluated for their contribution to the individual significance of each respective building.

Criterion 2 (Persons) - Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to qualify under Criterion 2.

Criterion 4 (Information Potential) - Additionally, it is unlikely that the landscape would be significant for its information potential under Criterion 4 since this criterion is commonly understood to apply primarily to archaeological resources.

Evaluation of the Treasure Island Landscape Associated with the Navy Under CRHR Criteria

Criteria 1 (Events) and 3 (Design) - Most of the features from the GGIE landscape design were removed by the Navy during or immediately after World War II. A portion of the circulation system from the GGIE design was adapted for use in the Navy's circulation system, and in limited instances some of the vegetation was left in place or was transplanted to new locations, when it did not conflict with the Navy's use of the island. The landscape design that resulted from the Navy's use of the island between 1941 and 1991 developed in an incremental fashion and shared characteristics that were typical to other Navy establishments on the West Coast (i.e., changes to the landscape were ongoing and were carried out in conjunction with changes made to the facilities to meet changing mission requirements, the types of plants that were used, and having a utilitarian appearance). Any potential for an island-wide significance of the landscape design that resulted from the Navy's use of Treasure Island would be as a contributing feature to a historic district related to the Navy's use of the island, and based on a previous evaluation such a district does not appear to exist. A 1997 cultural resources inventory and evaluation of the buildings prepared by JRP Historical Consulting Services concluded that there was no National Register-eligible historic district on Treasure Island comprised of either World War II or Cold War buildings,[55] and the same would appear to be the case for eligibility under the CRHR Criteria.

Any potential for significance of individual Navy-related landscape features on Treasure Island (including those from the GGIE that were adapted by the Navy) would also be as contributing features to a historic district related to the Navy's use of the island, and as explained in the preceding paragraph, there does not appear to be a Navy-related historic district on Treasure Island under the CRHR Criteria.

As a result, neither the Navy-related island-wide landscape design nor any of its individual landscape features are historic resources under the CRHR Criteria 1 and 3.

[55] JRP Historical Consulting Services, *Cultural Resource Inventory and Evaluation Investigations: Yerba Buena Island and Treasure Island Naval Station, Treasure Island, San Francisco, CA, March 1997, Appendix 3: World War II Era and Cold War Buildings and Structure* (1997), p. 3-38.

Criterion 2 (Persons) - Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to qualify under Criterion 2.

Criterion 4 (Information Potential) - Additionally, it is unlikely that the island's landscape would be significant for its information potential under Criterion 4 since this criterion is commonly understood to apply primarily to archaeological resources.

AVENUE OF PALMS

Quads K8 through K15, west edge of island

Figure 59 – View looking northwest along the Avenue of Palms. Photo by Knapp Architects, 2009.

Physical Description During GGIE

The Avenue of Palms was developed as part of the GGIE design. During the Exposition, it extended along the western edge of the island from the entrance gate, at the south end, to the parking lot area, at the north end. The road had a landscaped center island for most of its length. This center island widened in front (west) of the "Portals of the Pacific" to accommodate the "Sunset Bridge," and as a result the road's north-bound land had a slight curve.

A row of palm trees were planted along both sides of the Avenue of Palms, and their alignment paralleled that of the road. As a result, the row planted along the outer side of the north-bound lane originally curved slightly in front (west) of the "Portals of the Pacific" to accommodate the "Sunset Bridge." The row of palms that lined the south-bound lane curved slightly just north of the "Sunset Bridge." This row along the outside of the south-bound lane also marked the western edge of the island. The palms ended at the West Ferry Terminal (in the area where 9th Street intersects with the Avenue of Palms today.) (See Diagram 7 in Appendix A)

Changes Made by the Navy

The Navy straightened the alignment of the road and removed the curve associated with the "Portals of the Pacific" and the "Sunset Bridge." They also removed the center islands except in the area between California Avenue and the entrance gate, in front (west) of Building 1. By 1947, the southern half of the expanded center island area associated with the "Sunset Bridge" was paved (and was now located on the east side of the new road alignment) and the northern half was grass (and also located on the east side of the new road alignment).

Figure 60 – View of the south end of the Avenue of Palms, at the vehicular entrance to Treasure Island. (2) Denise Bradley photo, 2009.

The palms that were along the east edge of the original curved alignment (i.e., along the outer edge of the north-bound lane) were removed as part of the Navy's realignment of the road so that only the north end of the Avenue of Palms had trees along both sides.

Figure 61 – View north showing the west row of palms along the bayside and the remaining portion of the east row of palms that originally lined the entire east side of the Avenue of Palms. (6) Denise Bradley photo, 2009.

Existing Conditions and Integrity

Today, the alignment of the Avenue of Palms and the location of the palms along the sides of the road remain consistent with the changes made by the Navy in the 1940s. The original (GGIE-related) alignment of the road only remains at the north and south ends of the road; between California Avenue and the entrance gate (south end) and between 9th Street and the vicinity of Building 453 (north end). The configuration of the landscaped center islands in the area in front of Building 1 also dates from the changes made by the Navy in the 1940s.

During the field survey for this report, 28 of the original 31 palms (i.e. those planted as part of the GGIE) were identified along the west side of the Avenue of Palms. Sixteen of the original 28 along the east side were identified; this number includes the 5 palms located directly in front of Building 1 and 5 palms that remain from the original curved alignment just north of California Avenue (now located in the lawn area adjacent to the Chapel). The palms are planted at regular intervals of between 75 and 80 feet. There are a few gaps in the row along the west of the road, but for the most part this row still provides a consistent visual presence along the outer edge of the island. The original double rows of palms (one on either side of the road) only exist at the north and south ends of the street (in the areas where the original alignment of the road remains). (See Figures 60-63)

The palm trees planted along the Avenue of Palms represent the use of uniform plantings along the street system to reinforce the spatial organization of the GGIE's plan, and as such are tangible reminders of the GGIE and are artifacts of this event. Additionally,

the street is a part of the original street system for the GGIE. The Navy altered the street's alignment, removed most of the landscaped center islands, and removed a portion of the palms on the east side of the street. The palm trees located along the Avenue of Palms are remaining examples of plant materials from the GGIE. In a diminished way (due to the loss of almost half of the trees along the east side of the street), they represent the original use of uniform rows of trees planted along the Exposition's streets as a way to reinforce the spatial organization of the GGIE plan. The palm trees retain enough of a presence to continue to signal the entry into the island and are a consistent visual presence along the outer edge of the island.

Figure 62 – View of the remaining portion of the double row of palms at the north end of the street. (16) Denise Bradley photo, 2009.

Evaluation Under CRHR Criteria

Criteria 1 (Events) and 3 (Design) - The Avenue of Palms is not individually significant under CRHR Criteria in relation to the GGIE. Rather its potential for significance would be as a contributing circulation and vegetation feature of the Exposition's designed landscape. However the overall design for the GGIE landscape does not appear to be eligible under the CRHR Criteria due to a lack of integrity. As a result, the Avenue of Palms does not appear to be eligible for the CRHR in relation to the GGIE under either Criteria 1 or 3.

Any potential for significance of the Avenue of Palms in relation to the Navy's use of the island would be as a contributing feature to a historic district, and as explained in a preceding section, there does not appear to be a Navy-related historic district on Treasure Island under the CRHR Criteria. So the Avenue of Palms does not appear to be eligible for the CRHR in relation to the Navy under either Criteria 1 or 3.

Criterion 2 (Persons) - Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to qualify under Criterion 2.

Criterion 4 (Information Potential) - Additionally, it is unlikely that the Avenue of Palms would be significant for its information potential under Criterion 4 since this criterion is commonly understood to apply primarily to archaeological resources.

OLIVE TREES

Various locations in three clusters on the southwest quadrant of the island

Figure 63 – View of olive trees on west side of Avenue M near corner of 6th Street. (Location 4 on map) Photo by Knapp Architects, 2009.

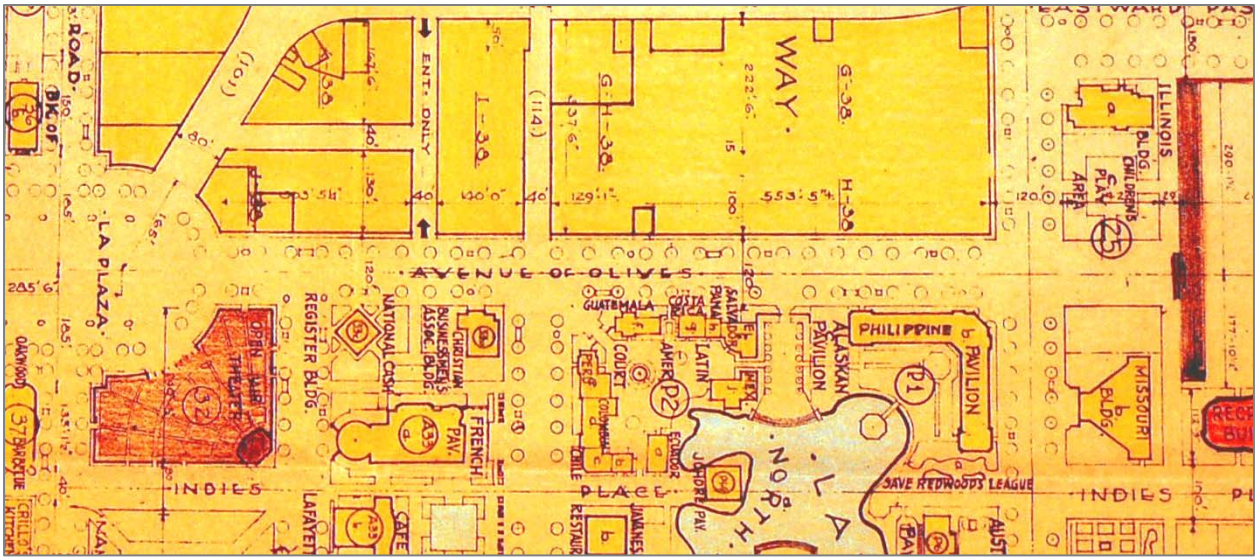

Figure 64 – Original plan of GGIE showing the Avenue of Olives which ran east to west just north of the mid point of the island. California Commission for the GGIE, GGIE, Plot Plan Drawing No. D-101, Feb. 1939.

Physical Description During GGIE

Olive trees were used as street trees along several of the streets during the Exposition. At least some of these olive trees were donated by Giuseppe Brucia, a San Franciscan who owned an olive ranch in Santa Clara. Donated trees were used throughout the fair and helped to solve the logistics and costs associated with the need for large numbers of mature trees to create an established landscape for the exposition. According to the family history described in a *San Francisco Chronicle* article, Brucia, who was one of 10 Italian Americans who underwrote the San Francisco Opera in 1922, "was friendly with the city's arts and culture benefactors. They included people connected to the fair . . . When Giuseppe was asked to supply olive trees for the exposition, he happily obliged" [56] and provided 250 trees. It is not known if the olives donated by Brucia accounted for all or only part of the olives that were planted for the Exposition. (Olives and palms were the two most used species of trees.[57])

Figure 65 – View of the remaining portion of the double row of olive trees along California Avenue that are located between Avenue D and Avenue F. (Location 1 on map) (107) Denise Bradley photo, 2009.

Figure 66 – View of the remaining portion of the double row of olive trees along 9th Avenue that are located between Avenue E and Avenue H. (Location 5 on map) (18) Denise Bradley photo, 2009.

The exact locations where the original olive trees were planted are not known. Based on the locations of trees shown on maps of the Exposition grounds (which are schematic and do not indicate species), a review of aerial photographs (1940, 1947, 1969, 1985, 1991, 1993, and 2000), and the locations of the surviving trees in 2009, it seems likely that olives were planted as street trees the following locations:

- Along California Avenue east of Avenue D,
- Along both sides of the section of Avenue D in front Building 2,
- At the south end of Avenue H (where it intersects with California Avenue),
- At the north end of Avenue H (where it intersects with 9th Street),
- Along Avenue M,
- Along 9th Street, and
- Along the section of 10th Street between Avenue M and Avenue N.[58]

[56] Robert Selena, "World's Fair Olive Trees Still Thriving," *San Francisco Chronicle*, April 13, 2009.
[57] Eugen Neuhaus, *The Art of Treasure Island*. Berkeley, CA: University of California Press, 1939, p. 71.
[58] California Commission for the GGIE, *GGIE, Plot Plan Drawing No. D-101, Feb. 1939* and Pacific Aerial Survey 1940, 1947, 1969, 1985, 1991, 1993, and 2000.

In these locations, the trees were equidistantly spaced in rows along both sides of the street. The trees were also possibly planted in other focal areas throughout the fair, such as along the outer paths at the Enchanted Garden between the Administration Building and the Yerba Buena Clubhouse, in the "La Plaza" area, or around the Court of Pacifica. There also appears to have been a small grove in front of the Floriculture Building on California Avenue (between Avenue F and Avenue H).

Figure 67 – View of olive trees located on the south side of the Library. The olives in this area were transplanted to this location by the Navy after the end of the GGIE. (Location 8 on map) (46) Denise Bradley photo, 2009.

Changes Made By the Navy

By 1947, the trees in the vicinity of the Enchanted Garden area had been removed along with all other traces of this landscape feature, and this would have been the case for any other trees planted in conjunction with GGIE landscape features (i.e., La Plaza, the Court of Pacifica, etc.). The numbers of trees along the streets were reduced to the approximate locations and numbers that continue to exist today (the trees that remained were along streets that were incorporated into the Navy's street system).

Figure 68 – View of the remaining olives in the rows on the south side of the Library. (Location 8 on map) (48). Denise Bradley photo, 2009.

Existing Conditions and Integrity

During the field survey for this report, 128 olive trees were located. Of these, 114 olives trees remain as street trees in the following locations (shown on Diagram 2 in Appendix A):

Location 1

- Eight trees on the east side of Avenue M between 5th Street and 8th Street
- Seven trees on the west side of Avenue M between 5th Street and 8th Street

Location 2

- Six trees on the east side of Avenue H between 6th Street and 9th Street
- Eight trees on the west side of Avenue H between 6th Street and 9th Street
- One tree on the north side of 6th Street at the intersection with Avenue H

Location 3

- Three trees on the east side of Avenue H between California Avenue and 3rd Street
- Nine trees on the west side of Avenue H between California Avenue and 3rd Street

Location 4

- Eight trees on the north side of California Avenue between Avenue D and Avenue F.
- 11 trees on the south side of California Avenue between Avenue D and Avenue F.
- Four trees on the north side of California Avenue between Avenue F and Avenue H.
- Two trees on the south side of California Avenue between Avenue F and Avenue H.
- Six trees on the north side of California Avenue between Avenue H and Avenue I.

Location 5

- 12 trees on the north side of 9th Street between Avenue D and Avenue H (Note: four trees, located between Avenue D and Avenue E, were added by the Navy between 1991 and 1993; no trees existed in this location between 1947 and 1991.)
- 14 trees on the south side of 9th Street between Avenue D and Avenue H (Note: five trees, located between Avenue D and Avenue E, were added by the Navy between 1991 and 1993; no trees existed in this location between 1947 and 1991.)
- Two trees on the east side of Avenue D at the intersection with 9th Street.

Location 6

- Three trees on the east side of Avenue E between 9th Street and 11th Street

Location 7

- Nine trees on the east side of Avenue D in front of Building 2.
- One tree on the west side of Avenue D at the intersection with California Avenue.

The trees in Locations 1-7 were originally spaced approximately 36-40 feet apart, however, today there are now gaps in the rows caused by missing trees. There are only two locations were the trees are still planted along both sides of the street in a somewhat consistent row (i.e., without trees missing from the row). These include along a short section of California Avenue between Avenue D and Avenue F (Location 4) and along 9th Street between Avenue D and Avenue H (Location 5). Along the 9th Street location, the Navy replanted trees on the west end of the street between 1991 and 1993. (See Figures 63 and 65-66)

Location 8: Additionally, there are 14 trees located in the green space between the Chapel and the Library (Location 8). These trees were transplanted to this site after these buildings were constructed by the Navy. Today, there are 12 trees arranged in what appears to have originally been four rows (trees within each of the rows are now missing so that the original arrangement is difficult to identify). Two of these 12 trees are located in planters that are a part of the terrace on the south side of the library building.

Additionally, there are two olives located at the northeast corner of the library building. (See Figures 67 and 68)

Summary: The olive trees represent the use of uniform plantings along the street system to reinforce the spatial organization of the GGIE's plan. The olive trees are tangible reminders of the GGIE and are artifacts of this event. However, it is estimated that fewer than half of the olive trees that were planted along the street system are extant. The ones that remain exist in only short sections and have trees missing within their rows and so no longer serve their original function within the design.

Evaluation Under CRHR Criteria

Criteria 1 (Events) and 3 (Design) - The street tree plantings of olive trees are not individually significant under CRHR Criteria in relation to the GGIE. Rather their potential for significance would be as contributing features of the Exposition's designed landscape. However the overall design for the GGIE landscape does not appear to be eligible under the CRHR Criteria due to a lack of integrity. As a result, the street tree plantings of olive trees do not appear to be eligible for the CRHR in relation to the GGIE under either Criteria 1 or 3.

The nine olive trees on the east side of Avenue D (Location 7 on Diagram 2) located in front of the west side of Building 2 and 11 olive trees located along the south side of California Avenue in front of the north side of Building 2 (Location 4 on Diagram 2) are also a part of the landscape zone around Building 2. The evaluation of Building 2's landscape zone included these particular olive trees. The nine olive trees on the east side of Avenue D and nine of the 11 olive trees on the south side of California Avenue were found to be contributing landscape features to Building 2's significance under CRHR Criterion 1 in association with the GGIE. (See "Building 2" for a more complete discussion.)

The three trees along the south side of California Avenue located in front of the north side of Building 3 (Location 4 on Diagram 2) are also a part of the landscape zone around Building 3. The evaluation of Building 3's landscape zone included these particular olive trees these 3 olive trees. They were found to lack integrity in relation to Building 3's significance under CRHR Criteria. (See "Building 3" for a more complete discussion.)

The olive trees planted in the vicinity of the Library and Chapel (south of Avenue B between California Avenue and 3rd Street) (Location 8 on Diagram 2) were transplanted into this area by the Navy and are not associated with the GGIE plan. These trees are not individually significant in relation to the Navy's use of landscaping. Any potential for significance of these olive trees in relation to the Navy's use of the island would be as a contributing feature to a historic district, and as explained in a preceding section, there does not appear to be a Navy-related historic district on Treasure Island under the CRHR Criteria. So the olive trees located in the vicinity of the Library and Chapel do not appear to be eligible for the CRHR in relation to the Navy under either Criteria 1 or 3.

Criterion 2 (Persons) - Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to qualify under Criterion 2.

Criterion 4 (Information Potential) - Additionally, it is unlikely that the olive trees would be significant for their information potential under Criterion 4 since this criterion is commonly understood to apply primarily to archaeological resources.

LANDSCAPE AROUND BUILDINGS 1, 2 AND 3
Quads D15 through K15, south edge of island

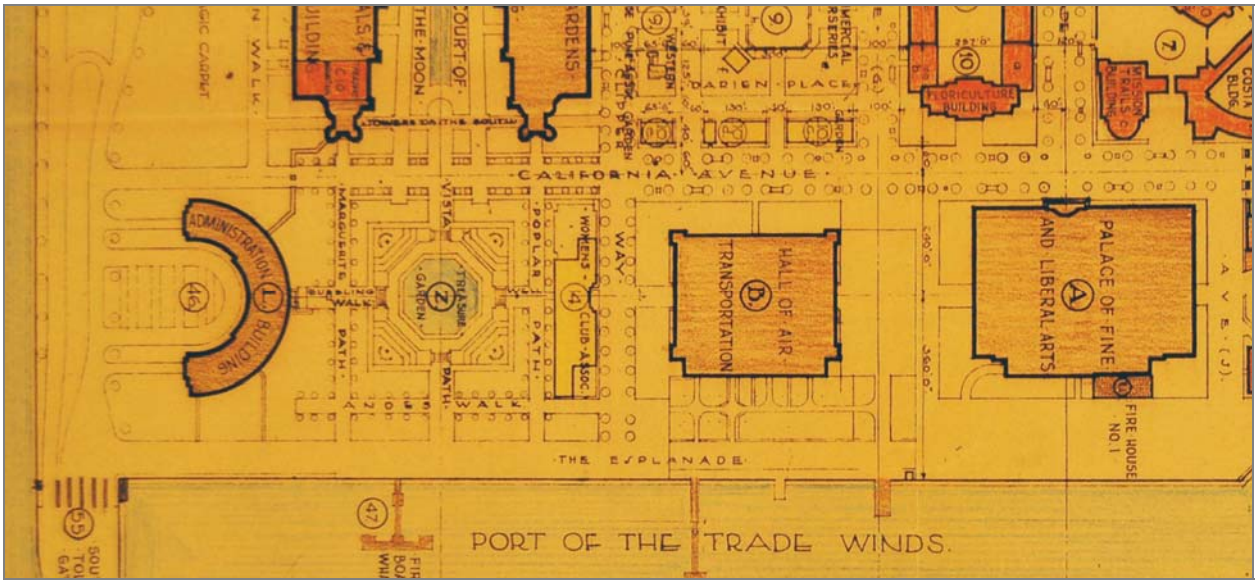

Figure 69 – Original plan of the south end of the Golden Gate International Exposition on Treasure Island showing Buildings 1 (labeled L), 2 (labeled B) and 3 (labeled A), from left to right. California Commission for the GGIE, GGIE, Plot Plan Drawing No. D-101, Feb. 1939.

Figure 70 – Detail looking north of aerial view of the south end of Treasure Island, 1940. Image courtesy of Pacific Aerial Surveys, Oakland, CA.

LANDSCAPE AROUND BUILDINGS 1, 2 AND 3
Quads D15 through K15, south edge of island

BUILDING 1

Physical Description During the GGIE
Building 1 was the "Administration Building" during the GGIE. It was located along the outer row of the Exposition's exhibits on the island's southern edge, between California Avenue and the Esplanade. (The other two permanent buildings, Buildings 2 and 3, were also located in this same row.) The building was located immediately adjacent to the vehicular entrance to the Exposition, and its primary entrance faced the Avenue of Palms. The secondary entrance to the building was on its east side and faced the En-

chanted Garden area. There were distinctly delineated landscape areas around the building's west, north, east, and south sides which created a landscape setting for the building, defined the outdoor space associated with it, and provided a separation between the building and the adjacent circulation features (the Avenue of Palms, California Avenue, Marguerite Path, and the Esplanade). In general, the planting around the building was less elaborate than in the various Courtyards (which were key outdoor spaces for the Exposition). However, due to its highly visible location at the vehicular entrance to the GGIE, the landscape treatment for the front of the building was an integral part of its design. (See Figures 69, 70, and 90)

Figure 71 – West Side of Building 1. View of landscape setting. Character- defining features include the location of this bed and the palms. (131). Denise Bradley photo, 2009.

Figure 72 – West Side of Building 1: Character-defining features include U-shaped entrance drive and entrance sidewalk and open area (now a parking lot). (26) Denise Bradley photo, 2010.

The landscape zone in front of the building, which provided a landscape setting in relation to the Avenue of Palms, had a symmetrical layout. The entrance drive and adjacent sidewalks paralleled the U-shape of the building. Two concrete retaining walls, on either side of the building, extended from the edge of the building along the outer edge of the sidewalk that lined the entrance drive. These walls framed the entrance and served as retaining walls for the grade change between the primary entrance and the two secondary entrance roads (one on either side of the building) that provided access to the basement. The material, form, and detailing of the walls also extended the stylistic features of the building into the landscape. There was a landscaped bed across the front of the entrance, created by the Avenue of Palms, the entrance drive to the building, and a wall. Beds (bounded by the sidewalk along the Avenue of Palms, the building, and the retaining wall) were also located along the inside edge of the drives into the basement; there appears to have been minimal planting in this area, either grass or a low groundcover with a grouping of palms at the end next to the building. A grouping of palms was also located at both outer corners of the two wings of the building. Palms (that were part of the Avenue of Palms street tree planting) extended in a row across the front edge of the landscape.

Figure 73 – West Side of Building 1: Character-defining features include: Concrete retaining wall along the south side of the entrance to Building 1 and the entrance sidewalk. There is an identical wall on the north side. (130) Denise Bradley photo, 2009.

The landscape zone on the north side of the building consisted of a narrow strip of ground between the building and California Avenue. A tall wall bisected this landscape

zone and extended across California Avenue, to connect to the Mines, Metals, and Machinery Building; this wall was part of the entrance gate feature across California Avenue. Three tall palms were located on the west side of the intersection of this wall and Building 1. Shrubs were planted along the portion of Building 1's foundation that was in front of this intersection with the wall. On the east side of this intersection (between the wall and Building 1), historical photographs show a mass of vegetation (with taller trees and shrubs) that was probably meant to mask what was, in effect, the back side of the wall/entrance gate feature.

Figure 74 – West Side of Building 1: Character-defining features include: the secondary entrance road and sidewalks, location of a planting bed between the retaining wall and road (but not these particular plant materials), and location of lawn on the south side of the road (but not the other vegetation). There are comparable features on the north end of the building. (132) Denise Bradley photo, 2009.

Because this wall intersected the east side of Building 1 at a 45 degree angle, a mass of vegetation was planted on the south end of the east side of Building 1 at a similar angle so that these two plantings formed roughly symmetrical features in relation to the view to the building from the Enchanted Garden.

Figure 75 – West Side of Building 1: View of lawn area. Location of lawn is a character-defining feature. All other vegetation is non-contributing. (135) Denise Bradley photo, 2009.

The landscape zone on the east side of the building included lawn between the building and the outer path (Marguerite Path) for the Enchanted Garden. A row of trees (possibly olives) were planted along the edge of this lawn; there was a matching row on the other side of Marguerite Path. There was a broad sidewalk that connected the building's entrance to Marguerite Path. Historical images do not provide a clear view of the landscape zone on this side of the building, but there were probably foundation plantings and vegetation on both sides of the entrance to frame this entry.

The landscape zone on the south side of the building included a lawn that extended out to the edge of the Esplanade. This lawn provided a landscape setting for the building in relation to the Esplanade, the circulation corridor along the edge of the island. There was likely a simple row of foundation planting along this side of the building. (The resolution of historical images makes it difficult to establish the extent of the plantings next to the building's foundation.) Two sidewalks provided connections between the building's entrances and the Esplanade. There were also temporary benches placed at the south edge of the lawn next to the Esplanade to provide seating.

Changes Made by the Navy

By 1947, several changes had occurred to the landscape zone around Building 1. All traces of the Enchanted Garden (located adjacent to Building 1 on its east side) had

been removed. The wall that crossed California Avenue (and that intersected the building's north side) had also been removed. The Navy had added a paved parking area and turnaround just south of the building's entrance on the east side. The distinction between the edge of the lawn area on the building's south side and the Esplanade had become less delineated, and it appears that part of this area, along the outer edge, had been converted to a parking lot. This parking lot was eventually paved, and at some point, the Navy added two small buildings to the east end of this paved parking area.

Figure 76 – West Side of Building 1: Character-defining features include: the secondary entrance road and sidewalks, location of a planting bed between the retaining wall and road (but not these particular plant materials), and location of lawn on the north south side of the road (but not the other vegetation). (122) Denise Bradley photo, 2009.

Later, the vegetation features in the landscape zone in front of the building were altered, and the palms that were planted at both corners of the building were removed and replaced with other types of vegetation. Additional plantings were added to the lawn area on the south end to hide the brick wall that added by the Navy to this area.

Figure 77 – West Side of Building 1: Location of lawn is a contributing feature. All other vegetation and the sidewalk across the lawn are non-contributing. (118) Denise Bradley photo, 2009.

Existing Conditions and Integrity

Today, the landscape zone remains largely intact in front of Building 1. Remaining features associated with the GGIE landscape design and the design of Building 1 include the following: (1) the entrance drive and adjacent sidewalks that parallel the U-shape of the building; (2) the two concrete retaining walls, on either side of the building, that extend from the edge of the building to the Avenue of Palms; (3) two secondary entrance roads into the basement of the building; (4) the location of the landscape bed across the front of the entrance, created by the Avenue of Palms, the entrance drive to the building, and a wall; (5) the location of the landscape bed located along the inside edge of the drives into the basement; (6) the location of lawns at the outer edges of the building; and (7) palms extending in a row across the front edge of the landscape (these trees are part of the Avenue of Palms street tree planting). The other trees, shrubs, and groundcovers have all been added by the Navy.

The landscape zone along the north side of the Building 1, between the building and California Avenue, remains in place. The date when the shrubs and trees (tall eucalyptus, Monterey cypress, overgrown leptospermum, etc.) were planted is not known. It is likely that they were added by the Navy. If they date from the GGIE planting, they no longer form a unified foundation planting, as would have been the intention of the planting in association with the GGIE landscape design. The narrow concrete sidewalk was added by the Navy. (See Figures 78 and 79)

The landscape zone on the east side of the Building 1 remains. The entrance feature (sidewalk and walls) to the building is clearly associated with the GGIE landscape design. However, the sidewalk that parallels the road was added by the Navy. Also, it is not clear if any of the vegetation on this side of the building was planted as part of the GGIE design. The extant vegetation features provide basically the same functions (foundation plantings and framing the entrance) that would have been present during the GGIE, but the appearance is not consistent with that during the Exposition (either because the plants are old and overgrown and/or because they were planted by the Navy). The row of olives at the edge of the lawn that paralleled Marguerite Path is missing. The paved parking area and turnaround just south of the building's entrance, which was added by the Navy in the 1940s, is still extant. The date when the tall trees and large shrubs located between this turnaround and on both sides of the chainlink fence were planted is not known. Some may date from the GGIE and would be a remnant of the mass that was planted at a 45-degree angle to match the one on the north end of the building (planted in relationship to the wall that extended across California Avenue). (See Figures 80-83)

Figure 78 – North side of Building 1: Character-defining features include the location of narrow strip of landscape and lawn. All other vegetation and the sidewalk located in this area are non-contributing. (53) Denise Bradley photo, 2010.

Figure 79 – North side of Building 1: Character-defining features include the location of narrow strip of landscape and lawn. All other vegetation and the sidewalk are non-contributing. (54) Denise Bradley photo, 2010.

On the south side of the building, over half of the lawn area that existed during the GGIE was paved by the Navy so that the size of the landscape zone and the size of the lawn area that existed during the Exposition have both been reduced. The original sidewalk that provided access to the west end of the building was shortened when the paved parking area was added. The original sidewalk at the east end of the building was removed, and the current alignment of the sidewalk (that extends to the area between the Treasure Island Bar and Grill and the Yacht Club) was added by the Navy in the 1940s. (See Figures 84-89)

Figure 80 – East side of Building 1: The location of entrance pavement is a character-defining feature. Vegetation is non-contributing. (67) Denise Bradley photo, 2009.

Evaluation Under CRHR Criteria

I. LANDSCAPE FEATURES THAT CONTRIBUTE TO THE SIGNIFICANCE OF BUILDING 1 UNDER CRHR CRITERION 1 (IN ASSOCIATION WITH GGIE):

Figure 81 – East side of Building 1: The location of entrance pavement is a character-defining feature. Vegetation is non-contributing. (67) Denise Bradley photo, 2009.

Figure 82 – East side of Building 1: The location of lawn (although smaller in area than during the GGIE) identifies the setting for the building and is a character-defining feature. All other vegetation is non-contributing. Sidewalk along east edge added by Navy and is non-contributing. (59) Denise Bradley photo, 2009.

Figure 83 – South side of Building 1: The presence of the lawn (although smaller in area than during GGIE) identifies the setting for the building and is a character-defining feature. The sidewalk leading to entrance at west end of building is also a character-defining feature. (19) Denise Bradley, 2010.

Front (West) Side

1. *Primary entrance drive and adjacent sidewalks that parallel the U shape of the front of the building.*
2. *Two concrete retaining walls (that extend from the edge of the building to the Avenue of Palms along the outside of the entrance drive).*
3. *Two secondary entrance roads on the front (west) side of the building.*
4. *Location of a landscape bed across the front of the entrance (defined by the Avenue of Palms, the entrance drive to the building, and a wall).*
5. *Location of the planting bed on the inside of the secondary road into the basement (between the road and the retaining wall).*
6. *Grass in the landscape zones on the north and south ends of the building.*
7. *A row of palms that extend across the front of planting bed next to the Avenue of Palms (these trees are a part of the Avenue of Palms street tree planting).*

North Side

1. *Location of landscape zone between the side of the building and California Avenue.*

East Side

1. *Broad sidewalk leading to the secondary entrance on the east side of the building.*
2. *Landscape zone and lawn located between the building and the pavement.*

South Side

1. *Sidewalk leading to the entrance at the west end of the building.*
2. *Landscape zone with lawn across the south side extending from the building to the parking lot.*

II. NON-CONTRIBUTING LANDSCAPE FEATURES

Front (West) Side

1. *All vegetation other than the grass and Canary Island date palms located next to the Avenue of Palms.*
2. *The sidewalk that cuts across the section of lawn on the north end of the building.*
3. *The sidewalk along California Avenue.*

North Side

1. *All vegetation.*
2. *Sidewalk along California Avenue.*

East Side

1. *All vegetation other than the grass.*
2. *Turnaround and parking area located at the south end.*
3. *Chain-link fence located behind this turn-around area.*

South Side

1. *Pavement located in the area that was originally grass lawn.*
2. *All vegetation other than the grass lawn.*
3. *Brick wall.*
4. *Sidewalk leading to the entrance near the east end of the building.*
5. *Sidewalk aligned parallel to the building that runs between the two entrances to the building.*
6. *Chain-link fence located at the east end.*

Figure 84 – South side of Building 1: The presence of the lawn (although smaller in area than during GGIE) identifies the setting for the building and is a character-defining feature. The sidewalk leading to entrance at west end of building is also a character-defining feature. (19) Denise Bradley, 2010.

Figure 85 – South side of Building 1: Showing remaining portion of character-defining lawn. Area in the foreground of photo was paved by Navy and is not contributing. (7) Denise Bradley, 2010.

Figure 86 – South side of Building 1: Showing former lawn area that was paved by Navy. (11) Denise Bradley, 2010.

Building 1 is individually listed in the National Register of Historic Places (NRHP) under Criterion A in association with the GGIE and under Criterion C as an example of Art Moderne-style of commercial architecture from the late 1930s. The boundary for this listing only included the "area immediately adjacent to the Administration Building;" this is shown on the boundary map as including the landscape zone in front of the building (to the edge of a line extending from the north edge of the building, to the Avenue of Palms, and to the edge of a line extending from the south edge of the building). The boundary map in the NRHP nomination excluded the landscape zone and hardscape on the building's east side (facing the now non-extant Enchanted Garden) and the landscape zone on the building's south side that extended from the building to the Esplanade. The boundary justification in the NRHP nomination stated that these areas were excluded because they lacked integrity to the period of significance (1938-1940).[59]

Figure 87 – South side of Building 1: Showing brick wall and vegetation located on west side of sidewalk (left side of photo) added by Navy. These are not contributing features. (1) Denise Bradley, 2010.

Figure 88 – South side of Building 1: Lawn is a character-defining feature. Other vegetation and sidewalk were added by Navy and are non-contributing features. (18) Denise Bradley photo, 2010.

[59] Toni Webb (JRP Historical Consulting), *Administration Building (Building 1), Treasure Island, National Register of Historic Places Registration Form*, not dated.

Criterion 1 (Events) – The review of additional historical sources (including two contemporary accounts of the Exposition,[60] plans from the Exposition that show the landscape features at a schematic level, historical photographs, and historical aerial photographs[61]) that were not included in the NRHP nomination has provided a more detailed description of the landscape zone (i.e., the location of lawns or planted areas, the types of vegetation features, and the location of the hardscape features) associated with the Administration Building (Building 1) during the GGIE. This review has shown that there remains a distinct landscape zone around the building that contributes to the significance of Building 1 under CRHR Criterion 1 (in association with the GGIE). This remaining landscape zone still conveys the spatial organization that existed around the building during the GGIE. Additionally, this landscape zone continues to function as a landscape setting for Building 1 in the same way (functionally) as it did during the GGIE.

Figure 89 – South side of Building 1: This sidewalk was added by the Navy and is a non-contributing feature. (15) Denise Bradley, 2010.

Figure 90 – Aerial view of Building 1, 1940. Image courtesy of Pacific Aerial Surveys, Oakland, CA.

There have been changes to the landscape zone on the east and south sides of the building; the size of both has been reduced since the end of the Exposition by the addition of paving. The landscape zone on the north side remains but with vegetation whose appearance is different than during the Exposition. However, these landscape zones (on the north, east, and west sides of the building) appear to retain sufficient integrity along with the more intact landscape zone on the building's front side to contribute to the significance of Building 1 under the CRHR Criterion 1 (in association with the GGIE). Diagram 4 in Appendix A shows the proposed CRHR boundary in relation to the NRHP Nomination boundary.

The contributing and non-contributing features located in the landscape zone on each side of the building are listed at the beginning of this "Evaluation" section.

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[60] *The Art of Treasure Island, First-hand Impressions of the Architecture, Sculpture, Landscape Design, Color Effects, Mural Decorations, Illumination, and Other Artistic Aspects of the Golden Gate International Exposition of 1939* was prepared by Eugen Neuhaus in 1939 to serve as both an analysis of the various components of the plan (architecture, sculpture, plant materials, murals, color, and lighting) and a guidebook. *Treasure Island: 'Magic City', 1939-1940* prepared by Jack James and Earle Weller in 1941 provided information on the process involved in the creation of the island and the installation of the landscape.

[61] California Commission for the Golden Gate International Exposition. G*olden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*; the "Ground Plan of the Exposition with Guide to Courts and Buildings, in the appendix of *The Art of Treasure Island . . .* by Eugen Neuhaus (Berkeley, CA: University of California Press, 1939); and Pacific Aerial Survey 1939, 1940, 1947, 1969, and 1971.

This evaluation of the significance of the building's landscape features under CRHR Criterion 1 does not alter the boundary for the NRHP nomination for Building 1.

The landscape zone does not extend to include the Esplanade and the area along the waterfront south of the building since these were related to the overall function of the island during the exposition and not to that of Building 1. Building 1, which served as the Administration Building for the exposition, was sited so that it would be in close proximity to the vehicular entrance to the exposition. Neither the design of the building nor its associated landscape setting focused on the waterside, and the significance and integrity of Building 1 under the CRHR Criteria 1 (in association with the GGIE) and 3 (as an example of the Art Moderne-style of commercial architecture from the late 1930s) do not depend on this waterside setting.

Criterion 2 (Persons) – Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to qualify under Criterion 2.

Criterion 3 (Design) – The NRHP nomination included a portion of the landscape zone in front of the building on the NRHP boundary map.[62] (See Diagram 4 in Appendix A) This portion of the landscape zone on the front (west) side of the building that corresponds with that included on the NRHP boundary map (to the edge of a line extending from the north edge of the building, to the Avenue of Palms, and to the edge of a line extending from the south edge of the building) contributes to the significance of the building under CRHR Criterion 3 (as an example of Art Moderne-style of commercial architecture from the late 1930s).

The portion of the landscape zone on the west side outside of the NRHP boundary and the remaining landscape zone on the north, east, and south sides

Figure 91 – West Side of Building 2. View of the landscape setting. Lawn and a portion of the concrete entry sidewalk are character-defining features. The split or "V" portion of the concrete sidewalk was added by the Navy and is non-contributing feature. (92) Denise Bradley photo, 2009.

Figure 92 – West Side of Building 2. Row of olive trees in front of the west side of Building 2, next to Avenue D, continues to relate to the landscape in front of Building 2 and is a character-defining feature in relation to defining the landscape setting on the west side of Building 2. (The row on the other side of Avenue D is non-extant). (85) Denise Bradley photo, 2009.

Figure 93 - North side of Building 2. View of the landscape setting. Location of lawn and row of olives are character-defining features. The sidewalk (aligned parallel to California Avenue) and the other vegetation (trees and shrubs) were added by the Navy and are non-contributing features. (93) Denise Bradley photo, 2009.

[62] Toni Webb (JRP Historical Consulting), *Administration Building (Building 1), Treasure Island, National Register of Historic Places Registration Form*, not dated.

do not contribute to the Building 1's significance under CRHR Criterion 3 (as an example of the Art Moderne-style of commercial architecture from the late 1930s). (See Diagram 4 in Appendix A)

Criterion 4 (Information Potential) – Additionally, it is unlikely that the landscape for Building 1 would be significant for its information potential under Criterion 4 since this criterion is commonly understood to apply primarily to archaeological resources.

BUILDING 2

Physical Description During the GGIE

Building 2 was the "Hall of Transportation" during the GGIE. It was located along the outer row of the Exposition exhibits on the island's southern edge between California Avenue and the Esplanade. (The other two permanent buildings, Buildings 1 and 3, were also located in this same row.) The primary entrance to Building 2 was on its west side facing what is now Avenue D. There were distinctly delineated lawn areas on the building's west, north, and south sides which created a landscape setting for the building, defined the outdoor space associated with it, and provided a separation between the building and the adjacent circulation features (Avenue D, California Avenue, and the Esplanade). In general the plantings around the building were less elaborate than those in the various Courtyards (which were the key outdoor spaces for the Exposition) and the focus was on the exhibits within Building 2, not on the outdoor spaces that surrounded it. (Figures 69 and 70)

Figure 94 - North Side of Building 2.

The section of pavement at the east end of lawn was added by the Navy and is a non-contributing feature to the landscape setting on this north side of Building 2.

During the GGIE, the row of olive trees, along the edge of the lawn next to California Avenue, defined the edge of the landscape in front of Building 2 and was a part of the street tree planting that extended along California Avenue. This row of trees continues to relate to the landscape in front of Building 2 and is a character-defining feature in relation to defining the landscape setting on the north side of Building 2.

However, the overall street tree planting along California lacks integrity due to missing trees. (100) Denise Bradley photo, 2009.

The main entrance to Building 2 was located on its west side. A concrete plaza connected this entrance to Avenue D. On either side of this plaza were lawn areas, approximately 95 feet deep, which extended to the corners of the building. A tall columnar evergreen flanked each side of the entrance. There were foundation plantings, composed of a grouping of plants (rather than the simple row that was found along the south side) that wrapped around each corner of the building. A row of olive trees was planted along the outer edge of this lawn area; these trees both defined the edge of the landscape zone associated with the building and were part of the street tree planting along Avenue D (matching a

Figure 95 – North side of Building 2. Location of sidewalk leading to entrance is a character-defining feature. (The asphalt was added by the Navy is non-contributing.) (50) Denise Bradley photo, 2010.

similar row on the opposite side of Avenue D). (See Figure 99)

Along the California Avenue side of Building 2, a lawn area, approximately 70 feet deep, ran the length of the building. A sidewalk led from California Avenue to the entrance door located in the middle of the north wall of the building. A row of olive trees was planted along the outer edge of this lawn area; these trees both defined the edge of the landscape zone associated with the building and were part of the street tree planting that lined both sides of California Avenue. Historical images do not show this side clearly enough to distinguish other vegetation, but there was probably vegetation planted next to the building's foundation. (See Figure 100)

The area on the east side of Building 2 was paved with concrete and was apparently originally intended for parking seaplanes; there was a ramp and dock located directly south at the island's edge. (An aerial photograph taken in 1939 shows a plane parked on the east side of the building.) (See Figures 100 and 102)

There was a lawn area, approximately 125 feet deep that stretched across the south side of Building 2. This lawn provided a landscape setting for the building in relation to the Esplanade, the circulation corridor along the edge of the island. A concrete sidewalk, oriented parallel to the building's south wall, ran down the middle of this lawn area and divided it into two sections. There were six doors on this side of the building, five of which were connected to this sidewalk by a walkway. There was a concrete plaza (approximately 45' x 45') located at the west end of the building, that connected to the door at the far west end. A simple row of shrubs were planted next to the building. (See Figure 100)

Figure 96 – East side of Building 2.

During the GGIE, the east side of the building was paved with concrete and was originally intended for parking of seaplanes. There was a docking area and ramp located directly south of this area at the island's edge.

The north side of this paved area ended at a line that was parallel with the north wall of Building 2. (The area between the end of the concrete and California Avenue may have been asphalt; the resolution of historical photographs makes it difficult to determine this for certain.) A narrow strip of grass and the row of olive trees located on the north side of Building 2 (shown in Photos 3 and 4) extended to the edge of the street that separated Building 2 and Building 3.

The GGIE design for this area has been altered. The distinction between the original concrete pavement and the streets (Esplanade and unnamed street between Buildings 2 and 3) that was evident during the GGIE has been lost. The Navy removed the olives and added a sidewalk along California. The small structures located along the south and east sides of this paved area, on the east of Building 2, were also added by the Navy. The result has been a loss of integrity for the landscape setting on the east side of Building 2. (49) Denise Bradley photo, 2010.

Changes Made by the Navy

In the landscape zone on the west side (that served as the primary entrance during the GGIE), the Navy reconfigured the shape of the entry plaza (so that in plan view it resembles an inverted "Y"), removed the columnar evergreens that flanked the entrance, and removed part of the lawn area next to Avenue D and approximately 3 olive trees so this area could be used for parking.

In the landscape zone on the north side of the building, the Navy added a sidewalk aligned parallel to California Avenue and some additional vegetation.

Figure 97 – South side of Building 2. View from east end.

The strip of grass identifies the outer edge of the original landscape setting for the building during the GGIE.

The GGIE design for this area has been altered. The Navy added the pavement between the grass and Building 2 and in doing so removed a portion of the lawn and GGIE sidewalks. They also added the structures at the east end (right side of photo) and the trees at the west end (background area of photo). The result has been a loss of integrity for the landscape setting on the south side of Building 2. (45) Denise Bradley photo, 2010.

The originally intended function of the concrete-paved area on the east side of the building – as a parking area for seaplanes--quickly became obsolete. (The dock and ramp located south of this area was either removed or disappeared.) The Navy repaved this area and over the years, added a number of small structures in various locations along the edges.

The landscape zone on the south side appears largely intact in a historical photograph from 1955. However, by the late 1960s, its design had been altered. The lawn area next to the building and the original sidewalk system, that divided the lawn and that connected to doors on the south wall of the building, were removed and/or paved over. The Navy eventually added a number of small structures at the east end and planted some trees at the west end.

Figure 98 – South side of Building 2. View from west end.

The strip of grass identifies the outer edge of the original landscape setting for the building during the GGIE.

The GGIE design for this area has been altered. The Navy added the pavement between the grass and Building 2, the trees at the west end (left side of photo), and the structures at the east end (background in the photo). The result has been a loss of integrity for the landscape setting on the south side of Building 2. (48) Denise Bradley photo, 2010.

Existing Conditions and Integrity

Today, the landscape zone around Building 2 is still evident but with a number of changes. (See Figures 91 and 92)

Key components of the landscape zone along the west side of the building (the lawn, the paved connection to the building's primary entrance that divides the lawn area into two sections, and about 9 of the original 12 olive trees in the row along the edge of the landscape zone next to Avenue D) remain in place. All have been altered to some degree by the Navy (loss of columnar evergreens that flanked the entrance, alteration of one end of the entry plaza, and removal of a portion of the lawn and olive trees to provide for parking). The vegetation that remains at the corners of the building may include some original GGIE plants; however, if that is the case, the plants are now overgrown for their intended use, and no longer have the same appearance as during the GGIE.

Key components of the landscape zone along the north side of the building (lawn, sidewalk leading to the entry in the middle of the building, row of olives along California Avenue) remain in place but all were altered to some degree during the years the Navy occupied the island. Most of the row of olives next to California Avenue remain; approximately 9 of the original 11 trees located directly in front of the building remain; two of the original 4 or 5 trees remain in the portion of the row located in front (north) of the paved area east of the building. A sidewalk leading to the entrance in the middle of the north wall remains extant (the asphalt was added by the Navy). The row of trees planted mid-way between the building and the street are not old enough to have been present during the Exposition. Also the shrubs in the row next to the building were most-likely added by the Navy; the haphazard placement of these shrubs suggests that some have died and were not replaced; their current appearance is more closely associated with the Navy, and the military's predilection for pruning, than with the general character or appearance of plantings associated with the GGIE. The sidewalk running parallel to California Avenue was added by the Navy. (See Figures 93-95)

Figure 99 - View of south side of Building 2 in 1940 near the end of the GGIE. Source: Pacific Aerial Surveys-Oakland, CA.

Figure 100 - View of north side of Building 2 in 1940 near the end of the GGIE. Source: Pacific Aerial Surveys-Oakland, CA.

The east side of the building remains paved. However, the GGIE design for this area has been altered. The distinction between the original concrete pavement and the streets (the Esplanade and the unnamed street between Buildings 2 and 3) that was evident during the GGIE has been lost. The small structures located along the south and east sides of this paved area were also added by the Navy. Additionally, the Navy removed two olives in the portion of the row along California (immediately in front/north of the pavement) and added a sidewalk along California. (See Figure 96)

Figure 101 - View of north side of Building 2 in 1939 showing seaplane parked in paved area on the east side of the building. Source: Pacific Aerial Surveys-Oakland, CA.

In the landscape zone on the south side of Building 2, the pavement added by the Navy around the late-1950s or 1960s to the area immediately adjacent to the building remains in place. Although, the plant materials and original pavement from the Exposition have been removed, the delineation between the landscape zone for the building and the Esplanade continues to be discernable due to the remaining strip of

grassed area. (There is also some curbing embedded in the pavement that help to distinguish the extent of the original landscape zone.) Based on a review of historical aerial photographs, the trees located at the west end of this area appear to have been planted by the Navy. (See Figures 96 and 97)

Evaluation Under CRHR Criteria

I. LANDSCAPE FEATURES THAT CONTRIBUTE TO THE SIGNIFICANCE OF BUILDING 2 UNDER CRHR CRITERION 1 (in association with GGIE):

West side of Building 2:

1. *Location of the lawn between the building and Avenue D that provides a landscape setting in front of the west side of the building. (Note: A portion of the lawn along the outer/west edge has been removed and paved.)*

2. *Row of olive trees that define the outer edge of the landscape zone on the west side of Building 2. (Note: Three of the original 12 trees are missing in this row.)*

3. *Location of the concrete sidewalk that leads to entrance door. (Note: The split portion of the concrete sidewalk was added by the Navy and is not a contributing feature.)*

North side of Building 2:

1. *Location of the lawn between the building and the edge of the California Street sidewalk.*

2. *Location of the sidewalk leading to the entrance to the building. (Asphalt was added by the Navy.)*

3. *Row of olive trees that define the outer edge of the landscape zone in front of the building. (Note: Two of the original 11 trees are missing in this row.)*

II. NON-CONTRIBUTING FEATURES

West side of Building 2:

1. *Split portion of the concrete sidewalk leading to the entrance.*

2. *Vegetation planted next to the foundation of the building.*

North side of Building 2:

1. *Row of trees planted mid-way between the building and California Avenue.*

2. *Row of shrubs next to the building.*

3. *Sidewalk running parallel to California Avenue.*

4. *Portion of the row of olives trees consisting of 2 trees located in front (north) of the paved area due to the loss of integrity of this area. (Note: Only 2 of the original 4 or 5 trees remain.)*

East side of Building 2:

1. *Existing configuration of the pavement.*

2. *Individual structures located along the south and east edges.*

South side of Building 2:

1. *Pavement located between the building and the outer strip of grass.*

2. *Structures located at the east end.*

3. *Trees located at the west end.*

Building 2 is individually listed in the National Register of Historic Places (NRHP) under Criterion A in association with the GGIE and under Criterion C as an example of the Art Moderne-style of commercial architecture from the late 1930s. The boundary for the NRHP listing only included the "area immediately adjacent to the Hall of Transportation," and the boundary justification stated that these areas were excluded from the boundary because they lacked integrity to the period of significance (1938-1940).[63] The boundary map in the NRHP nomination included only the landscape zone immediately in front of the west side of the building within the NRHP boundary. The landscape zone and hardscape adjacent to the other sides of Building 2 were excluded from the NRHP boundary. (See Diagram 5 in Appendix A)

Criterion 1 (Events) – A review of additional historical sources (including two contemporary accounts of the Exposition,[64] plans from the Exposition that show the landscape zone and features at a schematic level, historical photographs, and historical aerial photographs[65]) that were not included in the NRHP nomination has provided a more detailed description of the landscape zone (i.e., the location of lawns or planted areas, the types of vegetation features, and the location of the hardscape features) associated with

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[63] Toni Webb (JRP Historical Consulting), *Hall of Transportation (Building 2), Treasure Island, National Register of Historic Places Registration Form*, not dated.

[64] *The Art of Treasure Island, First-hand Impressions of the Architecture, Sculpture, Landscape Design, Color Effects, Mural Decorations, Illumination, and Other Artistic Aspects of the Golden Gate International Exposition of 1939* was prepared by Eugen Neuhaus in 1939 to serve as both an analysis of the various components of the plan (architecture, sculpture, plant materials, murals, color, and lighting) and a guidebook. *Treasure Island: 'Magic City', 1939-1940* prepared by Jack James and Earle Weller in 1941 provided information on the process involved in the creation of the island and the installation of the landscape.

[65] California Commission for the Golden Gate International Exposition. G*olden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*; the "Ground Plan of the Exposition with Guide to Courts and Buildings, in the appendix of *The Art of Treasure Island . . .* by Eugen Neuhaus (Berkeley, CA: University of California Press, 1939); and Pacific Aerial Survey 1939, 1940, 1947, 1969, and 1971.

the Hall of Transportation during the GGIE. This review has shown that there remains a distinct landscape zone along the west and north sides of the building that contributes to the significance of Building 2 under CRHR Criterion 1 (in association with the GGIE).
The landscape zone on the west and north sides of the building continues, even with the changes made during the Navy's tenure, to convey the spatial organization that existed on these sides of the building during the GGIE. Additionally, the landscape zone on the west and north sides of the building continues to function as a landscape setting for Building 2 in the same way (functionally) as during the GGIE. Diagram 5 in Appendix A shows the proposed CRHR boundary in relation to the NRHP Nomination boundary.

The contributing and non-contributing features located in the landscape zone on each side of the building are listed at the beginning of this "Evaluation" section.

This evaluation of the significance of the building's landscape features under CRHR Criterion 1 does not alter the boundary for the NRHP nomination for Building 2.

The landscape zone for Building 2 does not extend to include the Esplanade and the area along the waterfront south of the building since these were related to the overall function of the island during the Exposition and not to that of Building 2. The Architectural Commission's plan for the GGIE located the more functional aspects of the exposition at the southern and northern ends of the island. At the south end of the island, this layout was also a response to the intended future use of the island as an airport for San Francisco. The three permanent buildings that were intended to serve as the airport's terminal (Building 1) and hangars for seaplanes (Buildings 2 and 3) were located in a row at the south end of the island, and after the Exposition, the area to the north was to provide the space for the airport's runways and other future airport development. However, the airport never became a reality. Neither the design of Building 2, which served as an exhibition hall during the Exposition, nor its associated landscape setting focused on the waterside, and the significance and integrity of Building 2 under the CRHR Criterion 1 (in association with the GGIE) do not depend on this waterside setting.

Criterion 2 (Persons) - Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to qualify under Criterion 2.

Criterion 3 (Design) - The NRHP nomination included a portion of the landscape zone in front of the west side building on the NRHP boundary map[66] (See Diagram 5 in Appendix A). This portion of the landscape zone on the west side of the building that corresponds with that included on the NRHP boundary map (to the edge of a line extending from the north side of the building, to a line located at the end of the original alignment of the entry sidewalk and parallel with the west side of the building, and to the edge of a line extending from the south side of the building) contributes to the significance of the

[66] Toni Webb (JRP Historical Consulting), *Hall of Transportation (Building 2), Treasure Island, National Register of Historic Places Registration Form*, not dated.

building under CRHR Criterion 3 (as an example of Art Moderne-style of commercial architecture from the late 1930s).

The portion of the landscape zone on the west side outside of the NRHP boundary and the landscape zone on the north side do not contribute to the Building 3's significance under CRHR Criterion 3 (as an example of the Art Moderne-style of commercial architecture from the late 1930s).

Criterion 4 (Information Potential) - Additionally, it is unlikely that the landscape for Building 2 would be significant for its information potential under Criterion 4 since this criterion is commonly understood to apply primarily to archaeological resources.

Figure 102 – West Side of Building 3. View of the former landscape area on the west side of Building 3. Pavement was added by Navy, and there are no extant character-defining landscape features on this side of the building. (99) Denise Bradley photo, 2009.

Figure 103 – North Side of Building 3. View of the landscape setting.

Location of this landscape area in the strip next to the building was part of the GGIE landscape.

Remaining GGIE-related character-defining landscape features include the presence of this green space and the grass.

The two olive trees are the remains of a once longer row of trees that included about 12 trees immediately in front of Building 3 during the GGIE. This non-extant row defined the edge of the landscape in front of Building 3 and was a part of the street tree planting that extended along California Avenue. These two olive trees are tangible reminders of the GGIE and are artifacts of this event. However, the lack of integrity for this row of trees in front of Building 3 results in the two olives being non-contributing features.

The sidewalk and shrubs were added by the Navy and are non-contributing landscape features. (98) Denise Bradley photo, 2009.

BUILDING 3

Physical Description During the GGIE

Building 3 was the "Palace of Fine and Decorative Arts" during the GGIE. It was located along the outer row of the Exposition exhibits on the island's southern edge between California Avenue and the Esplanade. (The other two permanent buildings, Buildings 1 and 2, were also located in this same row.) Its primary entrance was on California Avenue and aligned with Avenue H, one of the main north-to-south oriented circulation corridors for the Exposition. There were distinctly delineated landscape zones around Building 3 that created a landscape setting for the building, defined the space associated with it, and provided a separation between the building and the adjacent circulation features (the unnamed street between Buildings 2 and 3, California Avenue, Argonaut Place, and the Esplanade). In general the planting around the building was less elaborate than that in the various Courtyards (which were the key outdoor spaces at the Exposition) because the focus was on the exhibits within Building 3 and not on the outdoor spaces that surrounded the building. (See Figures 69, 70, and 108)

On the north (California Avenue) side, there was a narrow strip of grass (approximately 10 feet wide). Historical images do not show this side clearly enough to distinguish any

other vegetation. However, because the primary entrance to the building was on the California Avenue side, it seems likely that there was some type of foundation planting. There also may have been a large plant in the planters that are located on both sides of the door to frame this entrance (like the columnar evergreens that framed the entrance to Building 2); these planters were a part of the building's structure. A row of olive trees, part of the street tree planting along California Avenue, extended along the outer edge of the lawn in front of the building.

Figure 104 – North side of Building 3. View of the entrance.

The red pavement located in front of this entrance was added in the early 1990s and is a non-contributing landscape feature. (102) Denise Bradley photo, 2009.

On the east side, there was a narrow strip landscape zone (approximately 15 feet wide). Historical images do not show this side clearly enough to distinguish any vegetation. There was an entrance to the west side of the building and a paved sidewalk that connected this entrance to Argonaut Place. Again, there were likely foundation plantings along this side of the building and some type of planting to frame the entrance.

Figure 105 – East side of Building 3.

Pavement has been extended up to the building, and there are no extant character-defining landscape features on this side of the building. (33) Denise Bradley photo, 2010.

On the south side of Building 3, the landscape zone consisted of lawn, approximately 40 feet wide, that provided a landscape setting for the building in relation to the Esplanade, the circulation corridor along the edge of the island. The outer edge of this lawn was parallel to the outer wall of Building 111, the fire station. There was vegetation next to the entrances to the building and fire station and a short row of trees located along the outer edge of the west end of the lawn.

Figure 106 – South side of Building 3.

Pavement has been extended up to the building, and there are no extant character-defining landscape features on this side of the building. (31) Denise Bradley photo, 2010.

On the west side of Building 3, the landscape zone between the building and the asphalted street was approximately 50 feet wide. Within this landscape zone was a lawn and a row of trees (likely olives) along the lawn's outer edge. There was an entrance on this side of the building, and a paved entrance walk or plaza that connected this entrance to the street. Historical images do not show this west side clearly enough to distinguish any other vegetation, although there were likely foundation plantings along this side of the building and some type of planting to frame the entrance.

Changes Made by the Navy

By 1947, the Navy had removed the landscape features (lawns, other vegetation, and sidewalks) from all but the California Avenue side of the building and had extended the pavement up to the building on its east, south, and west sides. They also added the sidewalk along California Avenue; this sidewalk bisected the narrow landscape zone located on the building's north side. The row of olive trees along California Avenue had been reduced to only two trees by this date. At some later date, a row of shrubs were planted next to the building's north wall.

Figure 107 – South side of Building 3.

The strip of grass and Monterey cypress tree, located approximately 100 feet south of the southwest corner of the building, were added by the Navy and are non-contributing landscape features. (38) Denise Bradley photo, 2010.

Existing Conditions and Integrity

Today, the narrow strip of ground between the building and California Avenue is the only portion of the original landscape zone around Building 3 that remains. The two olive trees in the landscape zone on the north side of the building are the remains of a once longer row of trees that included about 12 trees immediately in front of Building 3 during the GGIE. This non-extant row defined the edge of the landscape zone in front of Building 3 and was a part of the street tree planting that extended along California Avenue. These two remaining olive trees are tangible reminders of the GGIE and are artifacts of this event. However, the lack of integrity for this row of trees in front of Building 3 results in the two olives being non-contributing features.

Figure 108 – Photo of Building 3 in 1940 near the end of the GGIE. Source: Pacific Aerial Surveys-Oakland, CA.

The pavement that was added by the Navy to the landscape zone on the east, south, and west sides of Building 3 remains in place. The strip of grass and Monterey cypress tree located approximately 100 feet south of the southwest corner of the building were also added by the Navy. (See Figure 107) The landscape zone on the building's east, south, and west sides no longer retains integrity due to the removal of the lawns and other vegetation and the loss of any distinction between the these areas and the surrounding pavement.

Evaluation Under CRHR Criteria

I. Landscape Features that Contribute to the Significance of Building 3 under CRHR Criterion 1 (in association with GGIE):

North side of Building 3

1. *Presence of the landscape zone in the area between the north side of the building and California Avenue. The grass is the only contributing vegetation in this landscape zone.*

II. Non-Contributing Landscape Features

North side of Building 3

1. *Sidewalk aligned parallel to California Avenue*
2. *Shrubs.*
3. *Two olive trees (due to the loss of integrity of the original row)*

East, South, and West sides of Building 3

1. *Pavement*

Building 3 is individually listed in the National Register of Historic Places (NRHP) under Criterion A in association with the GGIE and under Criterion C as an example of the Art Moderne-style of commercial architecture from the late 1930s. The boundary for the NRHP listing only included the "area immediately adjacent to the Palace of Fine and Decorative Arts." While the boundary map in the NRHP nomination appears to include the landscape zone on the north side of the building, the boundary justification stated that "remaining landscaping and hardscape adjacent to the building no longer retain integrity to the period of significance and are excluded" from the boundary.[67]

Criterion 1 (Events) – The review of additional historical sources (including two contemporary accounts of the Exposition,[68] plans from the Exposition that show the landscape features at a schematic level, historical photographs, and historical aerial photographs[69]) that were not included in the NRHP nomination has provided a more detailed description of the landscape zone (i.e., the location of lawns or planted areas, the types of vegetation features, and the location of the hardscape features) associated with the Palace of Fine and Decorative Arts (Building 3) during the GGIE. This review has shown that the narrow landscape zone on the north side of the building is the only portion of the original landscape setting around the building that retains sufficient integrity to contribute to the significance of building under CRHR Criterion 1 (in association with the

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[67] Toni Webb (JRP Historical Consulting), *Palace of Fine and Decorative Arts (Building 3), Treasure Island, National Register of Historic Places Registration Form*, not dated.

[68] *The Art of Treasure Island, First-hand Impressions of the Architecture, Sculpture, Landscape Design, Color Effects, Mural Decorations, Illumination, and Other Artistic Aspects of the Golden Gate International Exposition of 1939* was prepared by Eugen Neuhaus in 1939 to serve as both an analysis of the various components of the plan (architecture, sculpture, plant materials, murals, color, and lighting) and a guidebook. *Treasure Island: 'Magic City', 1939-1940* prepared by Jack James and Earle Weller in 1941 provided information on the process involved in the creation of the island and the installation of the landscape.

[69] California Commission for the Golden Gate International Exposition. G*olden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*; the "Ground Plan of the Exposition with Guide to Courts and Buildings, in the appendix of *The Art of Treasure Island . . .* by Eugen Neuhaus (Berkeley, CA: University of California Press, 1939); and Pacific Aerial Survey 1939, 1940, 1947, 1969, and 1971.

GGIE). This area still conveys the spatial organization that existed on the north side of the building during the GGIE. Additionally, this landscape zone continues to function as a landscape setting for Building 3 in the same way (functionally) as it did during the GGIE. As such, the landscape zone on the north side of Building 3 contributes to the significance of building under CRHR Criterion 1 (in association with the GGIE). Diagram 6 in Appendix A shows the proposed CRHR boundary in relation to the NRHP Nomination boundary.

The contributing and non-contributing features located in the landscape zone on each side of the building are listed at the beginning of this "Evaluation" section.

This evaluation of the significance of the building's landscape features under CRHR Criterion 1 does not alter the boundary for the NRHP nomination for Building 3.

The landscape zone for Building 3 does not extend to include the Esplanade and the area along the waterfront south of the building since these were related to the overall function of the island during the Exposition and not to that of Building 3. The Architectural Commission's plan for the GGIE located the more functional aspects of the exposition at the southern and northern ends of the island. At the south end of the island, this layout was also a response to the intended future use of the island as an airport for San Francisco. The three permanent buildings that were intended to serve as the airport's terminal (Building 1) and hangars for seaplanes (Buildings 2 and 3) were located in a row at the south end of the island, and after the Exposition, the area to the north was to provide the space for the airport's runways and other future airport development. However, the airport never became a reality. Neither the design of Building 3, which served as an exhibition hall during the Exposition, nor its associated landscape setting focused on the waterside, and the significance and integrity of Building 3 under the CRHR Criterion 1 (in association with the GGIE) does not depend on this waterside setting.

Criterion 2 (Persons) - Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to qualify under Criterion 2.

Criterion 3 (Design) – The landscape zone on the north side of Building 3 does not contribute to the building's significance under CRHR Criterion 3 (as an example of the Art Moderne-style of commercial architecture from the late 1930s).

Criterion 4 (Information Potential) - Additionally, it is unlikely that the landscape area around Building 3 would be significant for its information potential under Criterion 4 since this criterion is commonly understood to apply primarily to archaeological resources.

Evaluation of the Potential for a Historic District for Buildings 1, 2, and 3

The Architectural Commission's plan for the GGIE located the more functional aspects of the exposition at the southern and northern ends of the island. At the south end of the island, this layout was also a response to the intended future use of the island as an

airport for San Francisco. The three permanent buildings that were intended to serve as the airport's terminal (Building 1) and hangars for seaplanes (Buildings 2 and 3) were located in a row at the south end of the island, and after the Exposition, the area to the north was to provide the space for the airport's runways and other future airport development. However, the airport never became a reality.

Today, Buildings 1, 2, and 3 are the only remaining examples of buildings from the GGIE. However, while Buildings 1, 2, and 3 and the remaining portions of their individual landscape settings are tangible reminders of the GGIE and are artifacts of this event, they do not constitute a historic district in relation to the Exposition under CRHR Criteria. There was no ceremonial progression or circulation axis that connected these three buildings to each other within the GGIE plan, and individually, they were not designed to relate to each other but to the larger GGIE plan. The buildings' relationships to the Avenue of Palms, California Avenue, and the Esplanade – all components of the GGIE circulation system – are still evident. However, other components of the GGIE design (buildings, circulation features, and vegetation features) that were originally located around and adjacent to Buildings 1, 2, and 3 are no longer extant. These non-extant features include the Yerba Buena Club and the Enchanted Garden, both originally located in the area between Buildings 1 and 2. Additionally all of the Exposition features located on the north side of California Avenue are gone. Any potential significance for Buildings 1, 2, and 3 and their remaining landscape settings under the CRHR Criteria would be as contributing features within the overall GGIE plan; however, the GGIE plan does not appear to be eligible for the CRHR because of a lack of integrity.

F. IMPACTS AND MITIGATION

The Proposed Project will have a significant and unavoidable impact on the following resources:

The object within Damage Control Trainer building known as the *U.S.S. Buttercup,* excluding the building which encloses it.
Building 111, as part of Building 3

The *CEQA Guidelines* (Section 15064.5(b) establish the criteria for assessing the significance of an environmental impact on historical resources. They state, “[a] project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.” The *CEQA Guidelines* define “substantial adverse change” as a “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (Section 15064.5(b)(1). The significance of an historic architectural resource is considered to be “materially impaired” when a project “demolishes or materially alters in an adverse manner those physical characteristics that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources (Section 15064.5(b)(2).

Aspects of the Proposed Project that could affect historical resources on Treasure Island are identified and assessed below.

Rehabilitation, Alterations, and Additions

Buildings 1, 2, and 3

Buildings 1, 2, and 3 would be retained, rehabilitated, and reused. It is anticipated that reuse of each of these individual resources would require interior and exterior alterations to adapt these resources to new uses and to modern standards for safety and energy efficiency. Such alterations have not been determined at this time but may include rehabilitation of the interior, building additions, rehabilitation of the exterior, and the addition of features such as photovoltaic panels. The Design for Development provides for the possibility of future additions to buildings 1, 2, and 3. It establishes zones in which additions could occur and the maximum height for the potential additions. The extent, location, and design of the additions are unknown at this time. (Proposed demolition of Building 111, and new construction of free-standing infill buildings in the vicinity of Buildings 1, 2, and 3 are addressed separately below).

Alteration of historic buildings and additions to them would conceptually have the potential to cause a substantial impact if the actual design were not yet determined. The Design for Development requires that Buildings 1, 2, and 3 be rehabilitated in accordance with the *Secretary of the Interior's Standards for Rehabilitation* (Secretary's Standards) and further requires that additions to Buildings 1, 2, and 3 conform to the Secretary's Standards. When specific proposals for rehabilitation and additions (if any additions are proposed) are developed in the future, they will be subject to review by the Treasure Island Development Authority, the public body with jurisdiction over design review of proposed treatment of historic resources on Treasure Island. In order to approve an alteration or addition to Buildings 1, 2, and 3, pursuant to the Design for Development, TIDA must find that the proposed design conforms with the Secretary's Standards.

Section 15065.5 of the CEQA Guidelines states hat rehabilitation in conformity with the Secretary's Standards "shall be considered as mitigated to a level of less than a significant impact on the historical resource." The Design for Development project includes a design review process mechanism which will ensure the design follows the Secretary's Standards. This component of the project design mechanism review therefore limits the potential impact to a less than significant level.

No mitigation is necessary.

Landscapes

Implementation of the Proposed Project calls for the landscapes on the contributing sites of Buildings 1, 2, and 3 to be renovated and altered.

The impacts of proposed alteration and renovation of the contributing landscape features of Buildings 1, 2, and 3 cannot be assessed at the current stage of design, but the concept design does have the potential to remove character defining features and introduce new features which are not compatible with the historic site. The Design for De-

velopment includes planning-level land use and site design for Treasure Island as a whole and concept design for some landscapes, including that of Building 1. The Design for Development illustrates concepts for the landscapes around Building 1, including a new circulation pattern and palm grove on the west side of the building and a plaza east of the building which would include part of the contributing site of Building 1. Removal of the character-defining retaining walls and alteration of the driveways west of Building 1 could cause a substantial adverse change in the significance of an historic resource, although it is not possible to foresee the ultimate impact from the current concept-level design for the landscape. The landscape design has not reached the stage of evolution at which it can be determined whether there would be a significant impact on the landscapes. As a result, it is not possible to state conclusively at this time that such proposed future alterations will not materially impair Buildings 1, 2 and 3 by altering in an adverse manner those characteristics that convey the historical significance of the Buildings that justify their respective inclusion in the California Register.

Mitigation: Because the preliminary stage of the design and the project goal of transforming Treasure Island from a military base to an urban mixed-use center, the landscape design for the contributing sites of Buildings 1, 2 and 3 will be developed to a much greater level of detail than the current concept. To ensure that the final landscape design does not cause a significant impact on historical resources, the landscape and site design for these three historic resources should be reviewed for conformance with the Secretary's Standards (specifically *The Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for the Treatment of Cultural Landscapes*.[70]) The Design for Development will apply the same review process to the deign for the contributing landscape features of Buildings 1, 2 and 3 as to the proposed alterations to the buildings themselves in order to keep the impact to such landscapes to a less than significant magnitude.

Demolition

Building 111

Building 111 would be demolished and its materials and features would be removed entirely. Building 111 would no longer convey its significance. Building 111 is part of Building 3 for the purposes of this review, because it is included in the same National Register nomination as part of a single historic property. The first sheet of the nomination form states that the "other name" of the property is "Building 3 (including Building 111).[71] The nomination notes that Building 111, a firehouse, was an addition to Building 3 – and was complete by the time the Golden Gate International Exposition opened. The conclusion of the significance statement in the nomination begins, "Building 3 (including Building 111 as a structural element) is one of the last three intact remnants of the 1939 Golden Gate International Exposition principally held to celebrate the monumental achievement of the construction of the Golden Gate and San Francisco Oakland bridges, but also designed to help bring the United States our of the Depression of the

[70] Birnbaum, Charles. National Park Service, Washington, DC. http://www.nps.gov/history/hps/hli/landscape_guidelines/acknowledgments.htm
[71] National Register nomination; see Appendices.

1930s with a positive show of harmony between nations." Near the end, the conclusion states, "Although this building has been altered by the removal of some original doors and windows, overall the building's integrity, including that of Building 111, remains intact."[72] The nomination states that the property is eligible under Criteria A (equivalent to California Register Criterion 1) and C (3).

Based on the National Register nomination, Building 111 is a character-defining feature of a historic resource. While Building 111 is attached to Building 3 and is part of a single historic property, it served a different function from Building 3. Building 3 was designed to house public exhibits initially (it was called the Palace of Fine and Decorative Arts during the Exposition) and to serve as a hangar for the planned airport after the end of the fair, a use which did not occur because the Navy converted Treasure Island into a base. Building 111 was a fire station. This use is associated with the significance of Treasure Island as a city within a city. The National Register property encompasses the massive hangar and the fire station, which together convey different aspects of the development and function of Treasure Island and the Golden Gate International Exposition. The property is also eligible to the National Register under Criterion C as a "distinctive example of commercial hangar construction designed in the Art Moderne style," according to the nomination form; this applies only to Building 3.

Demolition of Building 111 would remove entirely the characteristics of this historic property which convey its role as a fire station. While Building 3 would continue to convey its historical association with the exposition as an exhibit building, and would convey its design for future conversion to use as a hangar, the property would no longer possess the physical characteristics which currently convey its association with Treasure Island's design as a city within a city, an important characteristic of the historical development of the site. This is an aspect of the property which justifies its eligibility for inclusion in the California Register. The portion of the property (Building 3) which would remain would continue to be eligible under Criterion C/3, with no change in its significance as an example of an Art Moderne commercial hangar. But what is now a more complex resource, both physically and in terms of historical associations, would be simplified, with loss of a distinct association which justifies its eligibility as a historical resource. Demolition of Building 111 would be a significant unavoidable impact.

Mitigation: Building 111, along with Building 3, could be documented to the standards of the Historic American Building Survey (HABS). For the documentation to convey the significance of the property, it would have to encompass both buildings. While this would offer scholars the opportunity to understand the role Building 111 played, it would not reduce the impact of its demolition to a less than significant magnitude. Because Building 111 is part of a larger historic property, it would not be possible to relocate it in a manner that conforms with the Secretary's Standards.

Navy Buildings

Except for Buildings 1, 2, and 3 (which would be retained and rehabilitated), all the other buildings evaluated in this report would be demolished. This includes the Radio Tower,

[72] Ibid.

Radio Transmission Building, and NAVRES Storage, all located near Building 2 but not part of this historical resource. As discussed and concluded in this report, these buildings and structures are not historical resources. Therefore, demolition of these properties would have no impact on historical resources.

No mitigation is necessary

Objects

U.S.S. Buttercup
The *U.S.S. Buttercup* would be demolished. This report concludes that this resource meets the criteria for inclusion in the California Register and is therefore an historical resource for the purposes of CEQA. It would no longer exist, and its materials and features would be removed entirely. The *U.S.S. Buttercup* would no longer convey its significance. Demolition of this resource would result in a significant adverse impact on an historical resource (The building in which the object is housed is not historically significant; its demolition would not cause a significant impact on historical resources.)

Mitigation: This object could be documented to the standards of the Historic American Engineering Record (HAER). An online search of the HAER database indicates no documentation has been performed of another example of this repetitive, but very rare, type of object. While this would offer scholars information about the *U.S.S. Buttercup* and the role it played at Treasure Island, its demolition would still be a substantial adverse change to the resource. Note that the building in which this object is located is not eligible to the California Register; no mitigation is proposed because its demolition would not cause a significant impact. Because the *U.S.S. Buttercup* includes a huge concrete sump like a swimming pool which is partially built into the grade, it would not be feasible to move this object.

Gun Mount
The Gun Mount would be removed and disposed of. As discussed and concluded in this report, this object is not and historical resource. Therefore, demolition of these properties would have no impact on historical resources.

No mitigation is necessary.

New Construction Within Contributing Sites
Building 1 – West Side
The Design for Development allows for the construction of new, free-standing buildings within the contributing site west of Building 1. The potential footprint is shown in the document, and the allowable height is limited to 20 feet. The proposed site of the new buildings is highly significant to the integrity of design of Building 1. It was conceived of as the formal foreground to the building, and the site and building mesh in defining and emphasizing the east-west axis, which originally tied Building 1 with the Enchanted Garden. While the potential new construction would be subsidiary to the historic building, its design has not been developed enough to assess the magnitude of impact it

would have on Building 1. New freestanding construction within the contributing landscape setting of Building 1 could disrupt the visual character and design integrity of the historic property, thus causing a significant impact on Building 1. The footprint and height included in the Design for Development do not provide enough information to assess the magnitude of this impact.

The limited footprint and height of the proposed new construction could conform to the Secretary's Standards if combined with a building design and placement which is compatible with the historic property, deferential to it, and clearly differentiated from it. The design of the new buildings and landscape would have a strong combined influence on the historic property.

Mitigation: New buildings within the contributing site of Building 1, on its west side, should be reviewed for conformity with the Secretary's Standards under the project's design procedures, along with the landscape design (see above). This would ensure the impact would be less than significant.

Building 1 – East Side

The Design for Development would allow new buildings on the east side of Building 1, flanking an open space on the primary east-west axis of Building 1. The building on the north side of Site B1-A would be partially within the contributing site of Building 1, while the building on the south side of the axis would be outside the contributing site (see below). A new building up to 50 feet high could be built on the north side of Site B1-A within the contributing site of Building 1, and would be at least 20 feet away from Building 1 at the closest point. The Design for Development shows the new building could be trapezoidal, with its west wall aligned with the offset grid established as part of the urban plan for the new development.

The new buildings within the contributing landscape setting of Building 1 include block B1-A which is 75 feet from Building 1. However, a small portion of the block intrudes only slightly on the northeast corner of the contribution site of Building 1. This would cause a less than significant impact on Building 1. Development of block B1-A could not cause a material impairment as defined by CEQA, even though the portion within the contributing site would not conform to the Secretary's Standards. The most important aspect of the contributing site is its spatial role in creating the setting of Building 1, and this would be altered only to a very small degree. The diagonal site orientation of block B1-A is not compatible with the context and site character of Building 1, but the overlap onto the contributing site is so small that it would not cause a material impairment.

This small intrusion into the contributing site of Building 1 increases somewhat the potential for a significant impact if site development on this side of Building 1 were to be incompatible with the historic character of the property. This should be considered if the Secretary's Standards are applied to the entire historic property of Building 1 (and not just the building itself). In order to define the project so that it would have a less than significant impact, other measures might be included which would ensure that the bal-

ance of the site would continue to convey the important characteristics of the historic setting for the building.

Mitigation: The new building on the north side of site B1-A and the site design should be reviewed under the Secretary's Standards, using the design procedure already included in the proposed project for rehabilitation of Buildings 1, 2, and 3. It should be noted that the way in which the offset axis of the new urban pattern is expressed within the contributing site – if it can be expressed at all within this zone – will require careful review in order to ensure conformance with the Secretary's Standards. It would be premature to determine whether, or how, the west wall of the new building could be designed in a trapezoidal form under the Secretary's Standards.

New Construction Outside Contributing Sites of Buildings 1, 2, and 3

New buildings are proposed in the vicinity of, but outside the contributing sites of buildings 1, 2, and 3. West of Building 1 is site B1-B and east of Building 1 is site B1-A. Between Buildings 1 and 2 are sites M1-A and M1-B. South of Building 2 is site B2-A. South of Building 3 is site B3-A. The Design for Development lays out the footprint within which it would allow new buildings, with the following height limitations: B1-B: 20 feet; B1-A: 50 feet; M1-A: 50, 70, and 450 feet, M1-B: 50, 130, and 240 feet, B2-A: 50 feet, and B3-A: 30, 50, 85 feet. The document requires a minimum 20-foot separation between new buildings and the historic buildings. The Design for Development also allows tall new buildings in the zone to the north of Buildings 1, 2, and 3.

This proposed new construction would not be located within the site of a historic property. As described elsewhere in this report, Buildings 1, 2, and 3 each have a site which contributes to its significance and is itself part of the historical resource. The historic properties are limited to the three buildings and their contributing sites. The zone outside these sites contains no historic property (except for the *U.S.S. Buttercup*). The new construction discussed in this passage would thus not have a physical effect on the historical resources themselves – it would not alter, damage or demolish them. The Secretary's Standards apply to work carried out on historic properties; they are not applicable to properties which are not historic and are not within the site of a historic resource or within a historic district.

The new construction described in the Design for Development would have the potential to alter the integrity of setting, feeling, and association of Buildings 1, 2, and 3, but it would not change their integrity of design, materials, workmanship or location. Overall, the new buildings in the vicinity of Buildings 1, 2, and 3 would not impair the physical characteristics that justify their eligibility for inclusion in the California Register. Buildings 1, 2, and 3 are individual resources, not a multiple-resource property or a district. The new buildings discussed in this passage would alter the existing visual, urban, and architectural context of Buildings 1, 2, and 3 – but the historic character of this surrounding context has already been altered, first with the Navy's occupation of the former GGIE site, and later with the Navy's own demolition and new construction. The proposed new buildings would therefore have a less than significant impact on historical resources.

No mitigation is necessary.

Cumulative Impacts

Although the Proposed Project would have a significant and unavoidable impact on Building 111 and on the *U.S.S. Buttercup*, this impact would not contribute to cumulative impacts when considered with nearby projects on Treasure Island or Yerba Buena Island as a result of the Yerba Buena Island Ramps Project. Treasure Island and Yerba Buena Island are physically connected and were both occupied by the Navy, but the historical resources on each island are distinct in type, use, design, and historic association.

Removal of the *U.S.S. Buttercup* will further diminish the association of Treasure Island with the Navy, but this loss of association does not contribute to any cumulative impact on historical resources when considered in combination with the Bay Bridge East Span and Yerba Buena Island Ramps Project. Building 111 is part of Building 3, Yerba Buena Island plays no role in the significance of Building 111. The *U.S.S. Buttercup* is significant at the state level under Criterion 3 as an example of design and construction of specialized infrastructure for military training; the resources on Yerba Buena Island do not relate to its historical significance or integrity. Loss of the resources on Yerba Buena Island caused by the ramps project would not magnify the impact of the Proposed Project on Building 111 and the *U.S.S. Buttercup.*

Similarly, the Proposed Project would not increase the impact on Yerba Buena Island which would be caused by the Yerba Buena Island ramps project. That project would cause an adverse effect to the Senior Officers' Quarters Historic District (including Quarters 1) and Quarters 10 (and Building 267), according to the Section 106 document. Building 111 and the *U.S.S. Buttercup* have no association with the Yerba Buena Island resources, which are residential and pre-date the construction of Treasure Island in most cases. Demolition of Building 111 and the *U.S.S. Buttercup* would not increase the impact of the ramps project on Quarters 10 or the district on Yerba Buena Island.

For these reasons, the Proposed Project would not have significant cumulative impact related to historical resources.

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III. APPENDIX

A. MAPS AND DIAGRAMS

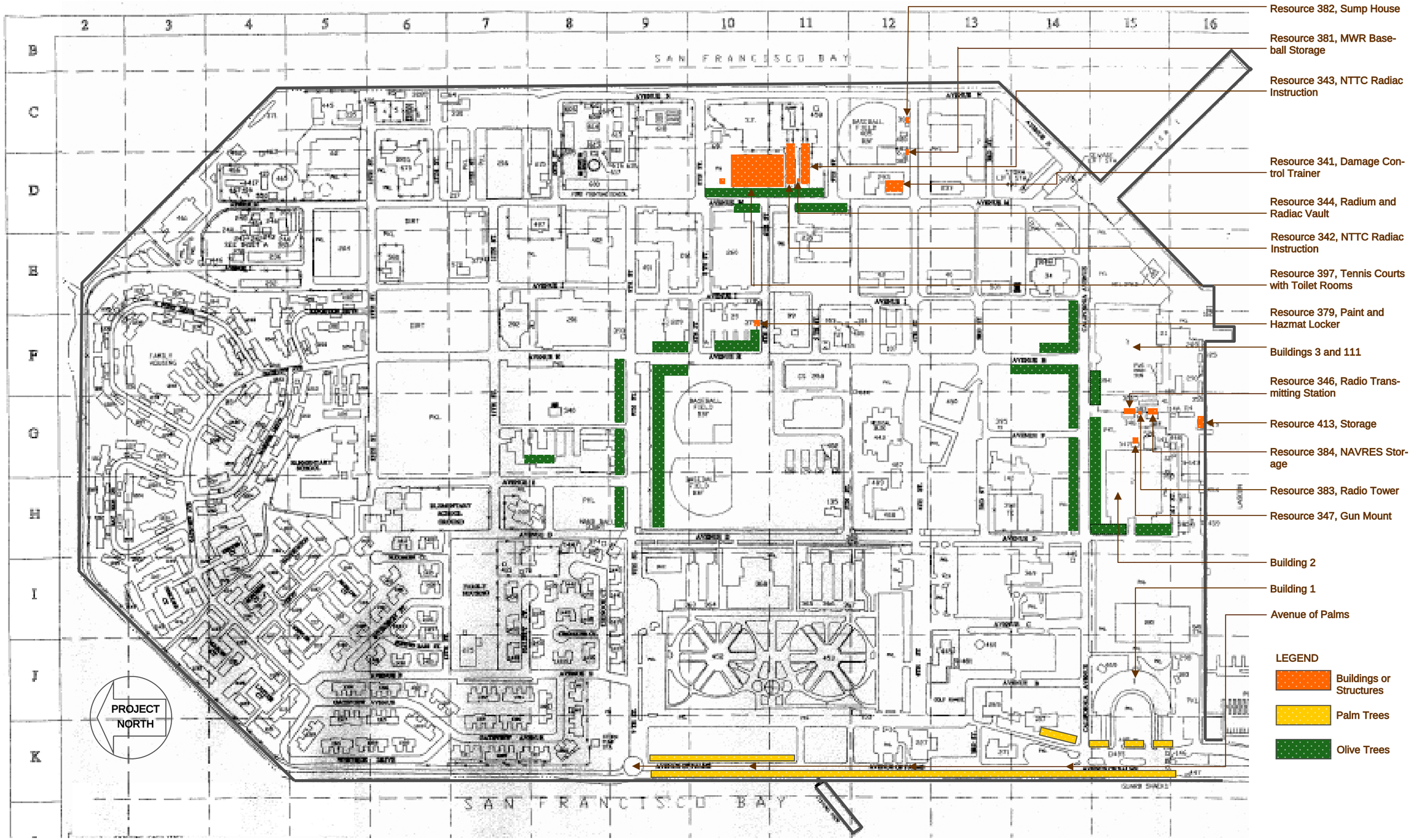


Diagram 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* / prepared by Mare Island Naval Shipyard, Base Realignment and Closure, Environmental Technical Division. Mare Island, CA: The Division; Oakland, CA:1996.

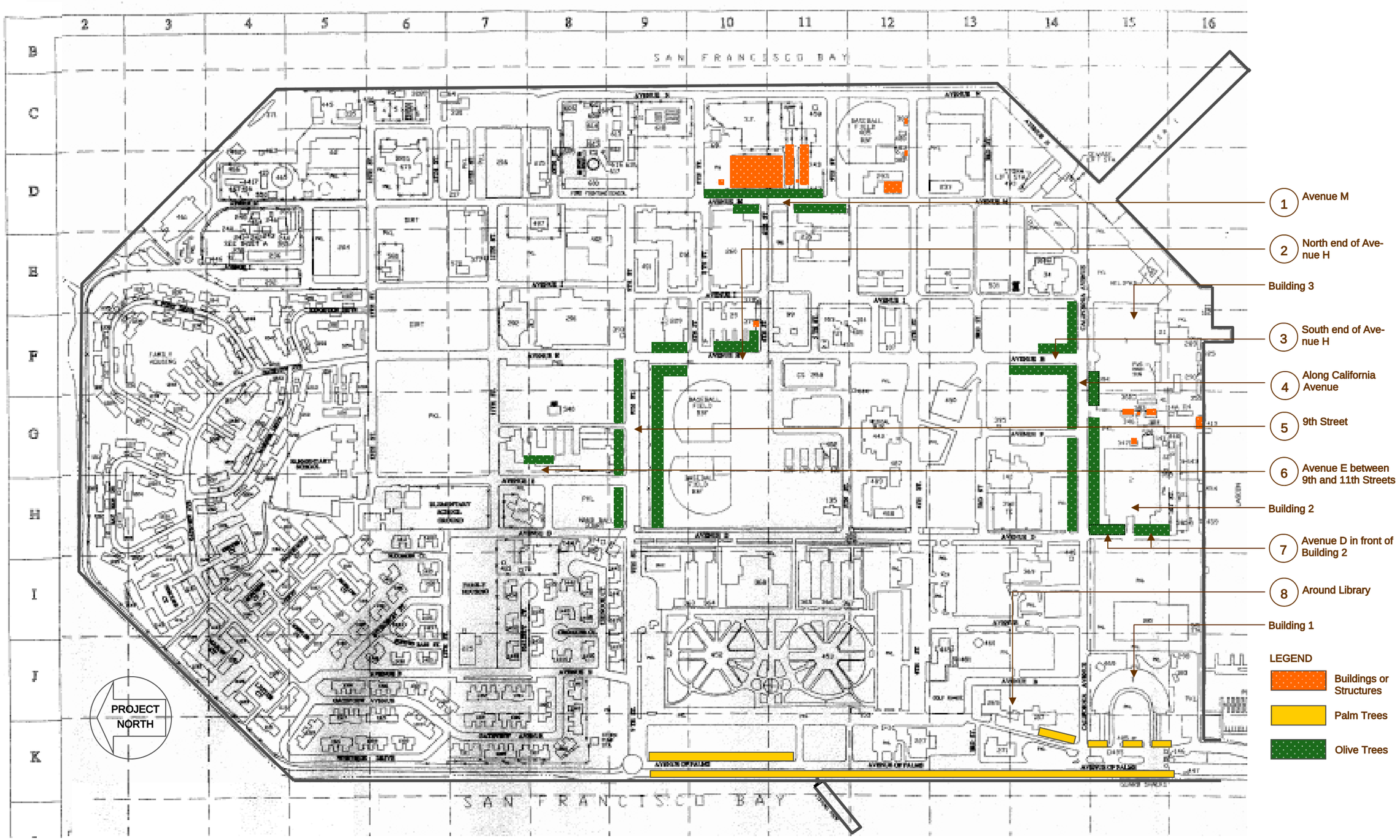
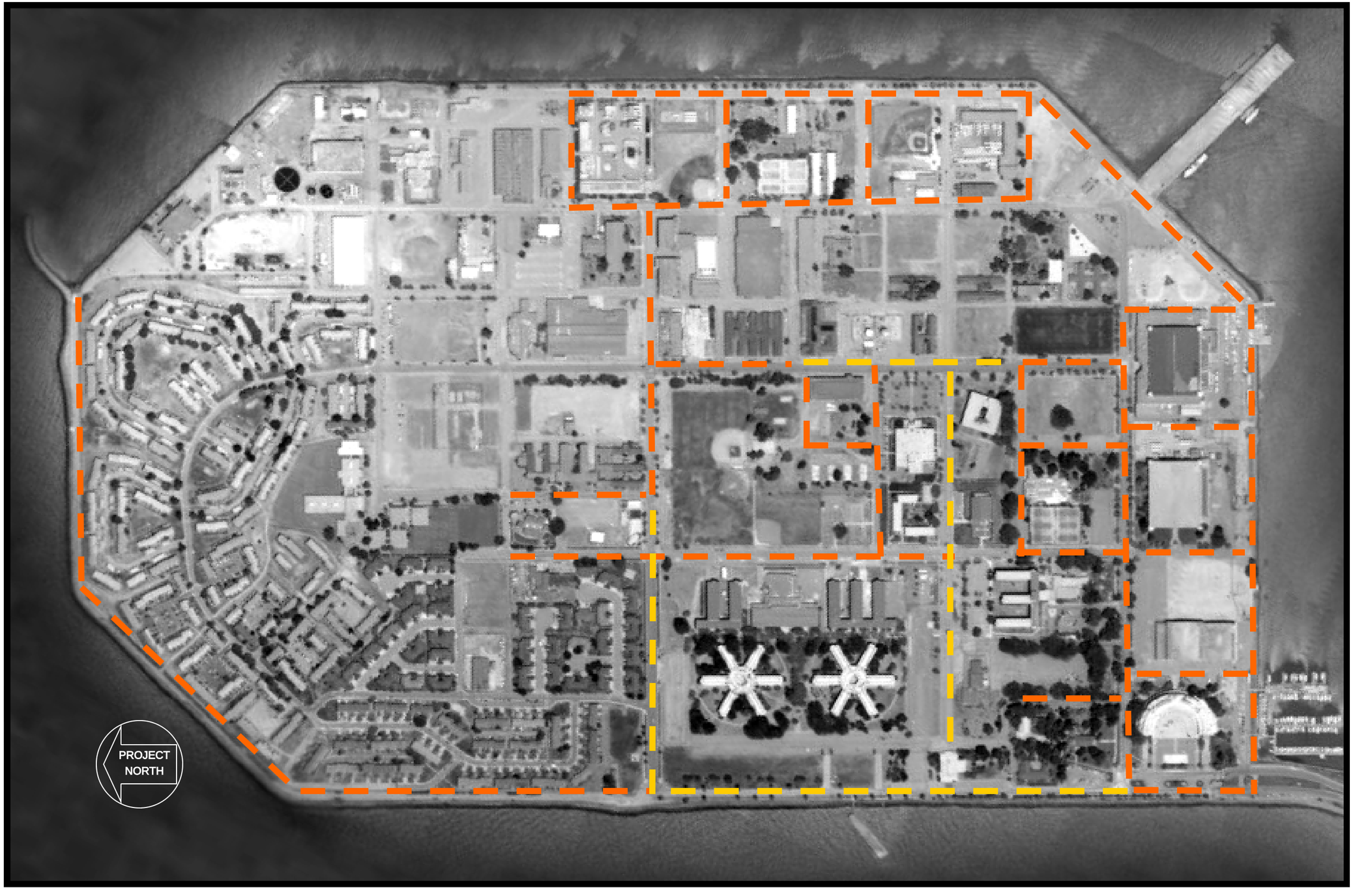


Diagram 2 - Map locating landscape details. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* / prepared by Mare Island Naval Shipyard, Base Realignment and Closure, Environmental Technical Division. Mare Island, CA: The Division; Oakland, CA:1996.

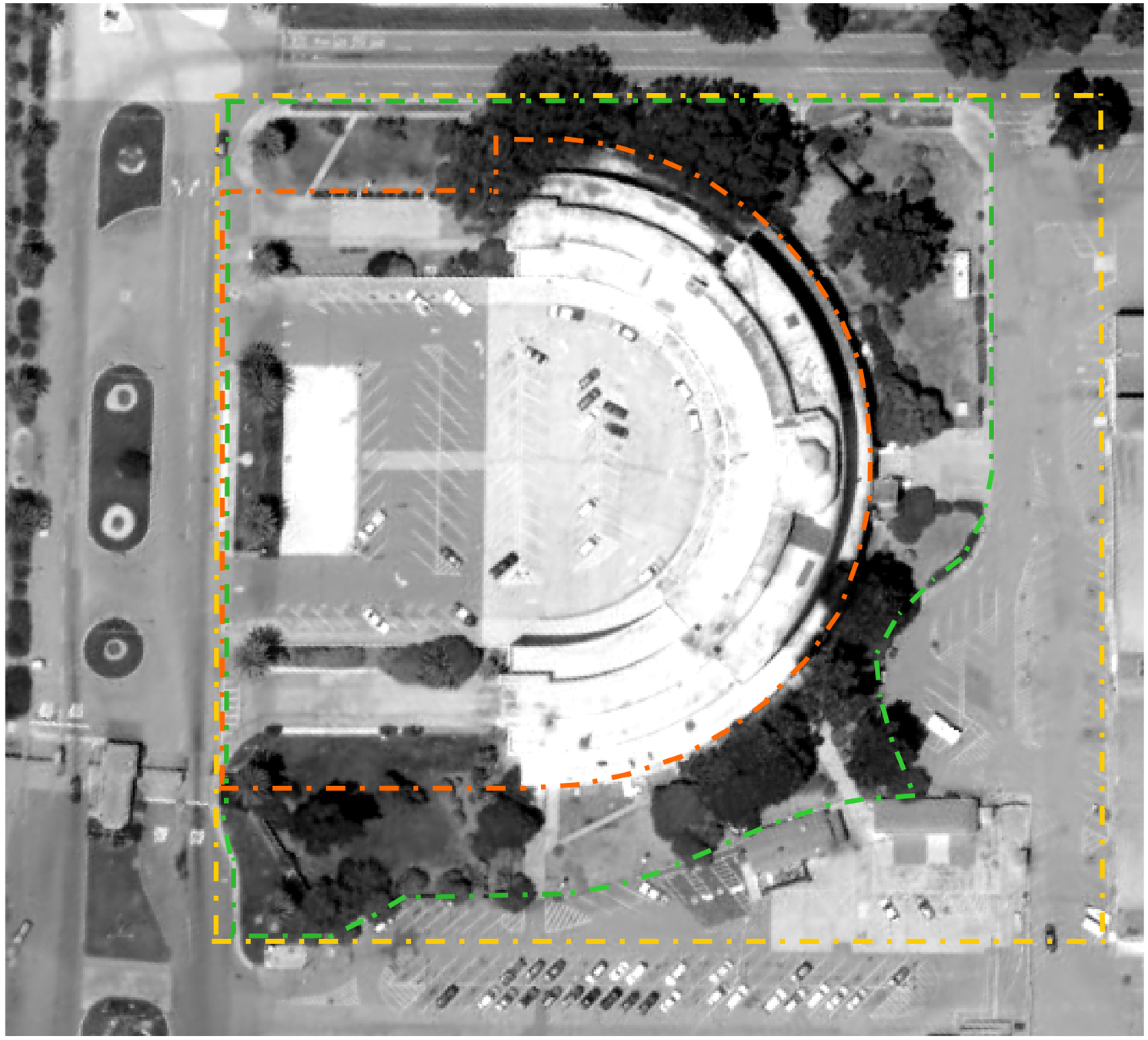


LEGEND

Part of Golden Gate International Exposition

Part of GGIE but alignment altered by Navy

Diagram 3 - Circulation Diagrams. Aerial photo courtesy of Google Earth Pro, 2009.



LEGEND

General footprint of landscape setting for building during Golden Gate International Exposition

National Register Listing boundary

Location of remaining Golden Gate International Exposition landscape setting that contributes to CRHR significance of building (Proposed CRHR boundary)

Diagram 4 - Diagram showing boundaries around Building 1. Aerial photo courtesy of Google Earth Pro, 2009.

LEGEND

General footprint of landscape setting for building during Golden Gate International Exposition

National Register Listing boundary

Location of remaining Golden Gate International Exposition landscape setting that contributes to CRHR significance of building (Proposed CRHR boundary)

Diagram 5 - Diagram showing boundaries around Building 2. Aerial photo courtesy of Google Earth Pro, 2009.

LEGEND

General footprint of landscape setting for building during Golden Gate International Exposition

National Register Listing boundary

Location of remaining Golden Gate International Exposition landscape setting that contributes to CRHR significance of building (Proposed CRHR boundary)

Diagram 6 - Diagram showing boundaries around Building 3. Aerial photo courtesy of Google Earth Pro, 2009.

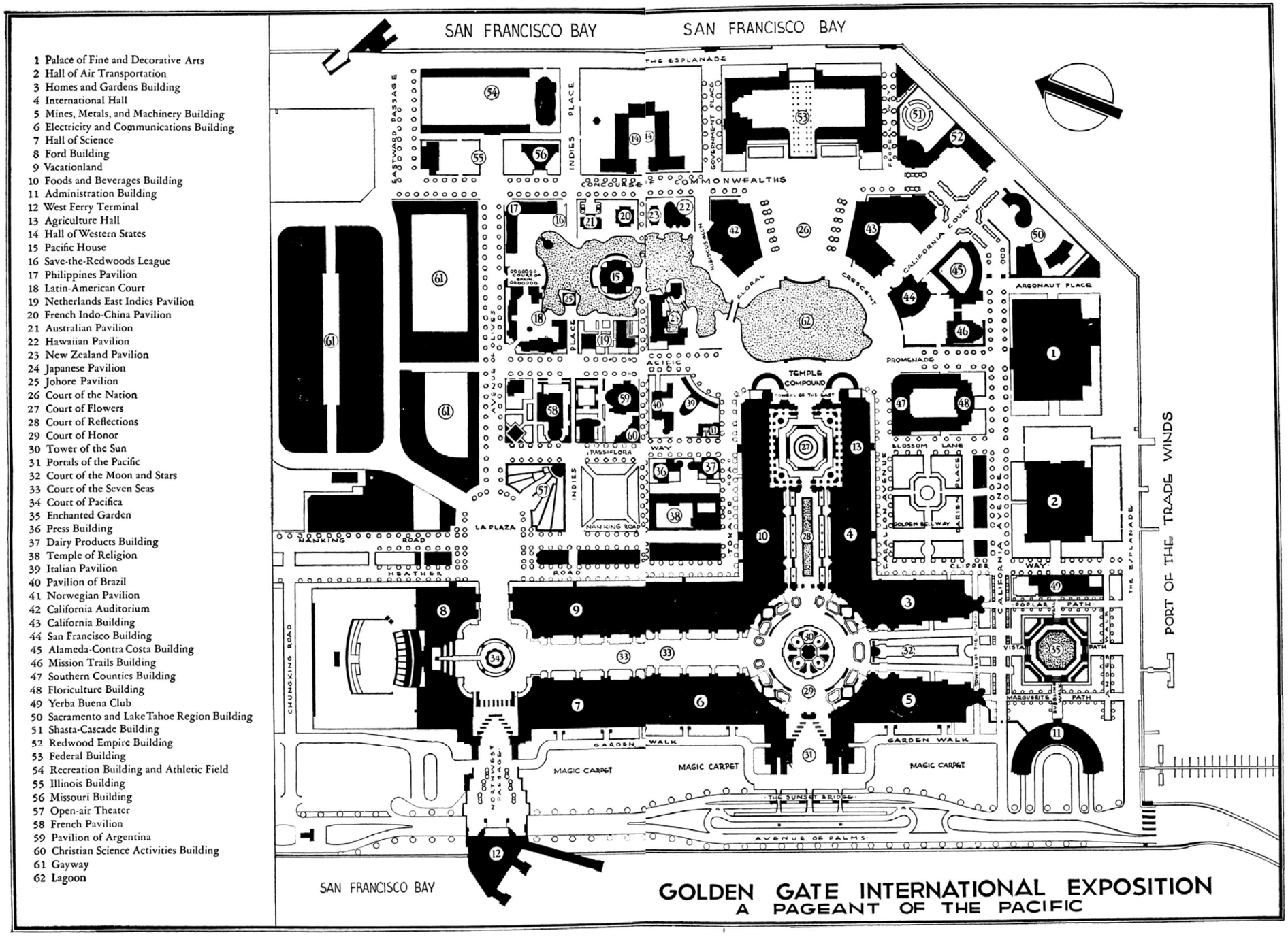


Diagram 7 - Map of the Golden Gate International Exposition from *Official Guidebook: Golden Gate International Exposition, World's Fair on San Francisco Bay.* First Edition. San Francisco: The Crocker Company, 1939.

B. HISTORIC DEVELOPMENT OF MILITARY BASES IN CALIFORNIA

B. Historic Development of Military Bases in California

The following information is being presented as a basis to assess the relative historic significance of the Navy's resources on Treasure Island from World War II through 1960.

Coastal naval facilities of various types were once clustered around Puget Sound in Washington State; in Southern California at San Diego, and Long Beach, while most were located in Northern California in the many harbors of the Bay Area.

Currently, the Navy's largest complex is located inland in Southern California at China Lake, Naval Air Weapons Station, which covers 1.1 million acres of land, or approximately one-third of the United States Navy's total land holdings. Naval Base San Diego, California is the principal stateside home to the Pacific Fleet. NAS North Island is located on the north side of Coronado Island, California and is home to Headquarters for Naval Air Forces and Naval Air Force Pacific, the bulk of the Pacific Fleet's helicopter squadrons, and part of the West Coast aircraft carrier fleet. The Naval Special Warfare Center is the primary training center for SEALS, and is also located on Coronado Island. The other major grouping of naval bases on the West Coast is in Puget Sound, Washington of which Naval Station Everett is one of the newer bases. Master Jet Bases are also located at NAS Lemoore, California and NAS Whidbey Island, Washington, while the carrier-based airborne early warning aircraft community and major air test activities are located at NAS Point Mugu, California.

Bay Area Military Presence

The first U.S. military facility in California was established in the Presidio of San Francisco when, after the United States took control of California in 1846, the Army decided to occupy the complex in 1847. The roots of the Presidio stem from 1776 when the Spanish sought a location to fortify the sea entry to San Francisco Bay. In the late 19th Century the facility became the headquarters for the Military Division of the Pacific. A camp was set up in Benicia in 1849 to be used as an Army supply depot. An adjunct to the Presidio was Fort Point, which was built between 1853 and 1861 by the Army to guard the Golden Gate. Fort Baker, at Sausalito in the Marin Headlands, was built between 1902 and 1910 and was an active military post up through World War II. Other Bay Area military facilities included Onizuka Air Force Station in Sunnyvale and Hamilton Air Force Base in Novato. The Marines, Coast Guard and National Guard also had a lesser presence here. Augmenting theses facilities were the coastal defense batteries on Angel Island which were opened during the Civil War period of the 1850s and 1860s and, also on Angel Island, Camp Reynolds which was opened in 1899 with the advent of the Spanish American War. On the bluffs of the Golden Gate are the remains of many strategically located batteries which date from World War II.

South entrance to the Presidio of San Francisco. Circa 1890.

Bay Area Navy Presence

The U.S. Navy's history in the San Francisco Bay Area began in 1853 when the Navy purchased Mare Island for use as a shipyard. It continued as the only Navy facility on the West Coast for decades.

Today we experience the annual Fleet Week held in October. But the largest showing of this type occurred in May of 1908 when the Great White Fleet sailed through the Golden Gate. The tour which sailed around the world had 16 U.S. Navy battleships, accompanied by escorts, with some 14,000 sailors aboard. The appearance of the fleet whetted the appetite of Senator James D. Phelan to lure the Navy to build bases, depot, stations, arsenals and academies in the Bay Area.

The United States Congress agreed to a two-ocean navy in 1919 which split the Navy's vessels between the East and West Coasts. Around 1920, San Francisco realized that it was losing population and it "sought a military multiplier to stimulate its own faltering pace of urbanization."[1] Over time the Bay Area became the largest military epicenter on the West Coast – a mammoth enterprise.

Just six months before the bombing of Pearl Harbor, the Navy had poured one billion dollars into resources around the Bay Area.[2]

In the East Bay there were the Moore Dry Dock, Bethlehem Steel's Alameda yard and United Engineering, all who also contributed ships to the war effort. On the Peninsula Barrett and Hilp (builders of the Golden Gate Bridge) and Western Pipe and Steel built ships and barges.

The Navy's connection with the Bay Area continued until the 1990s when the final series of base closures ended a nearly 150 year presence.[3] In January 1990 then U. S. Defense Secretary Dick Cheney published a list of military facilities to be shut down across the United States including six naval installations in the Bay Area. California had the most to lose but the Bay Area was hardest hit. At that time there were some 56,000 civilian and military personnel working for the Navy in the region.[4] Eventually most Navy, and other military installations, were shut down in Northern California, changing a pattern of culture and demographics. With all of these facilities now defunct they are being returned to their former owners, the cities where they occur, and converted to other uses, mostly residential housing and parks – once remediation of environmental contamination has occurred.

The Naval installations which were once located in the Bay Area include the following:

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[1] Lotchin, Roger W. *Fortress California 1910-1961*. Champaign-Urbana: University of Illinois Press, 1992, p. 42.
[2] Ibid, p. 63.
[3] http://www.pacificaerial.com/gallery-navy.html
[4] "Defense Cuts: Assessing the Casualties – Bay Area: Navy Pullouts could hit hard at many economic levels. Officials who had called for military cutbacks are an awkward position" *Los Angeles Times*, January 30, 1990, no page citation.

▫ Mare Island, Vallejo (established in 1854 and closed in 1996)
▫ Moffett Field Naval Air Station, Sunnyvale (1931-1994)
▫ Naval Air Station (1934-1997) and Naval Aviation Depot, Alameda (1934-1996)
▫ Naval Supply Depot, Oakland (1940-1999)
▫ San Francisco Naval Shipyard (1941-1994)
▫ Concord Naval Weapons Station, Concord (1942-1999)
▫ NFD (Naval Fuel Depot) Point Molate, Richmond (1943-1998)

An aerial view of the Suisun Bay mothball fleet.

Another still tangible remnant of the Navy's former presence lies in the East Bay's Suisun Bay where many battleships are mothballed.

Mare Island, Vallejo

The U.S. Navy acquired the site of Mare Island in 1852, two months after California became a state, where a naval shipyard was created. Selected for its seclusion from the ocean, this was the first permanent naval installation on the West Coast. Commodore David Glasgow Farragut became the first base commander in 1854. Huge drydocks were built over time, the first of granite in 1891, the second of concrete was completed in 1910 and the last, also of concrete, in 1941. In the early years the facility built some 500 ships but later focused on being a ship repair facility. Mare Island entered the atomic age in 1954 by building the first nuclear submarine on the West Coast, the *U.S.S. Sargo.* The shipyard went on to build a total of 17 nuclear-powered submarines, ending with the *U.S.S. Drum* in 1970.[5] The facility was functionally diverse with a major hospital, ammunition depot, Marine Corps barracks, radio school and miscellaneous other functions.

The Navy closed the yard in 1996.[6] Mare Island contains a California Register listed historic district.

Moffett Field Naval Air Station, Sunnyvale

The 1,000 acre parcel was acquired by the City of Sunnyvale in 1931 who turned over the bayside land to the U.S. Government for use as a home base for the Navy airship *U.S.S. Macon*, a dirigible. The base, a lighter-than-air station, was dedicated as NAS Sunnyvale that same year and two years later it was renamed NAS Moffett Field. The focus of the facility was the cavernous Hangar One. From 1935 until 1941 the Navy transferred use to the War Department under the control of the U.S. Army Air Corps. With the loss of the *Macon* in 1935 also

Aerial view of Moffett Field.

[5] http://www.visitvallejo.com/about-vallejo/mare-island-history.php
[6] http://www.mareislandhpf.org/

went the Navy's need for the facility. When the Navy again took control the facility was used for the development and deployment of several generations of land based anti-submarine warfare and maritime patrol aircraft. In August 1947, a blimp went down off the Cape of Mendocino. No lives were lost, but it would be the last flight for the LTA program at Moffett – that same month, the last blimp at Moffett Field was deflated. Decommissioned in 1994, the facility was transferred in 1999 to the National Air and Space Administration. The field is now administered by NASA Ames Research Center.

Moffett Field contains a California Register listed historic district.

Naval Air Station and Aviation Depot, Alameda

In 1934 the City of Alameda built an air strip called Benton Field on reclaimed land at the north end of the island.[7] The original use was as a landing site for Pan American Airways but the long range goal was to attract the Navy to take root there. The Army initially shared the airfield with Pan Am but the military abandoned the site and it was turned entirely to Navy use. Construction by the Navy commenced in 1938 and by 1945 the base had 3,600 officers and 29,000 enlisted personnel. The base had two local outlying fields, Concord Outlying Field on the grounds of the Concord Naval Weapons Station and Half Moon Bay Outlying Field. The base provided services and support to the aviation activities of the Pacific Fleet. The Naval Aviation Depot, formerly known as the Assembly and Repair Department, was the largest activity on the base but was a tenant of the air station. The Aviation Depot was closed down in 1996 and the station was closed the following year. In late 2006 a deal was struck between the City of Alameda and the Navy to reacquire the land for $108 million. Residential housing is slated to be constructed on the site.

Aerial view of Naval Air Station Alameda.

Naval Air Station and Aviation Depot contains a California Register listed historic district.

Naval Supply Depot, Oakland

The depot had its origin in 1940 when the Navy purchased some 500 acres for the City of Oakland for $1.00. The Navy reclaimed the land and constructed large warehouses for supplies. It opened in 1941 and grew over time. In the late 1940s it was renamed Naval Supply Center, Oakland and was later renamed the Fleet Industrial Supply

[7] http://www.militarymuseum.org/NASAlameda.html

Center. It was closed in 1998, and in 1999, the Navy transferred the entire property to the Port of Oakland.[8]

The Navy Supply Depot contains a California Register listed historic district.

San Francisco Naval Shipyard

The San Francisco Naval Shipyard was originally a commercial shipyard which was established on a spit of land originally called Potrero Point in 1870 on the shore of San Francisco Bay. The Union Iron Works, which later turned into the Bethlehem Shipbuilding Company, expanded the site with their activities. During World War I the Navy temporarily appropriated the site for ship repairs. With the onset of World War II, in 1941, the Navy again reasserted itself and operated it as an annex to Treasure Island calling it Hunters Point Naval Shipyard. From 1941 to 1974, the principal facility activities were ship building; naval ships and submarines were also modified, maintained, and repaired. In addition to repair activities, the facility was used for base housing, naval ordinance training exercises, radiological defense research, and research on exposure to radioactive fallout.[9] This continued until 1974 when it was turned back to private enterprise as a commercial ship repair facility. The base was officially closed in 1994 and is slated for reclamation as residential housing.

All of the buildings in the San Francisco Naval Yard have been recorded and evaluated but no historic district was found.

Concord Naval Weapons Station, Concord

In 1942, at the beginning of World War II, the Navy built an annex to Mare Island, located near Concord which was called Port Chicago, after the nearby town. The explosives depot was rapidly built up to support the war demands in the Pacific. In July 1944, it was the scene of a massive ammunition detonation which killed 320 people – the largest stateside disaster of the war. Ammunition was still needed for the war effort and Port Chicago was rapidly returned to service. In 1957, the depot was renamed the U.S. Naval Ammunition Depot, Concord. With the advent of modern-day weaponry, the station's mission changed and expanded. The base was redesiginated Naval Weapons Station, Concord in 1963. Due to changes in military operations, the inland area of the base was mothballed in 1999.

Aerial View of Concord Naval Weapons Station.

In November 2005, the Base Realignment and Closure (BRAC) Commission announced that the Inland Area of the base was approved for closure. The Tidal Area would remain in operation as a port under the command of the Army. The BRAC legislation stipulated that the Navy would retain property ownership of the Inland Area,

[8] http://en.wikipedia.org/wiki/Naval_Supply_Depot,_Oakland
[9] http://www.fas.org/man/company/shipyard/hunters_point.htm

but would have to make some provision for the Army to acquire a portion of the Inland Area to support its port operations in the Tidal Area. In 2006, the Department of Defense designated the Concord City Council to serve as the Local Reuse Authority. The LRA has launched a three-phase, multi-year process to develop a reuse plan for the property.[10]

All of the buildings in the Concord Naval Weapons Station have been recorded and evaluated but no historic district was found.

Naval Fuel Annex, Point Molate, Richmond

Historic view of Point Molate. Photo courtesy of Pt. Richmond History Association, I-7-125-DC.

Point Molate has had a history both as a private winery as well as a major fuel storage depot for the U.S. Navy. The Navy, once it had established a presence at Point Molate, used many of the existing winery buildings, changing very little over time. The significance of the structures at Point Molate almost entirely dates back to its earlier history as Winehaven, as most construction was completed circa 1907-1910. Winehaven ceased production with the advent of Prohibition and the grounds were mostly unused from 1920 until the late 1930s when a mining company, the San Pablo Quarries Company, opened a quarry on the northern point. In 1941 the land was sold to an oil company and subsequently leased and in turn sold to the Navy. By 1943, Point Molate was commissioned as a fuel depot and was in full operation during World War II. In 1960, the site became a Naval Fuel Annex, and was the NFD (Naval Fuel Depot) Point Molate until it ceased operations in 1998. Its use is slated for use as residential development and a public beach.

[10] http://www.concordreuseproject.org/history/

C. SUPPLEMENTARY INFORMATION ABOUT THE BUTLER MANUFACTURING COMPANY

C. Butler Manufacturing Company History[1]

Several of the buildings in this report were constructed by Butler Manufacturing. The following is an overview history.

Butler Manufacturing Company continues as a supplier of building systems, specialty components, and construction services for the nonresidential construction market. Butler Buildings are assembled onsite of metal parts made at their own factories and have offered a expedient solution to industrial, military, and commercial users seeking storage or manufacturing space.

Emanuel Norquist, along with brothers Charles and Newton Butler, founded Butler Manufacturing Company in Kansas City in 1901. A few years earlier, Charles and Emanuel had worked together on building an improved livestock watering tank, and, during the early 1900s, along with Newton Butler, the men designed and built several agricultural products, particularly grain storage bins. By 1908, Butler's headquarters included a staff of 14. Sales boomed throughout the 1910s and 1920s.

Although Butler would become famous for its grain storage bins, or "Butler bins," during the early and mid-1900s, the company began branching out into new sideline businesses early in the century. For example, in 1909, the company erected its first metal building, an all-steel garage. That simple structure would help to lay the foundation for what would eventually become Butler's bread-and-butter business. Other major ventures included metal farm implements and oil field equipment.

Butler survived the 1930s, buoyed mainly by its oil equipment operations. The grain bin industry was susceptible to the cyclicality of the overall agriculture business. Butler's bin sales had languished during much of the early and mid-1930s. However, that would soon change as the result of an incident that would be highlighted in company annals throughout the century.

The year 1938 turned out to be a very good one for crops, and 1939 was even better. As bumper crops were harvested, the nation's storage capacity was stressed. The U.S. Department of Agriculture, realizing the urgency of the situation, announced in July 1939 that it would accept bids on 30,666 steel storage bins.

Butler's two plants in the Midwest were already operating at full capacity, so Butler executives were split over whether to bid for the government work. Determined to capture a portion of the massive government job, managers embarked on a tenacious search for an abandoned plant that they could convert. They found an acceptable, though dilapidated, plant in Galesburg, Illinois. As Butler scrambled to reclaim the facility, it also began preparing a bid to supply 14,500 bins, or about half of the entire contract. Butler's bid was hand carried to Washington and opened on August 2, 1939. Butler, the low bidder, was awarded the job.

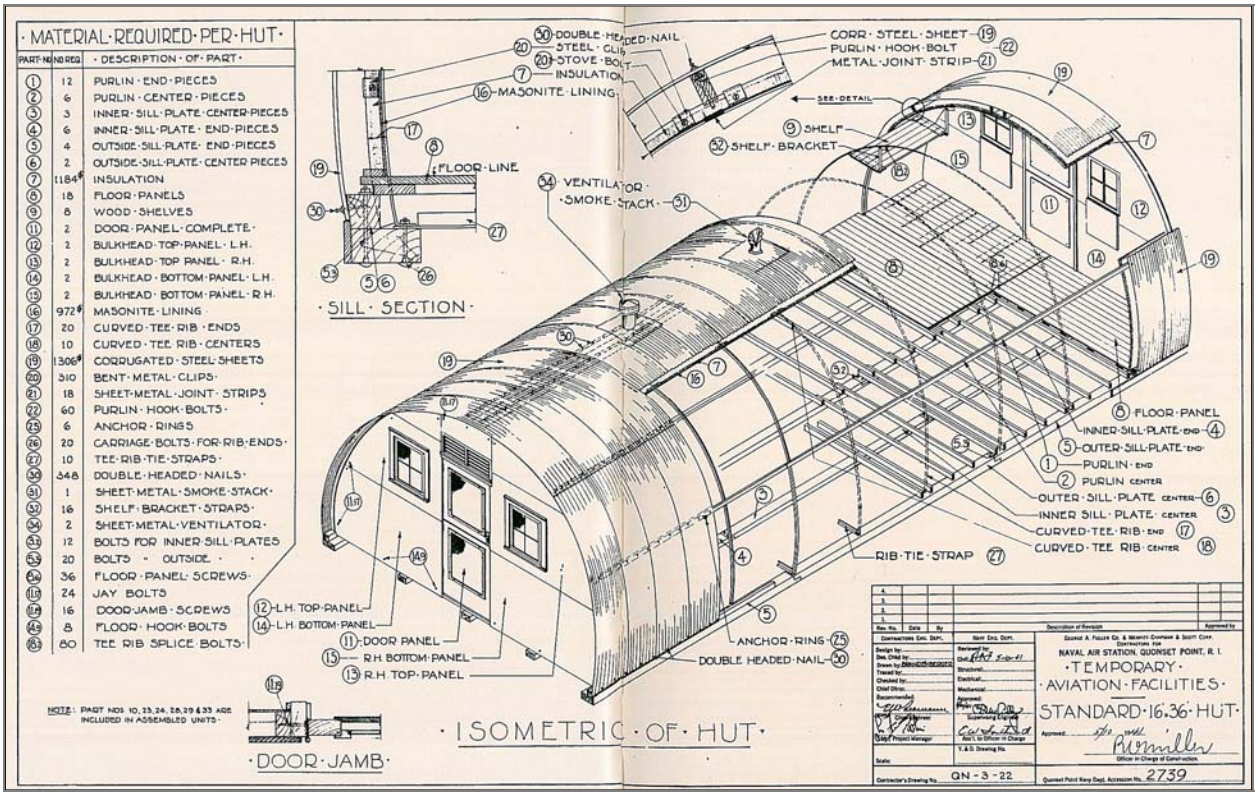
[1] http://www.fundinguniverse.com/company-histories/Butler-Manufacturing-Company-Company-History.html

Butler used the government contract in 1939 as an opportunity to add a new production facility to its organization. The Galesburg plant was converted for year-round use in 1940 and began manufacturing steel buildings following World War II. Butler manufactured its first "rigid-frame" building design in 1939. Demand for its popular single-story, rigid-frame structures flourished during the postwar U.S. economic boom.

In the 1950s, the company stepped up its efforts in the metal building market when it shifted to the production of metal buildings to reduce Butler's susceptibility to volatile agricultural markets. Butler's goal was to create two major markets for its products – agricultural and construction – that would provide a more stable pattern of income. The scheme proved effective and the two markets were rarely down at the same time through the 1960s and 1970s.

D. SUPPLEMENTARY INFORMATION ABOUT THE QUONSET HUT

D. Supplementary Information about the Quonset Hut



Isometric drawing of a T-rib Quonset Hut, May 10, 1941 by Fuller and Merritt-Chapman and Scott Corporation. Image courtesy of *Quonset Hut*, p. 10.

In 1937 President Franklin D. Roosevelt began to prepare the United States for war. Congress authorized increased appropriations including the construction of a Naval base built in Quonset Point, Rhode Island.

U.S. Government photo of Quonset Huts in front of Laguna Peak, Point Mugu, CA, 1946. Image courtesy of http://en. wikipedia. org/wiki/File:Quonset.jpg

Due to the urgency of the circumstances there would need to be a way to house people quickly and store materials at far-flung bases. A building had to be inexpensive, lightweight, and portable so it could be shipped anywhere and put up quickly using hand tools.

The genesis of the Quonset Hut was a design that the British had developed during World War I, a light prefab structure called a *Nissen Hut*. In early 1941, the U. S. Military looked at the Nissen design, but felt the design could be improved.

In March 1941 the military asked the George Fuller Company to design and produce a hut to U.S. specification within two months.

The design was adapted from the British design using corrugated steel and semi-circular steel arched ribs. The Anderson Sheet Metal Company of Providence, RI solved the technical problem of bending the corrugated sheets into a usable form. The two ends were covered with plywood, which had doors and windows. Major improvements over the Nissen Hut were an interior lining of Masonite (pressed wood), insulation, and a one-inch tongue and groove plywood floor on a raised metal framework.

The first design was semi-circular, 16 feet wide by 36 feet long and constructed out of heavy 1-inch thick steel "T" shaped steel and angle iron arches and covered in corrugated metal. Known as "T-Rib Hut," it took a crew of eight to erect in a day.

In June of 1941 the Navy made its first shipment of Quonset Huts overseas. There was concern that since the curve line of the sidewalls began at the floor, there was a loss of effective width of the hut. A second series, the "Quonset Redesigned Huts," were the same size but included a 4 feet high vertical sidewall (knee wall).

Although several thousand of these T-Rib Huts were produced, they were awkward to crate and too heavy for shipping. Engineers soon found a faster, cheaper way to assemble huts using an existing building product for the rib. Known as Stran-Steel, it was developed in the early 1930s by Great Lakes Steel Corporation, but had never caught on due to the premium price. It was a welded steel strip 2 by 3 5/8 inches – actually two lightweight channels welded back to back -- with a wavy center groove that held special nails with lead seals.

The "Quonset Stran-Steel Hut" was so simple to erect that anyone who could hammer a nail could set it up. A crew of just six experienced men could build a hut in a single day.

The Quonset Hut soon evolved into a third design to reduce shipping space and tonnage. The third design incorporated lighter, curved corrugated, galvanized sheets for covering. The arch-rib again became semi-circular with a four-foot high knee wall. The new hut was larger, 20 feet by 48 feet and lighter, using three and one half tons of steel instead of four tons.

Later there was a fourth design. The Navy eliminated the knee wall and returned to a full semi-circular design, 20 by 48 feet in size when it was realized that at this dimension no space was actually lost along the outer edge of the building. Huts were designed with and without dormer windows.

The fifth evolution of the hut returned to the full semi-circular design and size (20 by 48 feet) but used flat corrugated siding mounted horizontally but retained the curved plates for the separate roof ridge. This arrangement reduced the need for special manufacturing of curved corrugated siding panels. Dormer windows were replaced by either translucent corrugated panels or flat steel framed windows.

As finally developed, the Quonset Hut required less shipping space than did tents with wood floors and frames, when equal numbers of men were to be accommodated.

The flexible open interior space of a Quonset Hut allowed them to be used for hundreds of applications including barracks, offices, medical and dental offices, isolation wards, bakeries, chapels, theaters, and latrines. In all, 86 approved interior layout plans were prepared. In many cases it was necessary to develop special interior equipment, such as special ovens, to fit the Quonset Hut side wall form.

To meet the growing demand, a number of other companies produced variations of the Quonset Hut for the military during the Second World War.

When the war ended, Quonset Huts were too good a resource to throw away, so the military sold them to civilians for about a thousand dollars each. They made serviceable single-family homes. Universities made them into student housing and returning veterans occupied Quonset Huts by choice.[1]

[1] *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps, 1940- 1946*. Vol.1. Washington: Government Printing Office, 1947.

E. California Register of Historical Resources

E. California Register of Historical Resources[1]

The State Historical Resources Commission has designed this program for use by state and local agencies, private groups and citizens to identify, evaluate, register and protect California's historical resources. The Register is the authoritative guide to the state's significant historical and archeological resources.

The California Register program encourages public recognition and protection of resources of architectural, historical, archeological and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding and affords certain protections under the California Environmental Quality Act.

Criteria for Designation

Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).

Associated with the lives of persons important to local, California or national history (Criterion 2).

Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).

Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation (Criterion 4).

Effects of Designation

Limited protection: Environmental review may be required under CEQA if property is threatened by a project.

Local building inspector must grant code alternatives provided under State Historical Building Code.

Local assessor may enter into contract with property owner for property tax reduction (Mills Act).

Owner Consent

Consent of owner is not required, but a resource cannot be listed over an owner's objections. The SHRC can, however, formally determine a property eligible for the California Register if the resource owner objects.

[1] http://ohp.parks.ca.gov/?page_id=21238

Local Government Notification

Local government must be given 90 days in which to comment on the application before it is sent to OHP.

F. NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORMS FOR BUILDINGS 1, 2 AND 3

NPS Form 10-900
(Oct.1990)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Administration Building, Treasure Island

other names/site number Building 1/Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters

2. Location

street & number _____ ☐ not for publication

city or town Treasure Island, San Francisco ☐ vicinity

state California code CA county San Francisco code 075 zip code 94130

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

_____
Signature of certifying official/Title Date

_____
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

_____
Signature of commenting or other official Date

_____
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

Signature of the Keeper | Date of Action

- ☐ entered in the National Register
  - ☐ See continuation sheet.
- ☐ determined eligible for the National Register
  - ☐ See continuation sheet.
- ☐ determined not eligible for the National Register
- ☐ removed from the National Register
- ☐ other (explain): _____

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☐ private
- ☐ public-local
- ☐ public-State
- ☒ public-Federal

Category of Property
(Check only one box)

- ☒ building(s)
- ☐ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions
(Enter categories from instructions)

RECREATION/Other: Office Building
TRANSPORTATION/Airport Terminal
COMMERCE/TRADE/Office Building
DEFENSE/Naval Facility: Headquarters

Current Functions
(Enter categories from instructions)

COMMERCE/Office Building
GOVERNMENT/Office Building

7. Description

Architectural Classification
(Enter categories from instructions)

MODERN MOVEMENT: Art Moderne/Streamline
MODERN MOVEMENT: Art Deco

Materials
(Enter categories from instructions)

foundation Reinforced Concrete
roof
walls Reinforced Concrete
other

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation sheet.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ B Property is associated with the lives of persons significant in our past.

☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations
(Mark "X" in all the boxes that apply.)

Property is:

☐ A owned by a religious institution or used for religious purposes.

☐ B removed from its original location.

☐ C a birthplace or a grave.

☐ D a cemetery.

☐ E a reconstructed building, object, or structure.

☐ F a commemorative property.

☐ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

Architecture
Entertainment/Recreation

Period of Significance

1938-1940

Significant Dates

1938

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Day, William Peyton
Kelham, George William

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested.
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # CA-2785, CA-2785-A, CA-2785-B
- ☐ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

10. Geographical Data

Acreage of Property

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	10	555429	4185479	3			
2				4			

☐ See continuation sheet.

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Toni Webb, Architectural Historian

organization JRP Historical Consulting date December 2, 2003

street & number 1490 Drew Avenue, Suite 110 telephone 530-757-2521

city or town Davis state CA zip code 95616

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets

Maps
A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner
(Complete this item at the request of the SHPO or FPO.)

name Base Realignment and Closure, Program Management Office West

street & number 1455 Frazee Road, Suite 900 telephone

city or town San Diego state CA zip code 92108-4310

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.0. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

Description (continued):

Building 1 is located on the southeast corner of Avenue of the Palms and California Avenue on Treasure Island, northeast of the main, gated entrance to the former Treasure Island Naval Station. This large, 148,000 square foot U-shaped building faces southwest overlooking the City of San Francisco, which is located approximately three miles west. The 400-acre island, a mile long and two-thirds a mile wide, was constructed by the Army Corps of Engineers between 1936 and 1938 and this building was completed by early 1938. Presently, a large paved parking lot fills the interior of the crescent. Landscaping includes median grass and shrubs of varying sizes, some of which date to the period of the Exposition.[1] Lining the main entrance are the only remaining six Pacific Unity sculptures that originally surrounded the Fountain of Western Waters in the Court of the Pacifica at 1939 Golden Gate International Exposition (GGIE). These cast concrete sculptures moved to the site around 1991 include Helen Phillip's Chinese musicians (**Photographs 1** and **2**) entitled "Blowing a Horn" and "Flutist," and Jacques Schnier's male and female sculptures, "The Orient," which symbolized the introspective spirit of India (**Photographs 3** and **4**). Two unidentified works shown in **Photographs 5** and **6**, were moved to this temporary site in 1997.[2]

Exterior

The Administration Building, now known as Building 1 and shown in **Photograph 7**, is a four-story, reinforced concrete, truncated U-shaped building that includes a full basement and an observation tower, which was originally constructed as a control tower. Visually and functionally the building can be divided into three sections: the central four-story section and two three-story flanking wings. The main section is stepped, with a four-story block sandwiched between three-story blocks on the east and west sides. Similarly, the wings include a three-story section surrounded by two-story elements. The building is predominantly Art Moderne in style, however Art Deco influences are found throughout the building.

The main, symmetrical façade (west side) is dominated by a band of eleven, two-story steel windows (**Photograph 8**) each with eight lights, evenly spaced along the façade between fluted pilaster strips and highlighted by a decorative ornamental copper grill. A full cantilevered stucco canopy decorated with scallop and beaded details strengthens the building's horizontality. The rusticated first-floor façade projects slightly from the top floors and is reminiscent of the Renaissance Revival and Beaux Arts styles. Located beneath the

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[1] "Treasure Island Exposition Site Dedicated," *Nevada State Journal*, November 24, 1937; Stephen D. Mikesell, JRP Historical Consulting Services, "Statement regarding potential significance for Treasure Island, as an engineering achievement," January 30, 1998; Sally B. Woodbridge, "Treasure Island Cultural Resource Survey Report," Prepared for Navy Public Works Center, San Francisco Bay, May 14, 1982; GGIE Research Associates. "Application for Registration of Historical Landmark." Treasure Island, Landmark No. 987. Prepared for Navy Public Works Center, San Francisco Bay. October 2, 1989.

[2] Anne Schnoebelen, *Treasures: Splendid Survivors of the Golden Gate International Exposition* (Berkeley: GGIE Research Associates, 1991), 5. Sculpture Conservation Studio preformed some conservation work on the Pacific Unity Sculptures in 1991, Tatyana M. Thompson, Column Editor, "Regional News: Greater Los Angeles and Santa Barbara,", Vol. 13, No. 3, WAAC Newsletter, September 1991, 7-12, online at http://palimpsest.stanford.edu/waac/wn/wn13/wn13-3/wn13-305.html; *Official Guidebook: Golden Gate International Exposition, World's Fair on San Francisco Bay*, First Edition (San Francisco: The Crocker Company, 1939).

canopy is the main public entrance to the building, which consists of three glazed bronze swinging triple doors with fixed transoms. Four sets of three-light casement windows with fixed lights above are evenly spaced on both sides of this entrance. At the eastern end of the central sections are bronze glazed double doors with transoms that serve as secondary entrances. Fenestration on the wings, shown in **Photographs 9** and **10**, is symmetrical with eight second-floor windows (each ten-light steel casements) evenly spaced and offset by the surrounding recessed panel with fluted detail centered below and above dentils. These windows were replaced after 1976 but closely resemble the original windows.[3] Seven deeply recessed first-floor casement windows (three light with fixed upper sashes) lacking decoration are sited along either wing, directly below second-floor windows. An original glazed, swinging double door with transom is found at the westernmost end of the northern wing. On the southern wing, this door has been replaced with anodized aluminum glazed doors.

The western ends of the wings project about 5'– 6" from the attached two-story elements and include access to the basement parking level via concrete ramps. Cast iron wheel guards protect the building at the garage entrance. These end walls have corner pilasters separated by dentils above two tall, two-story twenty-light windows consisting of a mixture of fixed sash surrounded by casement windows. The focal point is the bas-relief depicting a mythical male figure kneeling while holding an airplane. Two smaller steel casement windows flank this relief, shown in **Photograph 11**.

Unlike the plain and austere east side of the main section (shown in **Photograph 14**) the outside facades of the two wings, shown in **Photographs 12** and **13**, are visually more interesting. Basement windows, mainly six-light steel casements, are sited just at ground level. The outside two-story section of both wings are enclosed by a one-story element that include bands of three-light casement sash surrounding six-light fixed window with fixed upper sash that are only separated by fluted strips and interrupted intermittently by single sets casement windows. Two first-floor entrances accessed by concrete stairs with metal balustrades are found on this side of the building. The primary entrance on the eastern side of the building consists of one original swinging double door with transom set between two single swinging glazed doors (**Photograph 14**) while the secondary entry, located at the westernmost portion of the south wing, is an anodized aluminum swinging double door with transom. Additionally, on the periphery of the building there are three entrances accessed by concrete stairs that lead to the basement level.

The fourth floor extends the length of the central block. Fenestration is symmetrical, with four sets of metal casement windows and one door flanking each side of the observation tower, formerly the control tower. The tower, shown in **Photograph 15**, is octagonal in plan and sits atop a wider extension of the fourth floor, which becomes a viewing platform accessed by stairs on the tower's south side. The platform is bordered by a metal balustrade. The tower is topped by a metal raised seam pyramidal replacement roof and fenestration is a combination of fixed and operable metal windows, some with divided lights. The building's horizontality is

[3] George Matsumoto & Associates, Architectural Drawings for Naval Station Treasure Island R-35-86, "Replace Windows - Building 1 and Repair Museum Ceiling," n.d., Plan Files, "Yerba Buena Island," Treasure Island Museum, Navy Public Works Center NSTI; The Treasure Island Museum occupied the Administration Building between 1976 and 1997.

continued on the tower with ribbing above and below the windows and fluting details centered beneath each window.

Interior

The original core design of the interior of the Administration Building has received few major alterations over its sixty-six year history. Today, much of this building remains vacant, with most of the functional space located on the first and second floors of the building. At the time of recordation, Treasure Island Development Authority (TIDA) and the City and County of San Francisco occupied this building under a lease with the US Navy. Generally, the first, second and third levels of both wings contain offices of varying size accessed by central hallways. The central block includes a vestibule, three-story open concourse, observation tower, as well as offices.

The main entry leads to an enclosed vestibule with walls lined in large neutral-colored marble tiles, shown in **Photograph 16**. An inscription on the southern wall of the vestibule reads "Inscribed by the Golden Gate International Exposition in Grateful Memory of George William Kelham Chairman of the Architectural Commission June 1935 to December 1936 His Devotion To the Development of its Plan Commanded Wide Appreciation." Details, such as the ventilation grates, Art Deco chandelier and inscription, are finished in bronze. The entry doors are repeated in wood on the north wall of the vestibule, giving access to the most impressive space in the building: a three-story tall concourse located at the center of the building. This broad expanse of open space (**Photograph 17**) is approximately 48'-8" wide and 200'-0" long. A vibrant modern mural depicting U.S. Navy history covers the majority of the eastern wall. Offices line the east sides of this grand space, which was originally constructed as a waiting room. The eastern office space originally consisted of eleven bays divided by large wood clad columns that opened to the main concourse, however the space between the columns has been infilled by partition walls allowing for approximately fourteen separate office spaces. Above the vestibule, which is flanked on either side by eight offices, is an open balcony (**Photograph 18**) that is highlighted by an Art Deco style bronze balustrade (**Photograph 19**) and tall square wood clad columns. At both the north and south ends of the concourse are the two main central open newel, straight reversed concrete staircases that lead to both the basement and upper floors. The streamline, metal balustrade is characteristic of the Art Moderne style and has a bronze handrail. The entire concourse is clad in wood paneling and geometric designed terrazzo flooring. Original features include a wood phone booth, shown in **Photograph 20**, chandeliers, and wood doors with circular glazing (**Photograph 21**) that lead to the austere, curved central hallway within the north and south wings, shown in **Photograph 22**. Large restrooms are located within the first level of these wings and include separate water closets and washrooms. These facilities incorporate the original tile floors and walls (**Photograph 23**), and marble and wood partitions.[4]

[4] San Francisco Bay Exposition, Yerba Buena Island Shoals, Navy Public Works Drawing No. 1-3823, "Air Terminal Building," Sheet 6, circa 1936, Plan Files, "Yerba Buena Island," City and County of San Francisco, Department of Public Works, Bureau of Engineering; Naval Station Treasure Island, San Francisco, Navy Public Works Drawing No. 1-3805, "Revised Air Terminal Building, 3rd, 4th, Roof, Control Room Plan," January 1, 1936, Plan Files, "Yerba Buena Island," City and County of San Francisco, Department of Public Works, Bureau of Engineering; US Naval and Training Distribution Center, Treasure Island, PWC No. 76.073, 76.077 and 76.078, "Administration Building No. 1," n.d., Plan Files, "Yerba Buena Island," City and County of San Francisco, Department of Public Works, Bureau of Engineering.

As stated previously, the second and third floors of the wings primarily contain offices and conference rooms. Most of these spaces were constructed by using partition walls built by the Navy at various times in its fifty-six year occupation of the island. Original architectural details are still extant throughout these levels. For example, the second floor of the north wing was originally constructed as a dining room. This large open formal space was highlighted by classical fluted columns and pilasters, decorative plaster crown molding, and cast plaster nautical bas-reliefs, all shown in **Photographs 24**, **25** and **26**. Additionally stairways are sited at the western ends of both wings.[5]

A metal spiral staircase leads to a scuttle, giving access to the control tower. An exterior, second-floor promenade is located on the east side of the building and includes a metal balustrade. This promenade, as well as an exterior fourth-floor deck, is inaccessible.[6]

[5] San Francisco Bay Exposition, Drawing No. 1-3823, "Air Terminal Building," Sheet 6.
6 Naval Station Treasure Island, Drawing No. 1-3805, "Revised Air Terminal Building."

Statement of Significance (continued):

Building 1 is eligible for listing in the National Register of Historic Places at the state level of significance under Criteria A as one of the best remaining examples of buildings constructed as part of the 1939-40 Golden Gate International Exposition and was from the outset the focal point of both the Exposition and the planned airport. It is also eligible under Criterion C because it is a highly successful example of Art Moderne style architecture from the late 1930s, possessing the distinguishing characteristics of that style. Additionally, the building retains a very high degree of integrity to its period of significance between 1938 and 1940.

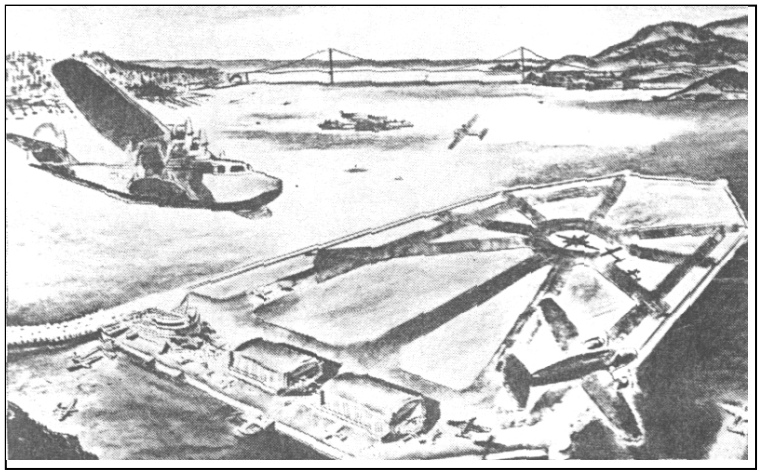

Figure 1. Conceptual drawing of Treasure Island Airport, 1938. [Ken Sawyer]

Inception and Planning of the Golden Gate International Exposition

The inspiration for the Exposition, named the Golden Gate International Exposition, can be credited to the aeronautics committee of the San Francisco Junior Chamber of Commerce and their efforts to establish a local airport in San Francisco.[7] In 1931, the chamber issued a report recommending the use of Yerba Buena Shoals, tidally exposed lands just north of Yerba Buena Island and east of San Francisco, for the best potential site of the new airport that would include flying boats (seaplanes), which at the time were generally considered to be the best solution for large, safe and profitable ocean crossings. During the infancy of commercial aviation, concrete runways were expensive and rare, and seaplanes could use bodies of water as their runways. Therefore airports used by seaplanes had to be constructed on shores. Filling the shoals would allow for the best of both worlds, accommodating both sea and land planes. Little progress was made towards the new airport for nearly three years until the Bridge Celebration Founding Committee was formed to oversee the future commemoration of the completion of two historic bridge crossings: the Golden Gate and San Francisco-Oakland Bay bridges. This new committee authorized prominent local architects George W. Kelham and William P. Day to analyze possible commemorative Exposition sites. Their final choice was the

[7] William P. Day, "Birth of a Fair-How Treasure Island was Conceived and Developed," *Architect and Engineer*, February 1939, 23-24.

easily reclaimable Yerba Buena Shoals. The State of California, seeing the potential twin purposes of the shoals as an Exposition site and an airport, ceded Yerba Buena Shoals to the City of San Francisco. In turn, the City authorized the temporary use of the site for the Exposition with the stipulation that the control of the Exposition property be returned to the city at its inclusion. The celebration was to be called the Golden Gate International Exposition, also known as GGIE.

By May 1935, planning for the GGIE was underway. GGIE leaders appointed William Day Director of Works, and he began organizing and preparing plans for reclamation of the shoals. Funding for the construction of the Exposition was obtained from a number of sources. Because of this future use as an airport, the Works Progress Administration granted over $4 million. Additionally, the City of San Francisco donated just over $1 million; the Public Works Administration provided nearly $1.9 million, and the San Francisco Bay Exposition Corporation raised $7.5 million from private pledges. Construction of the new island began in September 1935 with the San Francisco District of the Corps of Engineers undertaking the reclamation of the shoals. The Corps had dredged and filled areas around San Francisco Bay since the 1870s, and thus had the necessary expertise to accomplish the enormous operation of filling a 400-acre island with millions of cubic yards of rock and sand in about 18 months.

Figure 2. Filling of Yerba Buena Shoals, showing construction of the administration and hangar buildings, February 5, 1937. [Treasure Island Museum Collection]

Meanwhile, planning for the Exposition itself continued and the Board of Architects was formed, which included George Kelham (Chairman, 1935-1936) and other noted San Francisco architects like Arthur Brown, Jr., Louis P. Hobart, William G. Merchant, Timothy Pfleuger, Ernest E. Weihe, William P. Day, and E. L. Frick.[8] The complicated task of designing the Exposition layout as well as the overall architectural design of

[8] William P. Day, "Birth of a Fair," 23-24, 49; The history of the GGIE is told in several secondary works, including: Patricia Carpenter and Paul Totah, *The San Francisco Fair: Treasure Island, 1939-1940* (San Francisco: Scottwall Associates, 1989), Jack James and Earle Weller, *Treasure Island: 'Magic City', 1939-1940* (San Francisco: Pisani Press,

the buildings became the sole responsibility of this architectural committee. While the overall architectural theme, "A Pageant of the Pacific," was a general collaboration of the board, many of the buildings were attributed to specific architects who were required to utilize the "Pageant of the Pacific" theme in their designs. All aspects of each building's drawings (floor plans, elevations, structural, mechanical, plumbing etc.) were prepared by the GGIE Department of Public Works. By late 1936, the architects had designs for all buildings and construction of the permanent airport facilities, the Administration Building and the two hangars, began as the northeastern portion of the island was being filled (**Figure 2**).

Figure 3. Map of the Golden Gate International Exposition. [*Official Guidebook: Golden Gate International Exposition on San Francisco Bay*, San Francisco Bay Exposition, 1939]

Exposition Architecture

As with past world fairs, the GGIE was no different in attempting to herald a new trend in architectural style. The Exposition's theme, "Pageant of the Pacific," represented the development of the Pacific empire in art as well as architecture. The new "Pacific" or "Pacifica" style embodied building motifs from the eastern and western parts of the Pacific and was described at the time as having Occidental and Oriental lines that were still modern in design.[9] It demonstrated an eclectic blending of European, Eastern and Latin American architecture, landscape and artistic styles and evoked the exoticism of past civilizations in the Pacific Rim

1941), Richard Reinhardt, *Treasure Island: San Francisco's Exposition Years* (San Francisco: Scrimshaw Press, 1973), and Joseph Jeremiah Hagwood, Jr., *Engineers at the Golden Gate: A History of the San Francisco District, U.S. Army Corps of Engineers, 1866-1980* (San Francisco: Army Corps of Engineers, 1980).

[9]"America Gets a New Island," *The Architect and Engineer*, December 1937, 60.

(**Figures 4 and 5**). The major courts, like the Court of Pacifica and Court of Flowers, reflected this new non-Western influence. With 100 foot high windowless walls, the main exhibition palaces conjured up scenes of ancient walled cities. Whereas Central America was represented with Mayan pyramids, and elephant heads with howdahs displayed Asian Motifs, many of the buildings at the Exposition were designed in contemporary styles that exhibited clean lines, lack of ornamentation and use of modern materials as found in the Streamline and the International styles. Examples of the simplistic modern styles were the Alta California Building (Streamline), the San Joaquin Valley Building (International) and William Wurster's Yerba Buena Club designed in the regional Second Bay Tradition. To highlight the buildings and compliment the Pacifica style architecture, the Exposition included an elaborate and very complicated color scheme with a corresponding lighting design. The major buildings of the Exposition were sheathed in a light colored stucco siding that was embedded with vermiculite that gave the buildings a shimmering effect. Colored floodlights, the use of strategically placed black lights as well as moving lights added to the ever-changing color and glow across the fair, which at nighttime could be seen from across the bay.

Figure 4. Portals of the Pacific, showing Elephant Towers and Tower of the Sun [Donald G. Larson Collection, Special Collections Library (1783), CSU Fresno]

Figure 5. Night view of Court of Pacifica [Donald G. Larson Collection, Special Collections Library (1931), CSU Fresno]

From the initial development of the Exposition, 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. As such, the first three buildings constructed would be for the airport, necessitating permanent construction: an airport terminal building that would also serve as Pan American World Airways headquarters, and two hangars for the seaplanes. Building 1 was to serve as the terminal and office building; Buildings 2 and 3 were the hangers. The architectural committee agreed that these three permanent buildings would be "non-Expositional in character," thus they would not reflect many of the whimsical Pacifica style architectural creations of the Exposition. Rather, these buildings were designed in an architectural style in vogue at that time: Streamline or Art Moderne style. All other buildings, with the exception of the Tower of the Sun, were temporary, wood frame construction, many of which were sheathed in plywood siding and then finished in a variety of methods. These buildings were to be demolished after the end of the Exposition to make way for the airport runways and further airport

development.[10]

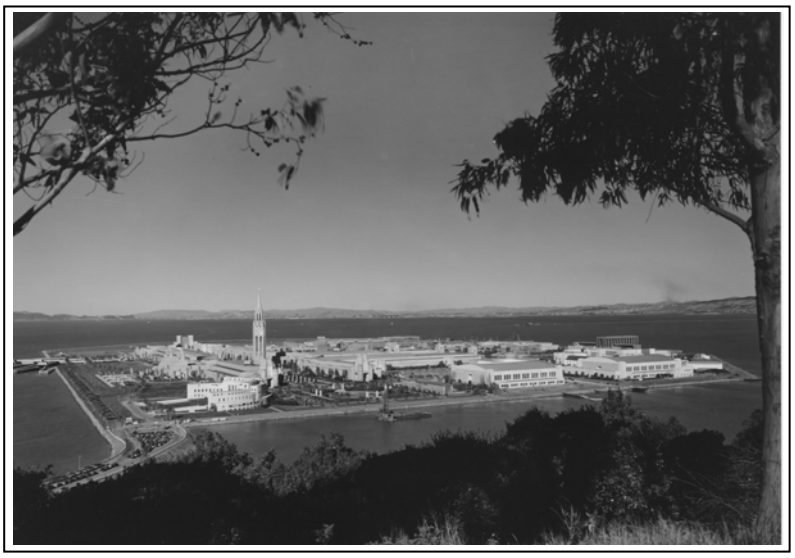

Figure 6. General view of Treasure Island during construction, January 7, 1939, showing the Administration Building (left center) and two hangars (right center). [Treasure Island Museum Collection, Gabriel Moulin Studios, Howard Sharp Photographic Collection, 83.95.14]

William P. Day and George Kelham

George William Kelham, the Exposition's Chairman of the Architectural Commission, in collaboration with William Peyton Day, Vice President of the Exposition and Director of Public Works, designed the three permanent buildings (Buildings 1-3). Both architects had well established and prominent architectural practices in San Francisco by the time of the GGIE. Numerous substantial commercial, institutional and civic buildings, several of which are designated historically significant today, are credited to each architect.

Kelham, the elder of the two architects, was born in Manchester, Massachusetts in May 1871, the son of a furniture dealer. He graduated from Harvard University, and completed his architectural training at the prestigious l'Ecole des Beaux-Arts in Paris, in 1896. He returned to the United States in 1898 and settled in New York in 1898, where he obtained a position with Trowbridge & Livingston, the architectural firm that was awarded the contract to design the new Palace Hotel in San Francisco. In 1906 the firm sent Kelham to San Francisco to supervise construction of the hotel building. Instead of returning to New York after its completion in 1909, Kelham made San Francisco his home and set up his own practice. In 1912, he was appointed Chief Architect of the Architectural Commission for the Panama Pacific Exposition held in San

[10] San Francisco Bay Exposition, *Official Guide Book*, 75; 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, 22*;* To be structurally sound, the Tower of the Sun required steel frame because of its sheer height.

Francisco. In 1922 he was named Supervising Architect for University of California, developing a proposed southern campus plan for the University's Los Angeles campus. He also designed four Romanesque Revival buildings between 1928 and 1932 on what became UCLA's campus: Haines Hall, Powell Library, Moore Hall and the Men's Gymnasium (Harmon Gym).[11]

His training at the l'Ecole in the 1890s, together with Chicago's 1893 Columbia World Exhibition's Beaux Arts "White City," with its monumental and classically influenced buildings, undoubtedly influenced Kelham's work into the early 1920s. His most notable buildings in San Francisco include the Beaux Art San Francisco Public Library in 1917 (now the Asian Art Museum), the Standard Oil Building (1922), located at 225 Bush Street and modeled after New York's Federal Reserve Bank, the Classical Revival Federal Reserve Bank on Sansome Street (built in 1924) and the French Renaissance/Gothic Russ Building, a skyscraper located at 235 Montgomery Street (1927). In addition to Kelham's substantial array of classically designed commercial and civic buildings, he also designed the Mount Davidson Cross. At the GGIE, Kelham designed the Court of the Moon, Court of the Seven Seas, and Treasure Garden.

Four of Kelham's works are currently listed on the National Register of Historic Places for their significance under Criteria A and C: the Farmer's and Merchant's Bank (also known as the California Building) in Stockton, California, which was constructed in 1917 in the Chicago/Renaissance styles: Bowles Hall, the first residential hall at University of California, Berkeley, was completed in the Collegiate Gothic style in 1929; the 1925 Delia Fleishhacker Memorial Building (also known as Mother's Building) located at the San Francisco Zoo; and the Federal Reserve Bank building noted above.

In contrast to Kelham's traditional training at the l'Ecole des Beaux Arts, the younger William Peyton Day trained first as a civil engineer. Raised in San Francisco, Day received his Bachelor of Science and Civil Engineering degrees from University of California, Berkeley in 1905. Three years after his completion of academic training, holding a license in both architecture and civil engineering, he began a seven-year partnership with a prominent local civil engineer and bridge designer, John Buck Leonard. The engineering firm of Leonard and Day existed between 1908, and 1916, when Day established a new firm with l'Ecole trained architect Charles Peter Weeks. It was during his tenure with Weeks and Day that he designed some of Northern California's finest buildings. Among them were San Francisco Mark Hopkins (1926) and Sir Francis Drake (1928) hotels, the Chronicle Building, Huntington Apartments (1924), the Art Deco Cathedral Apartments (1927), the State Library and Courts Building (1913-28) in Sacramento, the Art Deco Fox Theater (1928) in Oakland, the Renaissance Revival St. Claire Hotel (1926) in San Jose, A Beaux Arts/Classical Revival State Office Building in San Francisco, and the Italian Renaissance-style Don Lee Building (also known as the Cadillac Showroom) (1921). The later four buildings designed by Weeks and Day during Day's tenure are now listed on the National Register of Historic Places. After Weeks' death in 1927, Day continued his architectural practice with his own firm of Day and Associates.

In his capacity as Vice President, Director of Works, and acting chief engineer for the GGIE, Day was

[11] United States Bureau of the Census, Population Schedule, 1930, Essex County, Enumeration District 139, p19, Line 47; Henry A. Whitney and Elsie Rathburn Whitney, *Biographical Dictionary of American Architects, Deceased* (Los Angeles: New Age Publishing, 1956), 334.

responsible for all construction aspects of the Exposition, including the construction of the 400 acre island, its infrastructure, landscaping and all Exposition buildings, which together required a budget of about $50,000,000. He was uniquely qualified for these responsibilities, because at the time of the fair's construction, Day was one of the few men in the country licensed in both architecture and civil engineering. Although individually Day did not prepare designs for any of the buildings on the island, he provided the guiding principles in the determination of design and construction. Day conducted the first surveys of the potential new island and laid out the plan for dredging and filling of Treasure Island.[12] After the Exposition closed, Day continued his practice and was placed in charge of the San Francisco International Airport's construction in 1951. He retired in 1955 and died in 1966.

Airport Architecture

By the time representatives from the GGIE architectural committee began to study other airport designs, the new aviation industry had already passed through an era of experimental airport design that affected the central elements of air travel. From this period two different concepts for airport terminals emerged as models for designs: the depot hangar and "simple" terminal. The depot hangar, or the lean-to hangar, combined the waiting room and office facilities with the utilitarian aircraft hangers. This design was often a simple steel truss building large enough to accommodate a plane's large volume and incorporated regional architectural motifs in the exterior's architectural design. Airports across the country began using this model; the most notable example in California was the Los Angeles Municipal Airport (later renamed Los Angeles International Airport). Designed by locally prominent architects Gale and Wyant, the Spanish Colonial Revival hangar was completed in 1929; sixty-three years later was nominated to the National Register.[13]

The "simple" terminal was based on the railroad station and did not employ the attached hangar space found in the depot hangar plans. These terminal buildings often included multiple gates and provided office and ticket services; however the main spaces were utilized principally for passenger waiting rooms and restaurant facilities. Pan American Airways constructed one of the earliest examples of a simple terminal in Miami, Florida, a two-story Mediterranean stucco terminal. As airline travel continued to increase, many cities and municipalities began to construct local airports, as did the City of San Francisco in planning the construction of Treasure Island.

By the end of the 1920s, airport design gradually developed more elaborate interiors that catered to the wealthy, the small percentage of the population who could afford air travel. Well-appointed upper-floor dining facilities, observation platforms and control towers were often incorporated into this terminal design. The Administration Building at Treasure Island represents the development of the "simple" terminal building into the more elaborate airport facility. While early terminals were constructed in a variety of styles, many were being built in the Streamline or Art Moderne style. During this period, architects, including George Kelham and William Day, who designed the permanent buildings on Treasure Island, continued to derive ornament from aviation imagery. The preliminary negotiations for Pan American Airways formation of a

[12] "World's Fair Buildings: William P. Day," *The Architect and Engineer* March 1938, 38, 46; "Correction," *San Francisco Chronicle*, March 5, 1939, 6:1.
[13] "An Airport in Every City: The History of American Airport Design," in David Brodherson, ed., *Building for Air Travel* (New York: Prestel and the Art Institute of Chicago, 1996), 68-69.

permanent base at Treasure Island began in July 1938. Under the proposed $250,000 building program that was to be completed by the time of the Exposition, Pan Am would have use of a quarter of the air terminal building (Building 1), one hanger and approximately two acres of land.[14] Designs for the air terminal building noted a semicircular building with a 380'diameter and a 630' perimeter. The building included a passenger concourse topped by the control tower, and the terminal wings and top floors would house a restaurant, hotel, dormitory and passenger facilities, together with a meteorology station, and public observation spaces. A basement was to serve as freight facilities, express mail and customs terminals. In late November 1937, the dedication ceremony for Treasure Island (**Figure 7**) was held at the new terminal building, which would be completed in early 1938. Historic photographs of the building taken around 1939 are shown in **Figures 8** through **11**.[15]

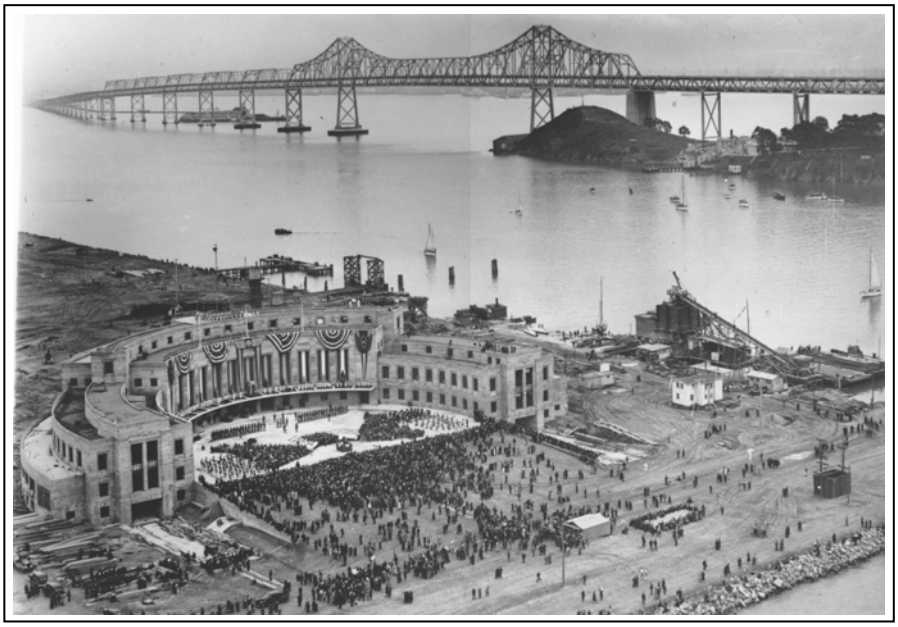

Figure 7. Dedication of Treasure Island at the GGIE Administration Building, November 1937. [Treasure Island Museum Collection]

[14] "An Airport in Every City," in Brodherson, ed., *Building for Air Travel*, 68-69; "The Men Who Made Treasure Island," *Architect and Engineer*, February 1939, 21; "Administration Building," *Architect and Engineer*, February 1939, 31-32; "Clipper Fair Base Pact Near," *San Francisco Chronicle*, July 1, 1938, 11.

[15] "Treasure Island Has Natural Facilities for Twentieth Century Harbor Airport," *San Francisco Chronicle*, August 5, 1938, Section E6, 2; Arthur Brown, Jr., "The Architectural Planning of the Exposition," *Architect and Engineer*, February 1939, 19-20; "The Men Who Made Treasure Island," *Architect and Engineer*, February 1939, 21; "Treasure Island, Exposition Site, Dedicated," *Nevada State Journal*, November 24, 1937.

Figure 8. Administration Building circa 1939 [Official Guidebook]

Figure 9. North wing, camera facing south, circa 1939 [Treasure Island Museum Collection, 65-078]

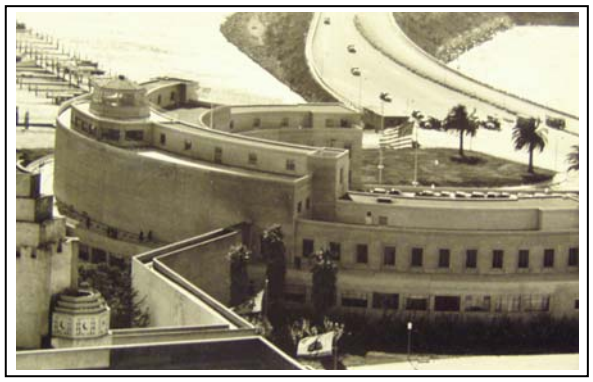

Figure 10. North side of the Administration Building, camera facing south, circa 1939 [Treasure Island Museum Collection, 84.66.828]

Figure 11. Northeast side of the Administration Building, circa 1939, camera facing northwest [Treasure Island Museum Collection, 94.11.667]

Closing of the Exposition and Beginning of the Navy Presence on Treasure Island

While there were few complaints from the general public on the topic of the fair's Pacific Basin architecture, there was a general professional consensus that was summed up by *Time* magazine describing the architecture as "an exotic chow-chow of the ageless East and the American West."[16] Only a handful of buildings earned praise, namely Pflueger's Federal Building, Merchant's Pacific House and Wurster's Yerba Buena Club, and most of these strayed from the fair's architectural theme.

Although the Exposition increased tourism in California thereby boosting the state and local economies, overall it was a financial failure. Approximately three quarters of a million visitors enjoyed the fair in the initial months; however, this was only half the officially anticipated turn out. In the Great Depression many Californians and residents from other states did not have surplus funds to spend on entertainment. Poor attendance, along with the financial costs of reduced rates and free passes, led to the Exposition company to

[16] Reinhardt, *Treasure Island*, 82

layoff over forty percent of its employees after the first month. Subsequently, a new manager was hired to restructure the fair. In order to mitigate debt, and gain time to find new financial backing, the fair closed two months early. At the end of its first run on October 29, 1939 it brought in less than half of the 20 million people necessary for a profit, leaving a debt of over 4 million dollars.[17]

The GGIE obtained the necessary funding for reopening in May 1940, and in hopes of making it a prosperous four month endeavor, scheduled new and more commercial attractions. As part of the reopening, buildings were freshly painted, some 1939 venues were closed while new ones opened, and there were additional carnival rides and musical concerts. Timothy Pflueger persuaded his friend, the renowned artist Diego Rivera, to paint the Pan Am Unity fresco mural in the Art in Action section of the Palace of Fine and Decorative Arts. Despite the renewed effort, the fair finally closed on September 29, 1940, still in the red.[18]

The reopening of the Exposition in 1940 coincided with the war in Europe, as German forces were closing in on Paris. With tension growing between United States and Japan, the Navy jumped at the opportunity to use the 400 acre island adjacent to their already established facility at Yerba Buena Island for a new Navy station.[19] Plans for the local airport at Treasure Island were postponed and by early 1941 the Navy was temporarily making use of Treasure Island in its war planning. The new Naval Training and Distribution Center (TADCEN) Treasure Island began occupying the former Exposition site by 1943. For the first year, the training center had a very limited function, mainly to provide personnel for local defense forces to protect the San Francisco Bay. After the attack on Pearl Harbor on December 7, 1941, the base's mission was fundamentally redefined: to supply armed uniformed guards for merchant marine vessels sailing in the Pacific Ocean. Although training units were assigned to the island, during World War II the island was the temporary homeport for thousands of sailors awaiting assignment to vessels headed to battle in the Pacific.[20] Just as on the Exposition's opening day in 1939, the island once again became a city. While the Exposition itself dismantled some of its buildings soon after its closure, some were adapted for Navy use. The Hall of Western States was transformed into barracks, the Food and Beverage Building was utilized as a mess hall (purportedly to have been the largest in existence at the time) and the Exposition's model home became an officers' club. The Exposition's permanent structures built for the future airport were also absorbed into

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[17] Reinhardt, *Treasure Island*, 143-144; Tom Moriarity, "The Fair Closes," *California–Magazine of the Pacific*, November 1939; "Fair in '40: Dream Will Come True," *San Francisco Chronicle*, December 23, 1939.

[18] "Letter from Diego Rivera to Pfueger," April 15, 1940, Diego Rivera Mural Project: Archive: Letters, available from http://www.riveramural.org, accessed October 23, 2003, This handwritten letter outlines the scope of the mural project as well as Rivera's compensation; Reinhardt, *Treasure Island*, 158.

[19] Yerba Buena Island had been utilized continuously by the United States military since 1867, when the Army established a post on the island. By the 1870s, the Coast Guard constructed a lighthouse and other support buildings and in 1898 the Navy established a training station at Yerba Buena Island. The training station was decommissioned in 1923; however, the Navy retained the island as a "receiving ship" station for sailors awaiting assignment to duty on ships at sea. JRP, "Cultural Resource Inventory and Evaluation Investigations: Yerba Buena Island and Treasure Island Naval Station Treasure Island, San Francisco, California."

[20] 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, 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: U.S. Naval Training and Distribution Center, 1946).

military functions. The Palace of Fine and Decorative Arts, renamed Building 3, was used as an equipment repair facility and port control office and the Administration Building (Building 1) was utilized principally as the base's administrative offices. The Hall of Transportation (Building 2) retained its original use as a hangar, serving Pan American Airlines clipper planes, which the Navy had commandeered between 1942 and 1943. The Navy demolished many of the other temporary Exposition buildings, replacing them with standard World War II military buildings, however, the few temporary Exposition buildings were re-used only after they had been substantially reinforced.[21]

The setting of Treasure Island changed dramatically upon the occupation of the training station. Much of the lush designed landscape, which included thousands of mature trees, shrubberies and flowers, gave way for the construction of at least ninety permanent and temporary naval buildings during the war. Exposition buildings were re-painted, and streets were renamed. For example, the Avenue of the Palms became Avenue A, California Street became Second Street, and Concourse of the Commonwealths became Avenue M. Other streets and pathways were removed.[22] A devastating fire in 1947 (**Figure 12**) destroyed three of the remaining Exposition palaces and as a result, the Navy demolished many of the surviving Exposition buildings.

Figure 12. Former pavilions on fire at Treasure Island, April 10, 1947 with the Hall of Transportation and Palace of Fine and Decorative Arts shown in upper right. [Record Group 80-G, Negative 397192, NARA]

[21] Reinhardt, *Treasure Island*, 158-159; Navy documentation reveals that there were 109 buildings and structures ranging from grand exhibit palaces to small utility sheds on the island at the time it was acquired. Furthermore 62 of these were demolished as soon as the Navy took possession of the island. The remaining were re-used by the Navy, including many of the GGIE palaces. After the war, the Navy destroyed 37 of the re-used GGIE buildings; a few survived into the 1960s. JRP, "Cultural Resource Inventory and Evaluation Investigations Yerba Buena Island and Treasure Island Naval Station Treasure Island, San Francisco, California"; M. L. Shettle, Jr., "Historic California Posts: Naval Air Facility, Treasure Island," online at www.militarymuseum.org/NAFTreasureIsland.htmlrl, accessed April 11, 2005.

[22] Reinhardt, *Treasure Island*, 158-159.

By 1946, technological advances in aviation allowed for larger land planes. Passenger seaplanes became obsolete and consequently Pan American Airways terminated flights of its China Clipper from the Port of the Trade Winds.[23] To compensate the city for the loss of its future airport, the Navy transferred land south of San Francisco to the City of San Francisco for the construction of its new airport, which later became the responsibility of former Exposition Director of Public Works, William P. Day.[24] After the war, both Treasure and Yerba Buena islands served as a major center for thousands of Navy personnel returning from the War, reportedly the Navy's second largest separation facility at that time. In 1946 TADCEN Treasure Island was designated Naval Station (NAVSTA) Treasure Island, a designation it retained for the next thirty-eight years. During this era, the Navy constructed over 75 additional buildings, half of which were built during the 1960s and 1970s, including new enlisted men's housing completed in 1966. In 1969 the Twelfth Naval District moved its headquarters to Treasure Island, but only remained there for two years. After a brief five year stretch as Naval Support Activity (NSA) Treasure Island, the facility returned to its previous and last designation as NAVSTA Treasure Island. Over forty additional buildings were constructed on the station through the 1980s and 1990s. With the end of the Cold War in the late 1980s, the funding of the country's military was drastically being diminished. In 1989 Treasure Island was designated a California State Historical Landmark and in 1993, the Defense Base Closure and Realignment Commission (BRAC) recommended the closure of NAVSTA Treasure Island, a decision that led to the end of its naval activity in 1997.[25]

Figure 13. Treasure Island circa 1960 with the Administration Building in foreground. [Treasure Island Museum Collection, 84.66.828]

Figure 14. Aerial view of Treasure Island looking south, May 8, 1952. [Record Group 80, Negative 050852, NARA]

[23] E. Hice and D. Schierling, "Historical Study of Yerba Buena Island, Treasure Island, and their Buildings," 4.
[24] Schnoebelen, *Treasures*, 10.
[25] Defense Base Closure and Realignment Commission, *1993 Report to the President* (Washington DC: Government Printing Office, 1993), 1-36.

Conclusion

Building 1 is one of the last three intact remnants of the 1939 Golden Gate International Exposition principally held to celebrate the monumental achievement of the construction of the Golden Gate and San Francisco Oakland bridges, but also designed to help bring the United States out of the Depression of the 1930s with a positive show of harmony between nations.[26] Serving as the Administration Building for the Exposition from 1939 until it was closed in September 1940, the building is eligible under Criterion A at the state level of significance, for its direct association with the fair and the proposed airport. The building was constructed as the air terminal, the center of what would have become San Francisco's local airport, had World War II not intervened. Appropriately, the building was designed to reflect that level of importance. This building's design successfully balances the horizontal lines of the streamline Art Moderne style with the more ornate Art Deco style, which stresses verticality. While its four-story height, the building's horizontal lines are accentuated by its flat roof, curved U-shaped plan, cantilevered canopy, and horizontal ribbing near the roof. Art Deco influences are shown by the stepped, symmetrical facade, fluted pilasters, decorative ornamental copper grill at the main entrance and bas-reliefs. Although this building has been altered by in-kind replacement of some windows and doors, overall the building retains a high degree of integrity to its period of significance (1938-1940) and original construction. Furthermore the building employs the key characteristics of both the Art Moderne and Art Deco styles and is eligible under Criterion C.

[26] E. Hice and D. Schierling, "Historical Study of Yerba Buena Island, Treasure Island, and their Buildings," 2-1.

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Mikesell, Stephen D., JRP Historical Consulting Services. "Statement regarding potential significance for Treasure Island, as an engineering achievement." January 30, 1998.

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San Francisco Chronicle

Architect and Engineer

California–Magazine of the Pacific

Nevada State Journal

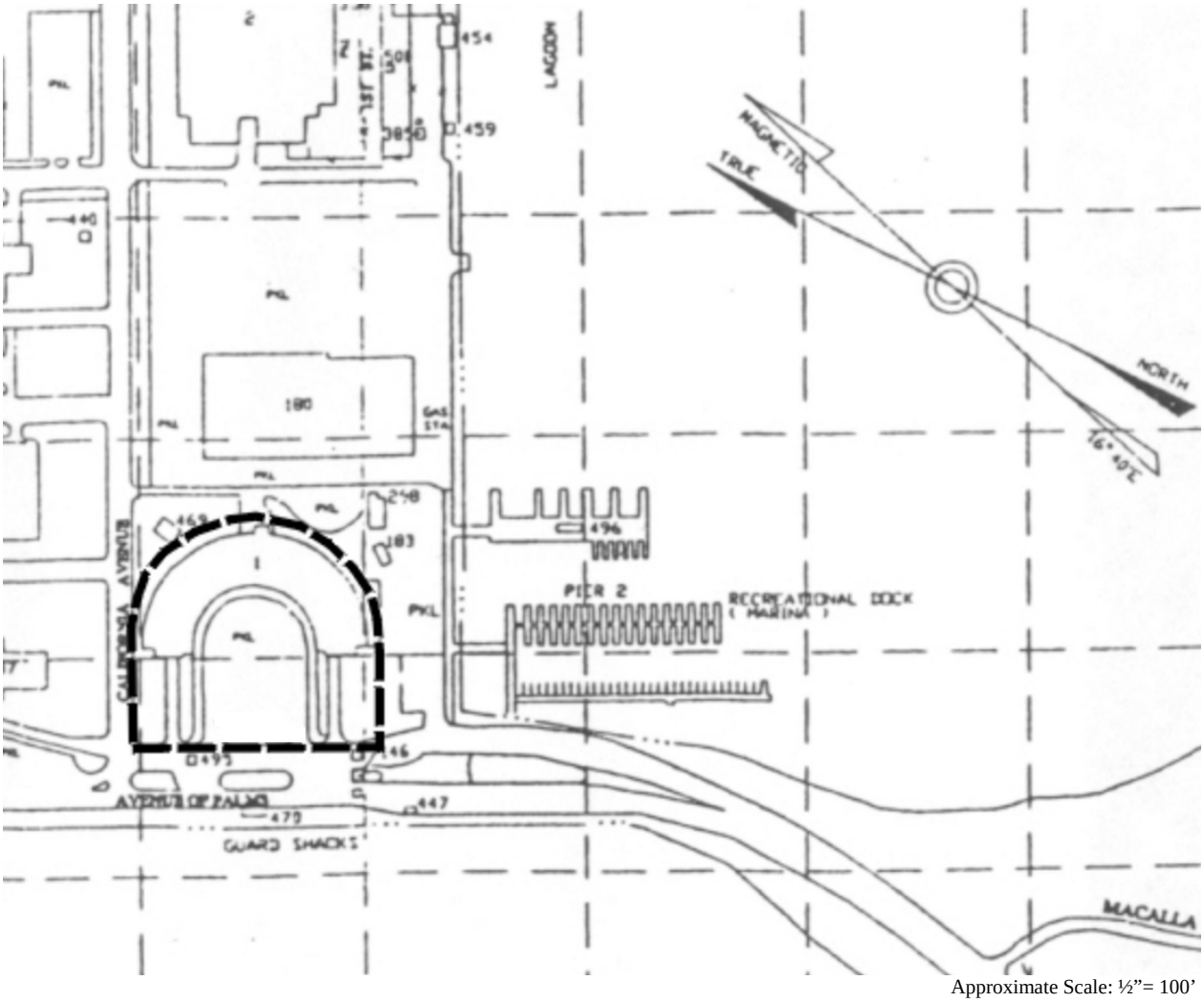
Geographical Data (continued):

Verbal Boundary Description

The boundary of the Administration Building is shown as a dotted line on the map below.

Boundary Justification

The boundary includes the area immediately adjacent to the Administration Building, including the central parking lot and ramps leading to the garage. While there are a few plantings original to the GGIE, most have been replaced, thus the remaining landscaping and hardscape adjacent to the building no longer retain integrity to the period of significance and are therefore excluded.



Approximate Scale: ½”= 100’

All photographs were taken in San Francisco, California in October 2003. The photographer was Toni Webb unless otherwise noted. JRP Historical Consulting retains possession of original negatives.

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. "Blowing a Horn" by Helen Philips, camera facing northeast
7. Photograph 1

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. "Flutist" by Helen Phillips, camera facing northeast
7. Photograph 2

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. "The Orient" by Jacques Schnier, camera facing northeast
7. Photograph 3

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. "The Orient" by Jacques Schnier, camera facing northeast
7. Photograph 4

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Unknown artist, camera facing northeast
7. Photograph 5

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Unknown artist, camera facing northeast
7. Photograph 6

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
3. William B. Dewey
6. Façade, camera facing northeast
7. Photograph 7

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
3. William B. Dewey
6. Detail of main entrance, camera facing northeast
7. Photograph 8

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. West side of north wing, camera facing north
7. Photograph 9

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. West side of south wing, camera facing south
7. Photograph 10

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
3. William B. Dewey
6. West end of south wing, camera facing northeast
7. Photograph 11

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
3. William B. Dewey
6. Southwest side of south wing, camera facing northwest
7. Photograph 12

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
3. William B. Dewey
6. Northwest side of north wing, camera facing southwest
7. Photograph 13

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
3. William B. Dewey
6. Northeast side of central element, camera facing northeast
7. Photograph 14

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Observation Tower, camera facing south
7. Photograph 15

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Interior of Vestibule, camera facing southeast
7. Photograph 16

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Concourse, camera facing north
7. Photograph 17

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Concourse balcony, camera facing east
7. Photograph 18

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Balustrade on concourse balcony
7. Photograph 19

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Phone booth at northwest side of concourse, camera facing north
7. Photograph 20

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Door leading to north wing, camera facing northwest
7. Photograph 21

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. First-floor hallway on north wing, camera facing northwest
7. Photograph 22

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Washroom of first-floor restroom, north wing, camera facing northwest
7. Photograph 23

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Interior detail, second floor, north wing
7. Photograph 24

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Interior detail, second floor, north wing
7. Photograph 25

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Interior detail, second floor, north wing
7. Photograph 26

NPS Form 10-900
(Oct.1990)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Hall of Transportation, Treasure Island

other names/site number Building 2

2. Location

street & number _____ ☐ not for publication

city or town Treasure Island, San Francisco ☐ vicinity

state California code CA county San Francisco code 075 zip code 94130

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

_____
Signature of certifying official/Title Date

_____
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

_____
Signature of commenting or other official Date

_____
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is: Signature of the Keeper Date of Action

☐ entered in the National Register
☐ See continuation sheet. _____

☐ determined eligible for the National Register
☐ See continuation sheet. _____

☐ determined not eligible for the National Register _____

☐ removed from the National Register _____

☐ other (explain): _____

_____ _____

_____

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☐ private
- ☐ public-local
- ☐ public-State
- ☒ public-Federal

Category of Property
(Check only one box)

- ☒ building(s)
- ☐ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions
(Enter categories from instructions)

RECREATION/Other: Office Building
TRANSPORTATION/Airport Hangar
COMMERCE/TRADE/Office Building
DEFENSE/Naval Facility

Current Functions
(Enter categories from instructions)

COMMERCE/Office Building

7. Description

Architectural Classification
(Enter categories from instructions)

MODERN MOVEMENT: Art Moderne/Streamline

Materials
(Enter categories from instructions)

foundation Reinforced Concrete
roof Other: Composition
walls Reinforced Concrete
other

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation sheet.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ B Property is associated with the lives of persons significant in our past.

☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations
(Mark "X" in all the boxes that apply.)

Property is:

☐ A owned by a religious institution or used for religious purposes.

☐ B removed from its original location.

☐ C a birthplace or a grave.

☐ D a cemetery.

☐ E a reconstructed building, object, or structure.

☐ F a commemorative property.

☐ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

Architecture
Entertainment/Recreation

Period of Significance
1938-1940

Significant Dates
1938

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder
Day, William Peyton
Kelham, George William

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested.
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # CA-2785, CA-2785-A, CA-2785-B
- ☐ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

10. Geographical Data

Acreage of Property

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	10	555692	4185602	3			
2				4			

☐ See continuation sheet.

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Toni Webb, Architectural Historian

organization JRP Historical Consulting date December 2, 2003

street & number 1490 Drew Avenue, Suite 110 telephone 530-757-2521

city or town Davis state CA zip code 95616

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets

Maps
A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner
(Complete this item at the request of the SHPO or FPO.)

name Base Realignment and Closure, Program Management Office West

street & number 1455 Frazee Road, Suite 900 telephone

city or town San Diego state CA zip code 92108-4310

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.0. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

Description (continued):

Building 2, formerly the Hall of Transportation for the 1939-1940 Golden Gate International Exposition, is located on the southeast side of California Avenue, between Avenues D and F, on Treasure Island, northeast of the main, gated entrance to the former Treasure Island Naval Station. This large, rectangular-shaped building faces southwest toward the City of San Francisco, which is located approximately three miles west. The 400-acre island, a mile long and two-thirds a mile wide, was constructed by the Army Corps of Engineers between 1936 and 1938. This building was completed by mid-1938. Presently, the building is surrounded on the northwest and southwest sides by a large lawn, with shrubs of varying sizes (some of which date to the period of the Exposition) immediately adjacent to the building. Additionally, a row of olive trees, remnant landscaping from the Exposition, line the median between the lawn and California Avenue. The northeast and southeast sides are flanked by a broad expanse of concrete, now utilized as a parking lot.

Building 2, shown in **Photographs 1** and **2**, is a reinforced concrete building with an open, three-hinge riveted steel arch truss system completed in mid 1938. Rectangular in plan, the building is built on a concrete pile foundation supporting a concrete slab floor. The original hangar portion of the building is symmetrical in plan and measures 335'-0" x 225'-0" with a 40'-0" wide, one-story reinforced concrete section that runs nearly the length of the building's southeast side. Building 2 is 80'-0" tall and encompasses a total of about 86,855 square feet of space, about 85 percent of which is open beneath the main truss system. All walls are reinforced concrete finished in 2" of gunite. The truss system is anchored by four concrete tapered pylons, or towers, located at each corner of the building. These pylons, shown in **Photograph 3,** measure 67' -11' tall and are 24'-0" wide at the base and 18'-0" at the very low-pitched pyramidal top. The arched roof is topped by composite roofing over wood-plank deck, with similar roofing over the one-story flat roof element.[1]

The northeast side of the building, shown in **Photograph 4**, is very plain. The hangar door area has been infilled with a concrete wall and the only openings are two sets of double metal personnel doors are located on this side, near the corners of the building. Both the northwest and southeast sides (**Photograph 5**) of the main section have seven sets of steel-frame windows, divided by 10'-0" wide piers, arranged in groups of three, and divided by 2'-0" wide piers. Each window measures 9'-0" wide and 18'-0" in height and consists of two sets of nine-light fixed windows below six-light hopper windows. Fenestration on the one-story element imitates that of the hangar, with 8'-6" x 9'-0" windows composed of six-light hopper windows over nine-light fixed steel windows. One single metal personnel door and two sets of double replacement doors are located on this side. Only one entrance, double metal personnel doors, is found centered on the northwest side of the building (**Photograph 6).** Damage from the Loma Prieta Earthquake in 1989 led to structural modifications of the building in 1992, when the Navy and Marine Corps Reserve Center occupied the building. These modifications included steel and aluminum interior structural supports for the curtain wall at the southwest side. The entire southwest side, shown in **Photograph 7**, has been rehabilitated and its current

[1] Various Architectural Drawings on file at the City and County of San Francisco, Department of Public Works, Bureau of Engineering: San Francisco Bay Exposition, "Palace of Fine and Decorative Arts Elevations," Sheet AFA-3, July 29, 1938, revised October 10, 1938; "West Hangar, East Hangar Reverse of Same: First Floor Plan and Plot Plan," Sheet 1, June 1, 1936; "West Hangar, East Hangar Reverse of Same: Elevations and Sections," Sheet 3, PWC # 75095, June 1, 1936; "West Hangar Building: Sections" circa 1936.; Stephen D. Mikesell, JRP Historical Consulting Services, "Statement regarding potential significance for Treasure Island, as an engineering achievement," January 30, 1998; Sally B. Woodbridge, "Treasure Island Cultural Resource Survey Report," Prepared for Navy Public Works Center, San Francisco Bay, May 14, 1982; GGIE Research Associates. "Application for Registration of Historical Landmark." Treasure Island, Landmark No. 987, Prepared for Navy Public Works Center, San Francisco Bay, October 2, 1989

configuration closely resembles the original 1936 design for the building.[2] This façade consists of small ceramic tile added to the lower level of the southwest façade, just below a 2" thick insulated translucent sandwich panel that is intermixed with three levels of hopper and fixed windows. Three sets of modern anodized-aluminum and bronze glass doors (**Photograph 8**) are centered beneath a high relief depicting a female figure with a winged helmet holding the world and an airplane. This figure is known as "The Spirit of Transportation." According to 1992 plans, the plaster flutes and the high relief were removed, repaired and remounted on the building. The original entrance is shown in **Figure 1** and the rehabilitated entrance in depicted in **Figure 2**.[3]

Figure 1 and **2**. Detail of entrance on southwest façade, circa 1939 (left) and current rehabilitated entrance October 2003. [Treasure Island Museum Collection, 65-060]

The interior of Building 2, shown in **Photographs 9** and **10**, consists mainly of open space with the exception of a modern two-story lobby and offices located off the main entrance (southwest side). Offices constructed within the main hangar section throughout the period the Navy occupied the building have been removed.

[2] The original drawings for this building included a set of large steel and glass-panel (seven sliding panels per side) that would be added after the GGIE ended. The doors were never constructed on either hangar building. San Francisco Bay Exposition, Navy Public Works Drawing No.75095 , "Elevations and Sections for West Hangar (East Hangar reverse of same)" Sheet 3, June 1, 1936, Plans Files, City and County of San Francisco, Department of Public Works, Bureau of Engineering; Naval Station Treasure Island, San Francisco.

[3] Stephen D. Mikesell, JRP Historical Consulting Services, "Statement regarding potential significance for Treasure Island, as an engineering achievement," January 30, 1998; The Stinnett Group, Naval Station Treasure Island, "Repair Earthquake Damage- Building 2," Sheets A3, A8.1, A10, March 1992, Treasure Island Museum Collection.

Statement of Significance (continued):

Building 2 is eligible for listing in the National Register of Historic Places at the state level of significance under Criteria A as one of the best remaining examples of buildings constructed as part of the 1939-40 Golden Gate International Exposition and was from the outset one of two hangar buildings constructed for the San Francisco airport planned for the site. It is also eligible under Criterion C because it is a highly successful example of Art Moderne-style of commercial architecture from the late 1930s, possessing the distinguishing characteristics of that style. Additionally, the building retains integrity to its period of significance between 1938 and 1940.

Inception and Planning of the Golden Gate International Exposition

The inspiration for the Exposition, named the Golden Gate International Exposition, can be credited to the aeronautics committee of the San Francisco Junior Chamber of Commerce and their efforts to establish a local airport in San Francisco.[4] In 1931, the chamber issued a report recommending the use of Yerba Buena Shoals, tidally exposed lands just north of Yerba Buena Island and east of San Francisco, for the best potential site of the new airport that would include flying boats (seaplanes), which at the time were generally considered to be the best solution for large, safe and profitable ocean crossings. During the infancy of commercial aviation, concrete runways were expensive and rare, and seaplanes could use bodies of water as their runways. Therefore airports used by seaplanes had to be constructed on shores. Filling the shoals would allow for the best of both worlds, accommodating both sea and land planes. Little progress was made towards the new airport for nearly three years until the Bridge Celebration Founding Committee was formed to oversee the future commemoration of the completion of two historic bridge crossings: the Golden Gate and San Francisco-Oakland Bay bridges. This new committee authorized prominent local architects George W. Kelham and William P. Day to analyze possible commemorative Exposition sites. Their final choice was the easily reclaimable Yerba Buena Shoals. The State of California, seeing the potential twin purposes of the shoals as an Exposition site and an airport, ceded Yerba Buena Shoals to the City of San Francisco. In turn, the City authorized the temporary use of the site for the Exposition with the stipulation that the control of the Exposition property be returned to the city at its inclusion. The celebration was to be called the Golden Gate International Exposition, also known as GGIE.

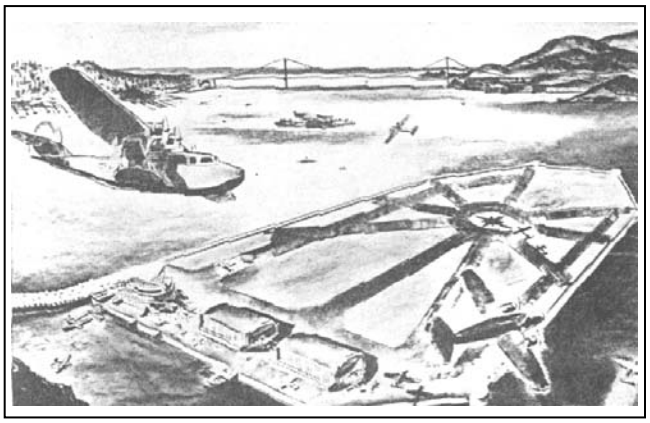


Figure 3. Conceptual drawing of Treasure Island Airport, 1938. [Ken Sawyer]

[4] William P. Day, "Birth of a Fair-How Treasure Island was Conceived and Developed," *Architect and Engineer*, February 1939, 23-24.

By May 1935, planning for the GGIE was underway. GGIE leaders appointed William Day Director of Works, and he began organizing and preparing plans for reclamation of the shoals. Funding for construction of the Exposition was obtained from a number of sources. Because of this future use as an airport, the Works Progress Administration granted over $4 million. Additionally, the City of San Francisco donated just over $1 million; the Public Works Administration provided nearly $1.9 million, and the San Francisco Bay Exposition Corporation raised $7.5 million from private pledges. Construction of the new island began in September 1935 with the San Francisco District of the Corps of Engineers undertaking the reclamation of the shoals. The Corps had dredged and filled areas around San Francisco Bay since the 1870s, and thus had the necessary expertise to accomplish the enormous operation of creating a 400-acre island from millions of cubic yards of rock and sand in about 18 months.

Meanwhile, planning for the Exposition itself continued and the Board of Architects was formed, which included George Kelham (Chairman 1935-1936) and other noted San Francisco architects like Arthur Brown, Jr., Louis P. Hobart, William G. Merchant, Timothy Pfleuger, Ernest E. Weihe, William P. Day, and E. L. Frick.[5] The complicated task of designing the Exposition layout as well as the overall architectural design of the buildings became the sole responsibility of this architectural committee. While the overall architectural theme, "A Pageant of the Pacific," was a general collaboration of the board, many of the buildings were attributed to specific architects who were required to utilize the "Pageant of the Pacific" theme in their designs. All aspects of each building's drawings (floor plans, elevations, structural, mechanical, plumbing etc.) were prepared by the GGIE Department of Public Works. By late 1936, the architects had designs for all buildings and construction of the permanent airport facilities, the Administration Building and the two hangars, began as the northeastern portion of the island was being filled (**Figure 4**).

Figure 4. Filling of Yerba Buena Shoals, showing construction of the permanent building (left) February 5, 1937. [Unit 2, Shelf B, Folder Treasure Island, Construction and Plans, Treasure Island Museum Collection]

[5] William P. Day, "Birth of a Fair," 23-24, 49; The history of the GGIE is told in several secondary works, including: Patricia Carpenter and Paul Totah, *The San Francisco Fair: Treasure Island, 1939-1940* (San Francisco: Scottwall Associates, 1989), Jack James and Earle Weller, *Treasure Island: 'Magic City', 1939-1940* (San Francisco: Pisani Press, 1941), Richard Reinhardt, *Treasure Island: San Francisco's Exposition Years* (San Francisco: Scrimshaw Press, 1973), and Joseph Jeremiah Hagwood, Jr., *Engineers at the Golden Gate: A History of the San Francisco District, U.S. Army Corps of Engineers, 1866-1980* (San Francisco: Army Corps of Engineers, 1980).

Figure 5. Map of the Golden Gate International Exposition. [*Official Guidebook: Golden Gate International Exposition on San Francisco Bay*, San Francisco Bay Exposition, 1939]

Exposition Architecture

As with past world fairs, the GGIE was no different in attempting to herald a new trend in architectural style. The Exposition's theme, "Pageant of the Pacific," represented the development of the Pacific empire in art as well as architecture. The new "Pacific" or "Pacifica" style embodied building motifs from the eastern and western parts of the Pacific and was described at the time as having Occidental and Oriental lines that were still modern in design.[6] It demonstrated an eclectic blending of European, Eastern and Latin American architecture, landscape and artistic styles and evoked the exoticism of past civilizations in the Pacific Rim (**Figures 6** and **7**). The major courts, like the Court of Pacifica and Court of Flowers, reflected this new non-Western influence. With 100 foot high windowless walls, the main exhibition palaces conjured up scenes of ancient walled cities. Whereas Central America was represented with Mayan pyramids, and elephant heads with howdahs displayed Asian Motifs, many of the buildings at the Exposition were designed in contemporary styles that exhibited clean lines, lack of ornamentation and use of modern materials as found in the Streamline and the International styles. Examples of the simplistic modern styles were the Alta California Building (Streamline), the San Joaquin Valley Building (International) and William Wurster's Yerba Buena Club designed in the regional Second Bay Tradition. To highlight the buildings and compliment the Pacifica

6"America Gets a New Island," *The Architect and Engineer*, December 1937, 60.

style architecture, the Exposition included an elaborate and very complicated color scheme with a corresponding lighting design. The major buildings of the Exposition were sheathed in a light colored stucco siding that was embedded with vermiculite that gave the buildings a shimmering effect. Colored floodlights, the use of strategically placed black lights as well as moving lights added to the ever-changing color and glow across the fair, which at nighttime could be seen from across the bay.

Figure 6. Portals of the Pacific, showing Elephant Towers and Tower of the Sun [Donald G. Larson Collection, Special Collections Library (1783), CSU Fresno]

Figure 7. Night view of Court of Pacifica [Donald G. Larson Collection, Special Collections Library (1931), CSU Fresno]

From the initial development of the Exposition, 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. As such, the first three buildings constructed would be for the airport, necessitating permanent construction: an airport terminal building that would also serve as Pan American World Airways headquarters, and two hangars for the seaplanes. Building 1 was to serve as the terminal and office building; Buildings 2 and 3 were the hangers. The architectural committee agreed that these three permanent building would be "non-Expositional in character," thus they would not reflect many of the whimsical Pacifica style architectural creations of the Exposition. Rather, these buildings were designed in an architectural style in vogue at that time: Streamline or Art Moderne style. All other buildings, with the exception of the Tower of the Sun, were temporary, wood-frame construction, many of which were sheathed in plywood siding and then finished in a variety of methods. These buildings were to be demolished after the end of the Exposition to make way for the airport runways and further airport development.[7]

[7] *Official Guidebook: Golden Gate International Exposition, World's Fair on San Francisco Bay*, First Edition (San Francisco: The Crocker Company, 1939), 75; Carpenter and Totah, *The San Francisco Fair;* To be structurally sound, the Tower of the Sun required steel frame because of its sheer height.

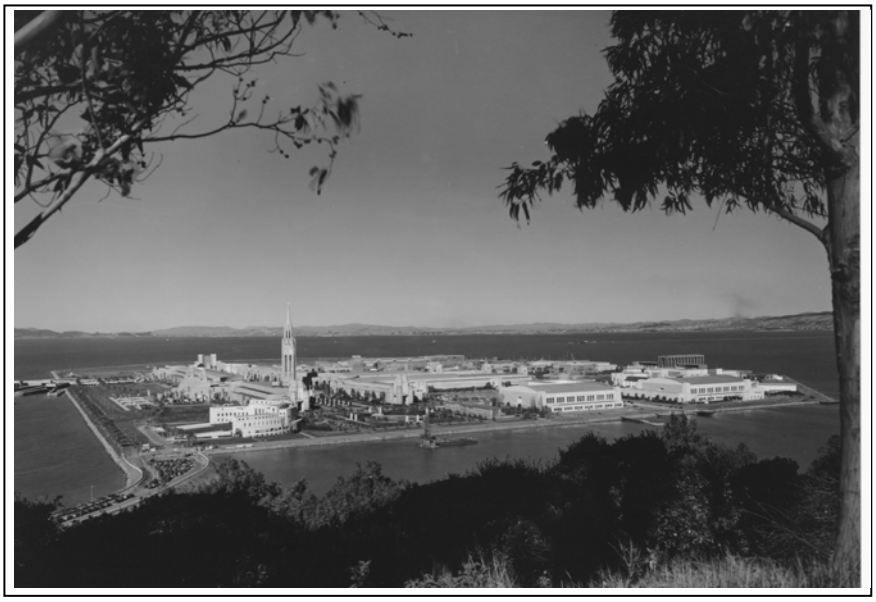


Figure 8. General view of Treasure Island during construction, January 7, 1939, showing the Administration Building (left center) and Hall of Transportation (center). [Treasure Island Museum Collection, Gabriel Moulin Studios, Howard Sharp Photographic Collection, 83.95.14]

William P. Day and George Kelham

George William Kelham, the Exposition's Chairman of the Architectural Commission, in collaboration with William Peyton Day, Vice President of the Exposition and Director of Public Works, designed the three permanent buildings (Buildings 1-3). Both architects had well established and prominent architectural practices in San Francisco by the time of the GGIE. Numerous substantial commercial, institutional and civic buildings, several of which are designated historically significant today, are credited to each architect.

Kelham, the elder of the two architects, was born in Manchester, Massachusetts in May 1871, the son of a furniture dealer. He graduated from Harvard University, and completed his architectural training at the prestigious l'Ecole des Beaux-Arts in Paris in 1896. He returned to the United States in 1898 and settled in New York in 1898, where he obtained a position with Trowbridge & Livingston, the architectural firm that was awarded the contract to design the new Palace Hotel in San Francisco. In 1906 the firm sent Kelham to San Francisco to supervise construction of the hotel building. Instead of returning to New York after its completion in 1909, Kelham made San Francisco his home and set up his own practice. In 1912 he was appointed Chief Architect of the Architectural Commission for the Panama Pacific Exposition held in San Francisco. In 1922 he was named Supervising Architect for University of California, developing a proposed southern campus plan for the University's Los Angeles campus. He also designed four Romanesque Revival buildings between 1928 and 1932 on what became UCLA's campus: Haines Hall, Powell Library, Moore Hall

and the Men's Gymnasium (Harmon Gym).[8]

His training at the l'Ecole in the 1890s, together with Chicago's 1893 Columbia World Exhibition's Beaux Arts "White City," with its monumental and classically influenced buildings, undoubtedly influenced Kelham's work into the early 1920s. His most notable buildings in San Francisco include the Beaux Art San Francisco Public Library in 1917 (now the Asian Art Museum), the Standard Oil Building (1922), located at 225 Bush Street and modeled after New York's Federal Reserve Bank, the Classical Revival Federal Reserve Bank on Sansome Street (built in 1924) and the French Renaissance/Gothic Russ Building, a skyscraper located at 235 Montgomery Street (1927). In addition to Kelham's substantial array of classically designed commercial and civic buildings, he also designed the Mount Davidson Cross in San Francisco. At the GGIE, Kelham designed the Court of the Moon, Court of the Seven Seas, and Treasure Garden.

Four of Kelham's works are currently listed on the National Register of Historic Places for their significance under Criteria A and C: the Farmer's and Merchant's Bank (also known as the California Building) in Stockton, California, which was constructed in 1917 in the Chicago/Renaissance styles: Bowles Hall, the first residential hall at University of California, Berkeley, was completed in the Collegiate Gothic style in 1929; the 1925 Delia Fleishhacker Memorial Building (also known as Mother's Building) located at the San Francisco Zoo; and the Federal Reserve Bank building noted above.

In contrast to Kelham's traditional training at the l'Ecole des Beaux Arts, the younger William Peyton Day trained first as a civil engineer. Raised in San Francisco, Day received his Bachelor of Science and Civil Engineering degrees from University of California, Berkeley in 1905. Holding a license in both architecture and civil engineering, three years after his completion of academic training he began a seven year partnership with a prominent local civil engineer and bridge designer, John Buck Leonard. The engineering firm of Leonard and Day existed between 1908, and 1916, when Day established a new firm with l'Ecole trained architect Charles Peter Weeks. It was during his tenure with Weeks and Day that he designed some of Northern California's finest buildings. Among them were San Francisco Mark Hopkins (1926) and Sir Francis Drake (1928) hotels, the Chronicle Building, Huntington Apartments (1924), the Art Deco Cathedral Apartments (1927), the State Library and Courts Building (1913-28) in Sacramento, the Art Deco Fox Theater (1928) in Oakland, the Renaissance Revival St. Claire Hotel (1926) in San Jose, A Beaux Arts/Classical Revival State Office Building in San Francisco, and the Italian Renaissance-style Don Lee Building (also known as the Cadillac Showroom) (1921). The later four buildings designed by Weeks and Day during Day's tenure are now listed on the National Register of Historic Places. After Weeks' death in 1927, Day continued his architectural practice with his own firm of Day and Associates.

In his capacity as Vice President, Director of Works, and acting chief engineer for the GGIE, Day was responsible for all construction aspects of the Exposition, including the construction of the 400 acre island, its infrastructure, landscaping and all Exposition buildings, which together required a budget of about $50,000,000. He was uniquely qualified for these responsibilities, because at the time of the fair's construction, Day was one of the few men in the country licensed in both architecture and civil engineering. Although individually Day did not prepare designs for any of the buildings on the island, he provided the guiding principles in the determination of design and construction. Day conducted the first surveys of the

[8] United States Bureau of the Census, Population Schedule, 1930, Essex County, Enumeration District 139, p19, Line 47; Henry A. Whitney and Elsie Rathburn Whitney, *Biographical Dictionary of American Architects, Deceased* (Los Angeles: New Age Publishing, 1956), 334.

potential new island and laid out the plan for dredging and filling of Treasure Island.[9] After the Exposition closed, Day continued his practice and was placed in charge of the San Francisco International Airport's construction in 1951. He retired in 1955 and died in 1966.

Airport Architecture

By the time representatives from the GGIE architectural committee began to study other airport designs, the new aviation industry had already passed through an era of experimental airport design that affected the central elements of air travel. From this period two different concepts for airport terminals emerged as models for designs: the depot hangar and "simple" terminal. The depot hangar, or the lean-to hangar, combined the waiting room and office facilities with the utilitarian aircraft hangers. This design was often a simple steel truss building large enough to accommodate a plane's large volume and incorporated regional architectural motifs in the exterior's architectural design. Airports across the country began using this model; the most notable example in California was the Los Angeles Municipal Airport (later renamed Los Angeles International Airport). Designed by locally prominent architects Gale and Wyant, the Spanish Colonial Revival hangar was completed in 1929; sixty-three years later was nominated to the National Register.[10]

The "simple" terminal was based on the railroad station and did not employ the attached hangar space found in the depot hangar plans. These terminal buildings often included multiple gates and provided office and ticket services; however the main spaces were utilized principally for passenger waiting rooms and restaurant facilities. Pan American Airways constructed one of the earliest examples of a simple terminal in Miami, Florida, a two-story Mediterranean stucco terminal. As airline travel continued to increase, many cities and municipalities began to construct local airports, as did the City of San Francisco in planning the construction of Treasure Island.

By the end of the 1920s, airport design gradually developed more elaborate interiors that catered to the wealthy, the small percentage of the population who could afford air travel. Well-appointed upper-floor dining facilities, observation platforms and control towers were often incorporated into this terminal design. The Administration Building at Treasure Island is an example of the development of the "simple" terminal building into the more elaborate airport facility. While early terminals were constructed in a variety of styles, many were being built in the Streamline or Art Moderne style. During this period, architects, including George Kelham and William Day, who designed the Administration Building and Hall of Transportation on Treasure Island, continued to derive ornament from aviation imagery.[11] The preliminary negotiations for Pan American Airways formation of a permanent base at Treasure Island began in July 1938. Under the proposed $250,000 building program that was to be completed by the time of the Exposition, Pan Am would have use of a quarter of the air terminal building (Building 1), one hanger and approximately two acres of land.[12] In late November 1937, the dedication ceremony for Treasure Island was held at the new terminal building, which would be completed in early 1938.

The first clipper ship to land at the future airport runway, the Port of the Trade Winds, was the Philippine

[9] "World's Fair Buildings: William P. Day," *The Architect and Engineer* March 1938, 38, 46; "Correction," *San Francisco Chronicle*, March 5, 1939, 6:1.
[10] "An Airport in Every City: The History of American Airport Design," in David Brodherson, ed., *Building for Air Travel* (New York: Prestel and the Art Institute of Chicago, 1996), 68-69.
[11] "An Airport in Every City"; "The Men Who Made Treasure Island," and "Administration Building," *Architect and Engineer*, February 1939, 21, 31-32.
[12] "Clipper Fair Base Pact Near," *San Francisco Chronicle*, July 1, 1938, 11.

Clipper on August 30, 1938. Just two months later, the Hall of Transportation (**Figure 9**) was dedicated "To Men with Wings of Yesterday, Today and Tomorrow."[13]

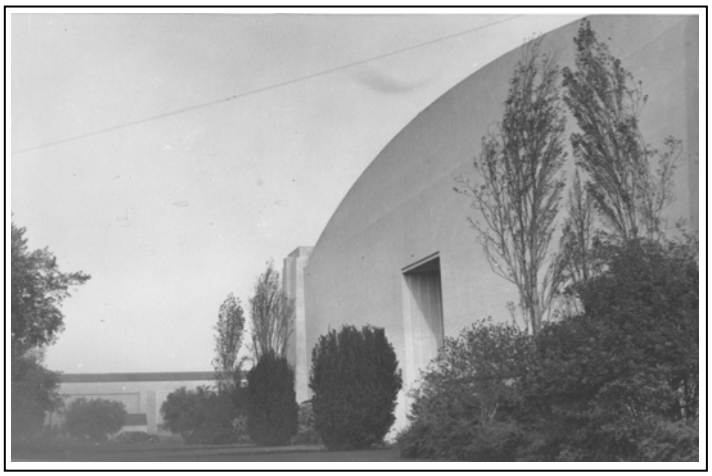


Figure 9. Southwest side showing main entrance, circa 1939. [Treasure Island Museum Collection, 65-076]

The two hangar buildings were not completed until mid-1938. Both of the hangars initially were identical in design, and included steel and glass sliding hangar doors at both ends of the buildings, and skylights running the length of the ridge. Each building's design was altered to accommodate its distinct function for the Exposition; however the core hangar section and the attached one-story element remained unchanged. Building of both structures commenced with the construction of the hangar section, which was mostly complete by July 1938 (**Figure 10**). Modifications to the buildings, specific to their functions, were then completed by late October (**Figures 11**). As the main exhibit space for Pan American Airways, the Hall of Transportation required a large, open space, much like the typical use of a hangar. Along with scale model airplanes, drawings and paintings, displays of engines and propellers, the building housed the complete operations in the maintenance of the Pan American's trans-ocean clipper planes. An overhead observation platform allowed viewing of an assembly line of Piper Aircraft Corporation's "Cub" light aircraft and Douglas "wrong-way" Corrigan's airplane, which he flew on his non-stop flight between New York and Ireland in 1938.[14] An historic view of the interior of the building is shown in **Figure 12.**

[13] "First Clipper Ship Makes Landing at Treasure Isle," *San Francisco Chronicle*, August 31, 1938, 16:2; "Officials to Dedicate Air Hall Tomorrow," *San Francisco Chronicle*, October 25, 1938, 10:5; "Air Transport Hall Dedicated," *San Francisco Chronicle*, October 27, 1938, H5:7.
[14] *Official Guidebook: Golden Gate International Exposition*, 60.

Figure 10. Hangars during construction, July 1, 1938. Building 2 (left) and Building 3, (right). [Treasure Island Museum Collection, Gabriel Moulin Studios, Howard Sharp Photographic Collection, 83.95.5]

Figure 11. Hangars, October 3, 1938. Building 2 (left) and Building 3 (right). [Treasure Island Museum Collection, Gabriel Moulin Studios, Howard Sharp Photographic Collection, 83.95.10]

Figure 12. Interior of the Hall of Transportation circa 1939 [Treasure Island Museum Collection]

Closing of the Exposition and Beginning of the Navy Presence on Treasure Island

While there were few complaints from the general public on the topic of the fair's Pacific Basin architecture, there was a general professional consensus that was summed up by *Time* magazine describing the architecture as "an exotic chow-chow of the ageless East and the American West."[15] Only a handful of buildings earned praise, namely Pflueger's Federal Building, Merchant's Pacific House and Wurster's Yerba Buena Club, and most of these strayed from the fair's architectural theme.

Although the Exposition increased tourism in California thereby boosting the state and local economies, overall it was a financial failure. Approximately three quarter of a million visitors enjoyed the fair in the initial months; however, this was only half the officially anticipated turn out. In the Great Depression many Californians and residents from other states did not have surplus funds to spend on entertainment. Poor attendance, along with the financial costs of reduced rates and free passes, led to the Exposition company to layoff over forty percent of its employees after the first month. Subsequently, a new manager was hired to restructure the fair. In order to mitigate debt, and gain time to find new financial backing, the fair closed two months early. At the end of its first run on October 29, 1939 it brought in less than half of the 20 million people necessary for a profit, leaving a debt of over 4 million dollars.[16]

The GGIE obtained the necessary funding for reopening in May 1940, and in hopes of making it a prosperous four month endeavor, scheduled new and more commercial attractions. As part of the reopening, buildings were freshly painted, some 1939 venues were closed while new ones opened, and there were additional carnival rides and musical concerts. Timothy Pflueger persuaded his friend, the renowned artist Diego Rivera, to paint the Pan Am Unity fresco mural in the Art in Action section of the Palace of Fine and Decorative Arts. Despite the renewed effort, the fair finally closed on September 29, 1940, still in the red.[17]

The reopening of the Exposition in 1940 coincided with the war in Europe, as German forces were closing in on Paris. With tension growing between United States and Japan, the Navy jumped at the opportunity to use the 400 acre island adjacent to their already established facility at Yerba Buena Island for a new Navy station.[18] Plans for the local airport at Treasure Island were postponed and by early 1941 the Navy was temporarily making use of Treasure Island in its war planning. The new Naval Training and Distribution Center (TADCEN) Treasure Island began occupying the former Exposition site by 1943. For the first year, the training center had a very limited function, mainly to provide personnel for local defense forces to protect the San Francisco Bay. After the attack on Pearl Harbor on December 7, 1941, the base's mission was fundamentally redefined: to supply armed uniformed guards for merchant marine vessels sailing in the Pacific Ocean. Although training units were assigned to the island, during World War II the island was the

[15] Reinhardt, *Treasure Island*, 82

[16] Reinhardt, *Treasure Island*, 143-144; Tom Moriarity, "The Fair Closes," *California–Magazine of the Pacific*, November 1939; "Fair in '40: Dream Will Come True," *San Francisco Chronicle*, December 23, 1939.

[17] Reinhardt, *Treasure Island*, 158; "Letter from Diego Rivera to Pfueger," April 15, 1940, Diego Rivera Mural Project: Archive: Letters, online at http://www.riveramural.org, accessed October 23, 2003. This letter outlines the scope of the mural project as well as Rivera's compensation.

[18] Yerba Buena Island had been utilized continuously by the United States military since 1867, when the Army established a post on the island. By the 1870s, the Coast Guard constructed a lighthouse and other support buildings and in 1898 the Navy established a training station at Yerba Buena Island. The training station was decommissioned in 1923; however, the Navy retained the island as a "receiving ship" station for sailors awaiting assignment to duty on ships at sea. 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.

temporary homeport for thousands of sailors awaiting assignment to vessels headed to battle in the Pacific.[19] Just as on the Exposition's opening day in 1939, the island once again became a city. While the Exposition itself dismantled some of its buildings soon after its closure, some were adapted for navy use. The Hall of Western States was transformed into barracks, the Food and Beverage Building was utilized as a mess hall (purportedly to have been the largest in existence at the time) and the Exposition's model home became an officers' club. The Exposition's permanent structures built for the future airport were also absorbed into military functions. The Palace of Fine and Decorative Arts, renamed Building 3, was used as an equipment repair facility and port control office and the Administration Building (Building 1) was utilized principally as the base's administrative offices. The Hall of Transportation (Building 2) retained its original use as a hangar, serving Pan American Airlines clipper planes, which the Navy had commandeered between 1942 and 1943. The Navy demolished many of the other temporary Exposition buildings, replacing them with standard World War II military buildings, however, the few temporary Exposition buildings were re-used only after they had been substantially reinforced.[20]

The setting of Treasure Island changed dramatically upon the occupation of the training station. Much of the lush designed landscape, which included thousands of mature trees, shrubberies and flowers, gave way for the construction of at least ninety permanent and temporary naval buildings during the war. Exposition buildings were re-painted, and streets were renamed. For example, the Avenue of the Palms became Avenue A, California Street became Second Street, and Concourse of the Commonwealths became Avenue M. Other streets and pathways were removed.[21] A devastating fire in 1947 (**Figure 13**) destroyed three of the remaining Exposition palaces and as a result, the Navy demolished many of the surviving Exposition buildings.

[19] 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, 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: U.S. Naval Training and Distribution Center, 1946).

[20] Reinhardt, *Treasure Island*, 158-159; Navy documentation reveals that there were 109 buildings and structures, ranging from the grand exhibit palaces to small utility sheds, on the island at the time it was acquired. Furthermore 62 of these were demolished as soon as the Navy took possession of the island and the remaining 43 were re-used by the Navy, including many of the GGIE palaces. After the war, the Navy destroyed 37 of the re-used GGIE buildings, still a few survived into the 1960s. JRP, "Cultural Resource Inventory and Evaluation Investigations Yerba Buena Island and Treasure Island Naval Station Treasure Island, San Francisco, California"; M. L. Shettle, Jr., "Historic California Posts: Naval Air Facility, Treasure Island," online at www.militarymuseum.org/NAFTreasureIsland.htmlrl, accessed April 11, 2005.

[21] Reinhardt, *Treasure Island*, 158-159.

Figure 13. Former GGIE pavilions on fire at Treasure Island, April 10, 1947, showing the Hall of Transportation and Palace of Fine and Decorative Arts upper right. [Record Group 80-G, Negative 397192, NARA]

By 1946, technological advances in aviation allowed for larger land planes. Passenger seaplanes became obsolete and consequently Pan American Airways terminated flights of its China Clipper from the Port of the Trade Winds.[22] To compensate the city for the loss of its future airport, the Navy transferred land south of San Francisco to the City of San Francisco for the construction of its new airport, which later became the responsibility of former Exposition Director of Public Works, William P. Day.[23] After the war, both Treasure and Yerba Buena islands served as a major center for thousands of Navy personnel returning from the War, reportedly the Navy's second largest separation facility at that time. In 1946 TADCEN Treasure Island was designated Naval Station (NAVSTA) Treasure Island, a designation it retained for the next thirty-eight years. During this era, the Navy constructed over 75 additional buildings, half of which were built during the 1960s and 1970s, including new enlisted men's housing completed in 1966. In 1969 the Twelfth Naval District moved its headquarters to Treasure Island, but only remained there for two years. After a brief five year stretch as Naval Support Activity (NSA) Treasure Island, the facility returned to its previous and last designation as NAVSTA Treasure Island. Over forty additional buildings were constructed on the station through the 1980s and 1990s. With the end of the Cold War in the late 1980s, the funding of the country's military was drastically being diminished. In 1989 Treasure Island was designated a California State Historical Landmark and in 1993, the Defense Base Closure and Realignment Commission (BRAC) recommended the closure of NAVSTA Treasure Island, a decision that led to the end of naval activity on the island in 1997.[24]

[22] E. Hice and D. Schierling, "Historical Study of Yerba Buena Island, Treasure Island, and their Buildings," 4.
[23] Schnoebelen, *Treasures*, 10.
[24] Defense Base Closure and Realignment Commission, *1993 Report to the President* (Washington DC: Government Printing Office, 1993), 1-36.

Figure 14. Aerial view of Treasure Island looking south, May 8, 1952. [Record Group 80, Negative 050852, NARA]

Conclusion

Building 2 is one of the last three intact remnants of the 1939 Golden Gate International Exposition principally held to celebrate the monumental achievement of the construction of the Golden Gate and San Francisco Oakland bridges, but also designed to help bring the United States out of the Depression of the 1930s with a positive show of harmony between nations.[25] Serving as the Hall of Transportation for the Exposition from 1938 until it was closed in September 1940, the building is eligible under Criterion A at the state level of significance, for its direct association with the fair and the proposed airport. The building was constructed as the hangar for Pan American Airways clipper aircraft, one of many buildings that would have become part of San Francisco's local airport, had World War II not intervened. Like the associated air terminal (Administration Building or Building 1) on Treasure Island, the level of architectural detail within its design reflects its function, that of a maintenance hangar for seaplanes, a function it served for only about six years, roughly between 1938 and 1946. While Building 2 has received substantial modifications to its main façade, those alterations are sympathetic to the original 1936 hangar design, and are consistent with the Secretary of Interior Standards for Rehabilitation. Thus, the building retains integrity to its original construction and its period of significance (1938-1940) and is eligible under Criterion C, as a distinctive example of commercial hangar construction designed in the Art Moderne style.

[25] E. Hice and D. Schierling, "Historical Study of Yerba Buena Island, Treasure Island, and their Buildings," 2-1.

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"Letter from Diego Rivera to Pfueger" (April 15, 1940) Diego Rivera Mural Project: Archive: Letters. http://www.riveramural.org.

Mikesell, Stephen D., JRP Historical Consulting Services. "Statement regarding potential significance for Treasure Island, as an engineering achievement." January 30, 1998.

Shettle, M. L. Jr., "Historic California Posts: Naval Air Facility, Treasure Island." http://militarymuseum.org/NAFTreasureIsland.htmlr.

Thompson, Tatyana M., Column Editor. "Regional News: Greater Los Angeles and Santa Barbara." Vol. 13, No. 3. WAAC Newsletter (September 1991): 7-12. http://palimpsest.stanford.edu/waac/wn/wn13/wn13-3/wn13-305.html

US Navy's former Treasure Island Museum, Golden Gate International Exposition/Treasure Island File, Treasure Island, San Francisco, CA.

Woodbridge, Sally B."Treasure Island Cultural Resource Survey Report." May 14, 1982.

Periodicals

San Francisco Chronicle

Architect and Engineer

California–Magazine of the Pacific

Nevada State Journal

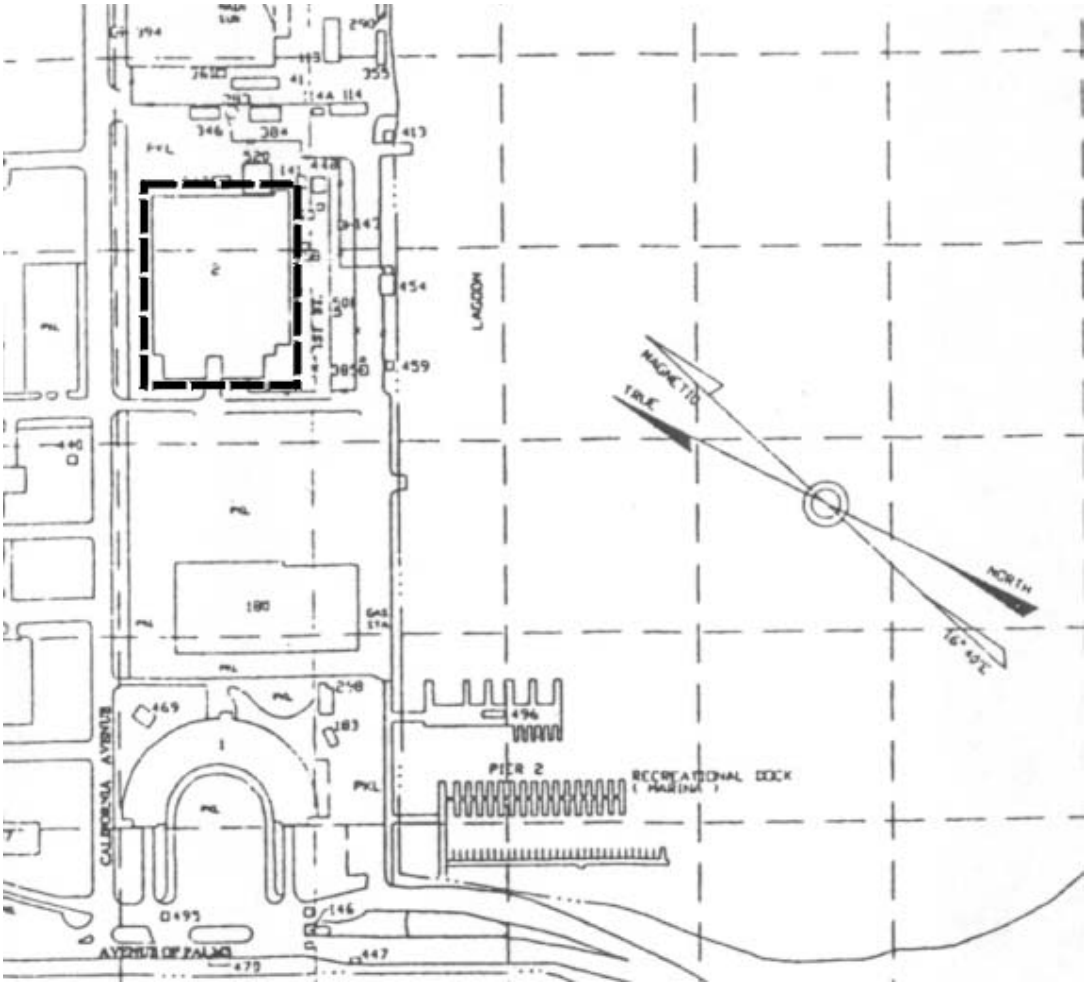
Geographical Data (continued):

Verbal Boundary Description

The boundary of the Hall of Transportation Building is shown as a dotted line on the map below.

Boundary Justification

The boundary includes the area immediately adjacent to the Hall of Transportation. While there are a few plantings original to the GGIE, most have been replaced, thus the remaining landscaping and hardscape adjacent to the building no longer retain integrity to the period of significance and are therefore excluded.



Approximate Scale: ½”= 100’

All photographs were taken by William B. Dewey in San Francisco, California in October 2003. JRP Historical Consulting retains possession of original negatives.

1. Hall of Transportation (Building 2), Treasure Island
6. Contextual view showing Hall of Transportation (Building 2) shown left and Palace of Fine and Decorative Arts (Building 3) shown right
7. Photograph 1

1. Hall of Transportation (Building 2), Treasure Island
6. Contextual view showing southwest side of Hall of Transportation, camera facing northwest
7. Photograph 2

1. Hall of Transportation (Building 2), Treasure Island
6. Detail of pylon located at north corner, camera facing south
7. Photograph 3

1. Hall of Transportation (Building 2), Treasure Island
6. Northeast side, camera facing southwest
7. Photograph 4

1. Hall of Transportation (Building 2), Treasure Island
6. Southeast side, camera facing north
7. Photograph 5

1. Hall of Transportation (Building 2), Treasure Island
6. Detail of entrance on northwest side, camera facing southeast
7. Photograph 6

1. Hall of Transportation (Building 2), Treasure Island
6. Southwest side, camera facing northeast
7. Photograph 7

1. Hall of Transportation (Building 2), Treasure Island
6. Detail of main entrance, camera facing northeast
7. Photograph 8

1. Hall of Transportation (Building 2), Treasure Island
6. Interior view, camera facing southwest
7. Photograph 9

1. Hall of Transportation (Building 2), Treasure Island
6. Interior view showing offices (right), camera facing northeast
7. Photograph 10

NPS Form 10-900
(Oct.1990)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Palace of Fine and Decorative Arts, Treasure Island

other names/site number Building 3 (including Building 111)

2. Location

street & number _____ ☐ not for publication

city or town Treasure Island, San Francisco ☐ vicinity

state California code CA county San Francisco code 075 zip code 94130

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

_____
Signature of certifying official/Title Date

_____
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

_____
Signature of commenting or other official Date

_____
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is: Signature of the Keeper Date of Action

☐ entered in the National Register
☐ See continuation sheet. _____

☐ determined eligible for the National Register
☐ See continuation sheet. _____

☐ determined not eligible for the National Register _____

☐ removed from the National Register _____

☐ other (explain): _____

_____ _____

_____

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☐ private
- ☐ public-local
- ☐ public-State
- ☒ public-Federal

Category of Property
(Check only one box)

- ☒ building(s)
- ☐ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions
(Enter categories from instructions)

RECREATION/Other: Office Building
TRANSPORTATION/Airport Hangar
COMMERCE/TRADE/Office Building
DEFENSE/Naval Facility

Current Functions
(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

MODERN MOVEMENT: Art Moderne/Streamline

Materials
(Enter categories from instructions)

foundation Reinforced Concrete
roof Other: Composition
walls Reinforced Concrete
other

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation sheet.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ B Property is associated with the lives of persons significant in our past.

☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations
(Mark "X" in all the boxes that apply.)

Property is:

☐ A owned by a religious institution or used for religious purposes.

☐ B removed from its original location.

☐ C a birthplace or a grave.

☐ D a cemetery.

☐ E a reconstructed building, object, or structure.

☐ F a commemorative property.

☐ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

Architecture
Entertainment/Recreation

Period of Significance

1938-1940

Significant Dates

1938

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Day, William Peyton
Kelham, George William

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested.
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # CA-2785, CA-2785-A, CA-2785-B
- ☐ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

10. Geographical Data

Acreage of Property

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	10	555905	4185742	3			
2				4			

☐ See continuation sheet.

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Toni Webb, Architectural Historian

organization JRP Historical Consulting date December 2, 2003

street & number 1490 Drew Avenue, Suite 110 telephone 530-757-2521

city or town Davis state CA zip code 95616

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets

Maps
A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner
(Complete this item at the request of the SHPO or FPO.)

name Base Realignment and Closure, Program Management Office West

street & number 1455 Frazee Road, Suite 900 telephone

city or town San Diego state CA zip code 92108-4310

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.0. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

Description (continued):

Building 3, formerly the Palace of Fine and Decorative Arts for the 1939-1940 Golden Gate International Exposition, is located on Treasure Island, on the southeast side of California Avenue at the southern end of Avenue B, northeast of the main, gated entrance to the former Treasure Island Naval Station. This large, rectangular building, which includes Building 111, faces north-northwest and is located approximately three miles west of San Francisco. The 400-acre island, a mile long and two-thirds a mile wide, was constructed by the Army Corps of Engineers between 1936 and 1938, and this building was completed by mid 1938. Presently, the building is surrounded on the northwest, northeast and southwest sides by a broad expanse of concrete, now primarily utilized as a parking lot. Shrubs of varying sizes are arranged immediately adjacent to the building and remnants of a row of olive trees dating from the Exposition line the median between the building and California Avenue. Two buildings, Buildings 361 and 297, are located immediately adjacent to Building 3, on its southwest side.

Building 3, shown in **Photographs 1** and **2** and **Figure 1**, is a reinforced concrete building with an open, three-hinge riveted steel arch truss system completed in mid 1938. Rectangular in plan, the building is built on a concrete pile foundation supporting a concrete slab floor. The original hangar portion of the building is symmetrical in plan and measures 335’-0” x 225’-0” and is 80’-0” tall. Part of the original hangar plan, this building has a 40’-0” wide, one-story reinforced concrete section that runs nearly the length of the building’s southeast side. The building includes a tall, 48,600 square foot, one-story section that wraps around the three other sides of the building. This area was constructed for the Exposition and was to be removed at its closure. All walls are reinforced concrete finished in 2” of gunite. The truss system is anchored by four concrete tapered pylons, or towers, located at each corner of the building. These pylons measure 67’ -11’ tall and are 24’-0” wide at the base and 18’-0” at the very low-pitched pyramidal top. The arched roof is topped by composite roofing over wood-plank deck, with similar roofing over the one-story flat roof element. Building 3 encompasses a total of 139,485 square feet of space, about 54 percent of which is open beneath the main truss system.[1]

[1] Stephen D. Mikesell, JRP Historical Consulting Services, “Statement regarding potential significance for Treasure Island, as an engineering achievement,” January 30, 1998; Sally B. Woodbridge, “Treasure Island Cultural Resource Survey Report,” Prepared for Navy Public Works Center, San Francisco Bay, May 14, 1982; GGIE Research Associates. “Application for Registration of Historical Landmark.” Treasure Island, Landmark No. 987. Prepared for Navy Public Works Center, San Francisco Bay. October 2, 1989; Various Architectural Drawings on file at the City and County of San Francisco, Department of Public Works, Bureau of Engineering: “Building 3, Repair Shop, New Entrance, Steps and Platform, Treasure Island,” Drawing 3-514, Navy PWC # 75109 approved February 25, 1947; San Francisco Bay Exposition, “Palace of Fine Arts Elevations,” Sheet AFA-3, July 29, 1938, revised October 10, 1938; “West Hangar, East Hangar Reverse of Same: First Floor Plan and Plot Plan,” Sheet 1, June 1, 1936; “West Hangar, East Hangar Reverse of Same: Elevations and Sections,” Sheet 3, PWC # 75095, June 1, 1936; “West Hangar Building: Sections” circa 1936.

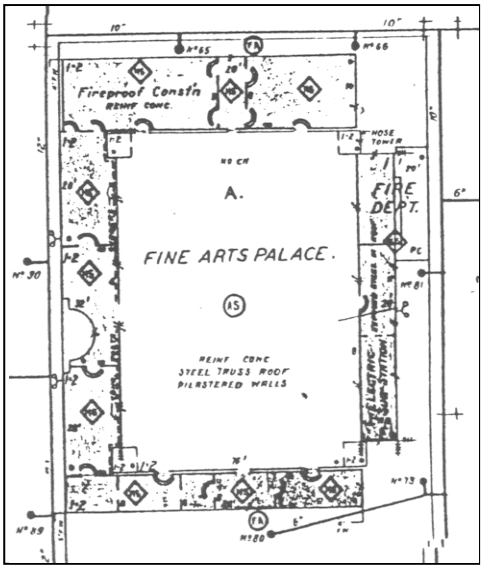


Figure 1. Plan of the Palace of Fine and Decorative Arts, circa 1939. [Sanborn Fire Insurance Maps]

The building's main façade (northwest side), shown in **Photograph 3**, includes the primary entrance, located within the tall one-story section that wraps to the south sides of the building. This entrance, shown in **Photograph 4**, is offset within a taller one and a half-story curved section highlighted by a scallop marquee and a curved canopy that shelters the seven pairs of glazed double swinging doors, and accessed by concrete replacement stairs that span the width of this entrance. Galvanized-iron light reflectors, now removed, originally highlighted the marquee.[2] Along with the stairs, square concrete planter boxes were added on both sides of the stairs in 1947. The one-story section on either side of the main entrance is rather plain in comparison; only the eastern portion (**Photograph 5**) has openings; twelve sets of windows containing hopper sashes set between two fixed sashes, and an exterior-mounted, double solid batten sliding door. All of these opening were added by the Navy after the Exposition closed. Similarly, the northeast side (**Photograph 6**) of the building is stark in design. A large, exterior-mounted double solid batten sliding door has replaced the three pairs of original, glass doors. Still evident on this side of the building is the original, hangar door area. Additionally, a two-story, wood-frame addition, likely constructed in the 1940s, is located at the northeast corner. This section (**Photograph 7**) is clad in shiplap wood siding and includes one-over-one, two-over-two double-hung wood windows with lug sills. Three metal personnel doors, each sheltered by a shed awning, are found on the southeast side of this addition.

[2] Architectural Drawings, San Francisco Bay Exposition, "Palace of Fine Arts – Entrance Lobby – Section," Sheet AFA.7, October 10, 1938, City and County of San Francisco, Department of Public Works, Bureau of Engineering.

Both the northwest and southeast sides (**Photograph 7** and **8** respectively) of the main section have seven sets of steel-frame windows, divided by 10'-0" wide piers, and arranged in groups of three and divided by 2'-0" wide piers. Each window measures 9'-0" wide and 18'-0" in height and consists of two sets of nine-light fixed windows below six-light hopper windows. Fenestration on the southeast side's one-story element imitates that of the hangar, with 8'-6" x 9'-0" windows composed of six-light hopper windows over nine-light fixed steel windows. The window pattern is interrupted, however, by the 4,000 square foot wood-frame, stucco-clad firehouse addition, known as **Building 111** and completed by the opening of the Exposition. This section, shown in **Photograph 7**, includes hopper and fixed steel windows. Both original garage openings found on the northeast side of this element have been altered. One bay now contains a modern paneled roll-up door, while the other has been infilled with concrete and contains double metal doors.[3] The southwest side of the building is similar in design and the original entrance has been infilled. The only openings include two personnel doors.

The interior of Building 3, shown in **Photographs 9**, **10** and **11**, consists mainly of open hangar space. The northeast and southwest ends, and portions of the northwest and southeast sides of the hangar includes some office space, most of which was added during the Navy's occupation of the building. The long rectangular lobby retains its curvilinear northeast wall (**Photographs 12** and **13**) and drop ceiling with large domes, which originally had large globe lights, all features reminiscent of the Exposition. The lobby also includes a Navy-era partition office (**Photograph 12**). Some of the building's original interior light fixtures are still extant.

[3] The original drawings for this building included a set of large steel and glass-panel (seven sliding panels per side) that would be added after the GGIE ended. The doors were never constructed on either hangar building. San Francisco Bay Exposition, Navy Public Works Drawing No.75095, "Elevations and Sections for West Hangar (East Hangar reverse of same)" Sheet 3, June 1, 1936, Plans Files, City and County of San Francisco, Department of Public Works, Bureau of Engineering; Naval Station Treasure Island, San Francisco.

Statement of Significance (continued):

Building 3 is eligible for listing in the National Register of Historic Places at the state level of significance under Criteria A as one of the best remaining examples of buildings constructed as part of the 1939-40 Golden Gate International Exposition, and was from the outset one of two hangar buildings constructed for the San Francisco airport planned for the site. It is also eligible under Criterion C because it is a highly successful example of Art Moderne-style of commercial architecture from the late 1930s, possessing the distinguishing characteristics of that style. Additionally, the building retains integrity to its period of significance between 1938 and 1940.

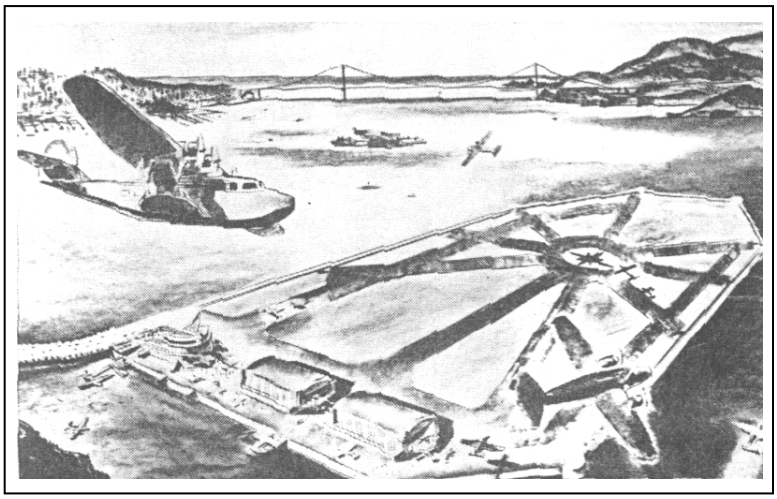


Figure 2. Conceptual drawing of Treasure Island Airport, 1938. [Ken Sawyer]

Inception and Planning of the Golden Gate International Exposition

The inspiration for the Exposition, named the Golden Gate International Exposition, can be credited to the aeronautics committee of the San Francisco Junior Chamber of Commerce and their efforts to establish a local airport in San Francisco.[4] In 1931, the chamber issued a report recommending the use of Yerba Buena Shoals, tidally exposed lands just north of Yerba Buena Island and east of San Francisco, for the best potential site of the new airport that would include flying boats (seaplanes), which at the time were generally considered to be the best solution for large, safe and profitable ocean crossings. During the infancy of commercial aviation, concrete runways were expensive and rare, and seaplanes could use bodies of water as their runways. Therefore airports used by seaplanes had to be constructed on shores. Filling the shoals would allow for the best of both worlds, accommodating both sea and land planes. Little progress was made towards the new airport for nearly three years until the Bridge Celebration Founding Committee was formed to

[4] William P. Day, "Birth of a Fair-How Treasure Island was Conceived and Developed," *Architect and Engineer*, February 1939, 23-24.

oversee the future commemoration of the completion of two historic bridge crossings: the Golden Gate and San Francisco-Oakland Bay bridges. This new committee authorized prominent local architects George W. Kelham and William P. Day to analyze possible commemorative Exposition sites. Their final choice was the easily reclaimable Yerba Buena Shoals. The State of California, seeing the potential twin purposes of the shoals as an Exposition site and an airport, ceded Yerba Buena Shoals to the City of San Francisco. In turn, the City authorized the temporary use of the site for the Exposition with the stipulation that the control of the Exposition property be returned to the city at its inclusion. The celebration was to be called the Golden Gate International Exposition, also known as GGIE.

By May 1935, planning for the GGIE was underway. GGIE leaders appointed William Day Director of Works, and he began organizing and preparing plans for reclamation of the shoals. Funding for construction of the Exposition was obtained from a number of sources. Because of this future use as an airport, the Works Progress Administration granted over $4 million. Additionally, the City of San Francisco donated just over $1 million; the Public Works Administration provided nearly $1.9 million, and the San Francisco Bay Exposition Corporation raised $7.5 million from private pledges. Construction of the new island began in September 1935 with the San Francisco District of the Corps of Engineers undertaking the reclamation of the shoals. The Corps had dredged and filled areas around San Francisco Bay since the 1870s, and thus had the necessary expertise to accomplish the enormous operation of filling a 400-acre island with millions of cubic yards of rock and sand in about 18 months.

Meanwhile, planning for the Exposition itself continued and the Board of Architects was formed, which included George Kelham (Chairman 1935-1936) and other noted San Francisco architects like Arthur Brown, Jr., Louis P. Hobart, William G. Merchant, Timothy Pfleuger, Ernest E. Weihe, William P. Day, and E. L. Frick.[5] The complicated task of designing the Exposition layout as well as the overall architectural design of the buildings became the sole responsibility of this architectural committee. While the overall architectural theme, "A Pageant of the Pacific," was a general collaboration of the board, many of the buildings were attributed to specific architects who were required to utilize the "Pageant of the Pacific" theme in their designs. All aspects of each building's drawings (floor plans, elevations, structural, mechanical, plumbing etc.) were prepared by the GGIE Department of Public Works. By late 1936, the architects had designs for all buildings and construction of the permanent airport facilities, the Administration Building and the two hangars, began as the northeastern portion of the island was being filled (**Figure 3**).

[5] William P. Day, "Birth of a Fair," 23-24, 49; The history of the GGIE is told in several secondary works, including: Patricia Carpenter and Paul Totah, *The San Francisco Fair: Treasure Island, 1939-1940* (San Francisco: Scottwall Associates, 1989), Jack James and Earle Weller, *Treasure Island: 'Magic City', 1939-1940* (San Francisco: Pisani Press, 1941), Richard Reinhardt, *Treasure Island: San Francisco's Exposition Years* (San Francisco: Scrimshaw Press, 1973), and Joseph Jeremiah Hagwood, Jr., *Engineers at the Golden Gate: A History of the San Francisco District, U.S. Army Corps of Engineers, 1866-1980* (San Francisco: Army Corps of Engineers, 1980).

Figure 3. Filling of Yerba Buena Shoals, showing construction of the administration and hangar buildings, February 5, 1937. [Unit 2, Shelf B, Folder Treasure Island, Construction and Plans, Treasure Island Museum Collection]

Figure 4. Map of the Golden Gate International Exposition. [*Official Guidebook: Golden Gate International Exposition on San Francisco Bay*, San Francisco Bay Exposition, 1939]

Exposition Architecture

As with past world fairs, the GGIE was no different in attempting to herald a new trend in architectural style. The Exposition's theme, "Pageant of the Pacific," represented the development of the Pacific empire in art as well as architecture. The new "Pacific" or "Pacifica" style embodied building motifs from the eastern and western parts of the Pacific and was described at the time as having Occidental and Oriental lines that were still modern in design.[6] It demonstrated an eclectic blending of European, Eastern and Latin American architecture, landscape and artistic styles and evoked the exoticism of past civilizations in the Pacific Rim (**Figures 5 and 6**). The major courts, like the Court of Pacifica and Court of Flowers, reflected this new non-Western influence. With 100 foot high windowless walls, the main exhibition palaces conjured up scenes of ancient walled cities. Whereas Central America was represented with Mayan pyramids, and elephant heads with howdahs displayed Asian Motifs, many of the buildings at the Exposition were designed in contemporary styles that exhibited clean lines, lack of ornamentation and use of modern materials as found in the Streamline and the International styles. Examples of the simplistic modern styles were the Alta California Building (Streamline), the San Joaquin Valley Building (International) and William Wurster's Yerba Buena Club designed in the regional Second Bay Tradition. To highlight the buildings and compliment the Pacifica style architecture, the Exposition included an elaborate and very complicated color scheme with a corresponding lighting design. The major buildings of the Exposition were sheathed in a light colored stucco siding that was embedded with vermiculite that gave the buildings a shimmering effect. Colored floodlights, the use of strategically placed black lights as well as moving lights added to the ever-changing color and glow across the fair, which at nighttime could be seen from across the bay.

Figure 5. Portals of the Pacific, showing Elephant Towers and Tower of the Sun [Donald G. Larson Collection, Special Collections Library (1783), CSU Fresno]

Figure 6. Night view of Court of Pacifica [Donald G. Larson Collection, Special Collections Library (1931), CSU Fresno]

[6]"America Gets a New Island," *The Architect and Engineer*, December 1937, 60.

From the initial development of the Exposition, 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. As such, the first three buildings constructed would be for the airport, necessitating permanent construction: an airport terminal building that would also serve as Pan American World Airways headquarters, and two hangars for the seaplanes. Building 1 was to serve as the terminal and office building; Buildings 2 and 3 were the hangers. The architectural committee agreed that these three permanent buildings would be "non-Expositional in character," thus they would not reflect many of the whimsical Pacifica style architectural creations of the Exposition. Rather, these buildings were designed in an architectural style in vogue at that time: Streamline or Art Moderne style. All other buildings, with the exception of the Tower of the Sun, were temporary, wood-frame construction, many of which were sheathed in plywood siding and then finished in a variety of methods. These buildings were to be demolished after the end of the Exposition to make way for the airport runways and further airport development.[7]

Figure 7. General view of Treasure Island during construction, January 7, 1939, showing the Administration Building (left center) and two hangars. The Palace of Fine and Decorative Arts is shown at right. [Treasure Island Museum Collection, Gabriel Moulin Studios, Howard Sharp Photographic Collection, 83.95.14]

[7] *Official Guidebook: Golden Gate International Exposition, World's Fair on San Francisco Bay*, First Edition (San Francisco: The Crocker Company, 1939), 75; Carpenter and Totah, *The San Francisco Fair;* To be structurally sound, the Tower of the Sun required steel frame because of its sheer height.

William P. Day and George Kelham

George William Kelham, the Exposition's Chairman of the Architectural Commission, in collaboration with William Peyton Day, Vice President of the Exposition and Director of Public Works, designed the three permanent buildings (Buildings 1-3). Both architects had well established and prominent architectural practices in San Francisco by the time of the GGIE. Numerous substantial commercial, institutional and civic buildings, several of which are designated historically significant today, are credited to each architect.

Kelham, the elder of the two architects, was born in Manchester, Massachusetts in May 1871, the son of a furniture dealer. He graduated from Harvard University, and completed his architectural training at the prestigious l'Ecole des Beaux-Arts in Paris in 1896. He returned to the United States in 1898 and settled in New York in 1898, where he obtained a position with Trowbridge & Livingston, the architectural firm that was awarded the contract to design the new Palace Hotel in San Francisco. In 1906 the firm sent Kelham to San Francisco to supervise construction of the hotel building. Instead of returning to New York after its completion in 1909, Kelham made San Francisco his home and set up his own practice. In 1912, he was appointed Chief Architect of the Architectural Commission for the Panama Pacific Exposition held in San Francisco. In 1922 he was named Supervising Architect for University of California, developing a proposed southern campus plan for the University's Los Angeles campus. He also designed four Romanesque Revival buildings between 1928 and 1932 on what became UCLA's campus: Haines Hall, Powell Library, Moore Hall and the Men's Gymnasium (Harmon Gym).[8]

His training at the l'Ecole in the 1890s, together with Chicago's 1893 Columbia World Exhibition's Beaux Arts "White City," with its monumental and classically influenced buildings, undoubtedly influenced Kelham's work into the early 1920s. His most notable buildings in San Francisco include the Beaux Art San Francisco Public Library in 1917 (now the Asian Art Museum), the Standard Oil Building (1922), located at 225 Bush Street and modeled after New York's Federal Reserve Bank, the Classical Revival Federal Reserve Bank on Sansome Street (built in 1924) and the French Renaissance/Gothic Russ Building, a skyscraper located at 235 Montgomery Street (1927). In addition to Kelham's substantial array of classically designed commercial and civic buildings, he also designed the Mount Davidson Cross in San Francisco. At the GGIE, Kelham designed the Court of the Moon, Court of the Seven Seas, and Treasure Garden.

Four of Kelham's works are currently listed on the National Register of Historic Places for their significance under Criteria A and C: the Farmer's and Merchant's Bank (also known as the California Building) in Stockton, California, which was constructed in 1917 in the Chicago/Renaissance styles: Bowles Hall, the first residential hall at University of California, Berkeley, was completed in the Collegiate Gothic style in 1929; the 1925 Delia Fleishhacker Memorial Building (also known as Mother's Building) located at the San Francisco Zoo; and the Federal Reserve Bank building noted above.

In contrast to Kelham's traditional training at the l'Ecole des Beaux Arts, the younger William Peyton Day

[8] United States Bureau of the Census, Population Schedule, 1930, Essex County, Enumeration District 139, p19, Line 47; Henry A. Whitney and Elsie Rathburn Whitney, *Biographical Dictionary of American Architects, Deceased* (Los Angeles: New Age Publishing, 1956), 334.

trained first as a civil engineer. Raised in San Francisco, Day received his Bachelor of Science and Civil Engineering degrees from University of California, Berkeley in 1905. Holding a license in both architecture and civil engineering, three years after his completion of academic training he began a seven year partnership with a prominent local civil engineer and bridge designer, John Buck Leonard. The engineering firm of Leonard and Day existed between 1908 and 1916, when Day established a new firm with l'Ecole trained architect Charles Peter Weeks. It was during his tenure with Weeks and Day that he designed some of Northern California's finest buildings. Among them were San Francisco Mark Hopkins (1926) and Sir Francis Drake (1928) hotels, the Chronicle Building, Huntington Apartments (1924), the Art Deco Cathedral Apartments (1927), the State Library and Courts Building (1913-28) in Sacramento, the Art Deco Fox Theater (1928) in Oakland, the Renaissance Revival St. Claire Hotel (1926) in San Jose, A Beaux Arts/Classical Revival State Office Building in San Francisco, and the Italian Renaissance-style Don Lee Building (also known as the Cadillac Showroom) (1921). The later four buildings designed by Weeks and Day during Day's tenure are now listed on the National Register of Historic Places. After Weeks' death in 1927, Day continued his architectural practice with his own firm of Day and Associates.

In his capacity as Vice President, Director of Works, and acting chief engineer for the GGIE, Day was responsible for all construction aspects of the Exposition, including the construction of the 400-acre island, its infrastructure, landscaping and all Exposition buildings, which together required a budget of about $50,000,000. He was uniquely qualified for these responsibilities, because at the time of the fair's construction, Day was one of the few men in the country licensed in both architecture and civil engineering. Although individually Day did not prepare designs for any of the buildings on the island, he provided the guiding principles in the determination of design and construction. Day conducted the first surveys of the potential new island and laid out the plan for dredging and filling of Treasure Island.[9] After the Exposition closed, Day continued his practice and was placed in charge of the San Francisco International Airport's construction in 1951. He retired in 1955 and died in 1966.

Airport Architecture

By the time representatives from the GGIE architectural committee began to study other airport designs, the new aviation industry had already passed through an era of experimental airport design that affected the central elements of air travel. From this period two different concepts for airport terminals emerged as models for designs: the depot hangar and "simple" terminal. The depot hangar, or the lean-to hangar, combined the waiting room and office facilities with the utilitarian aircraft hangers. This design was often a simple steel truss building large enough to accommodate a plane's large volume and incorporated regional architectural motifs in the exterior's architectural design. Airports across the country began using this model; the most notable example in California was the Los Angeles Municipal Airport (later renamed Los Angeles International Airport). Designed by locally prominent architects Gale and Wyant, the Spanish Colonial

[9] "World's Fair Buildings: William P. Day," *The Architect and Engineer* March 1938, 38, 46; "Correction," *San Francisco Chronicle*, March 5, 1939, 6:1.

Revival hangar was completed in 1929; sixty-three years later was nominated to the National Register.[10]

The "simple" terminal was based on the railroad station and did not employ the attached hangar space found in the depot hangar plans. These terminal buildings often included multiple gates and provided office and ticket services; however the main spaces were utilized principally for passenger waiting rooms and restaurant facilities. Pan American Airways constructed one of the earliest examples of a simple terminal in Miami, Florida, a two-story Mediterranean stucco terminal. As airline travel continued to increase, many cities and municipalities began to construct local airports, as did the City of San Francisco in planning the construction of Treasure Island.

By the end of the 1920s, airport design gradually developed more elaborate interiors that catered to the wealthy, the small percentage of the population who could afford air travel. Well-appointed upper-floor dining facilities, observation platforms and control towers were often incorporated into this terminal design. The Administration Building at Treasure Island is an example of the development of the "simple" terminal building into the more elaborate airport facility. While early terminals were constructed in a variety of styles, many were being built in the Streamline or Art Moderne style. During this period, architects, including George Kelham and William Day, who designed the Administration Building and Hall of Transportation on Treasure Island, continued to derive ornament from aviation imagery.[11] The preliminary negotiations for Pan American Airways formation of a permanent base at Treasure Island began in July 1938. Under the proposed $250,000 building program that was to be completed by the time of the Exposition, Pan Am would have use of a quarter of the air terminal building (Building 1), one hanger and approximately two acres of land.[12] In late November 1937, the dedication ceremony for Treasure Island was held at the new terminal building, which would be completed in early 1938.

Figure 8. Hangar buildings during construction, July 1, 1938. Building 2 shown left and Building 3, shown right. [Treasure Island Museum Collection, Gabriel Moulin Studios, Howard Sharp Photographic Collection, 83.95.5]

[10] "An Airport in Every City: The History of American Airport Design," in David Brodherson, ed., *Building for Air Travel* (New York: Prestel and the Art Institute of Chicago, 1996), 68-69.
[11] "An Airport in Every City," in Brodherson, ed., *Building for Air Travel*, 68-69; "The Men Who Made Treasure Island," *Architect and Engineer*, February 1939, 21; "Administration Building," *Architect and Engineer*, February 1939, 31-32.
[12] "Clipper Fair Base Pact Near," *San Francisco Chronicle*, July 1, 1938, 11.

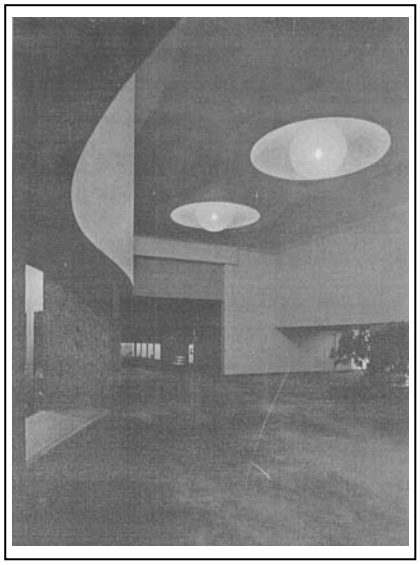
Figure 9. Hangar buildings, October 3, 1938. Building 2 shown left and Building 3 shown right. [Treasure Island Museum Collection, Gabriel Moulin Studios, Howard Sharp Photographic Collection, 83.95.10]

The first clipper ship to land at the future airport runway, the Port of the Trade Winds, was the Philippine Clipper on August 30, 1938 and just two months later, the Hall of Transportation was dedicated "To Men with Wings of Yesterday, Today and Tomorrow."[13] The two hangar buildings were not completed until mid 1938. Both were initially identical in designs, included steel and glass sliding hangar doors at both ends of the buildings, and skylights running the length of the ridge. Each building's design was altered to accommodate their distinct function for the Exposition; however the core hangar section and the attached one-story element remained unchanged. Building of both structures commenced with the construction of the hangar section, which was mostly complete by July 1938 (**Figure 8**). Modifications to the buildings, specific to their functions, were then completed by late October (**Figures 9**).

Figure 10. Façade of Palace of Fine and Decorative Arts, circa 1939. [Treasure Island Museum Collection, 94.11.798]

Figure 11. Main entrance to the Palace of Fine and Decorative Arts, circa 1940. [Treasure Island Museum Collection, Gabriel Moulin Studios, #21-39]

[13] "First Clipper Ship Makes Landing at Treasure Isle," *San Francisco Chronicle*, August 31, 1938, 16:2; "Officials to Dedicate Air Hall Tomorrow," *San Francisco Chronicle*, October 25, 1938, 10:5; "Air Transport Hall Dedicated," *San Francisco Chronicle*, October 27, 1938, H5:7.



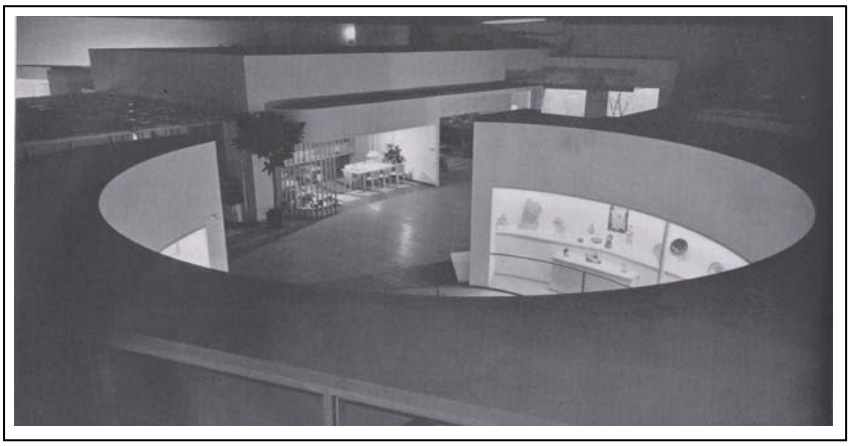


Figure 12. Interior of lobby showing curvilinear wall and globe lights. (left) and partitioned galleries (right). [*Architectural Record*, Volume 85]

As the Palace of Fine and Decorative Arts (**Figures 10** and **11**) for the Exposition, Building 3 housed over $20 million in artwork ranging from Gothic tapestries and Renaissance sculptures to contemporary paintings, pottery and furniture designs. Admission to the exhibit was 25 cents, with reduced rates for children and included free lectures and guides to the galleries. The Art in Action exhibit allowed for patrons to view artists at work at bookbinding, weaving, pottery-making, painting and metal work. The interior design of the space was jointly planned by the Exposition's Director of the Decorative Arts Division, Dorothy Wright Liebes, and Assistant Director Shepard Vogelgesang. Because of the hangar's massive rectangular space, planning for the interior design of the building was challenging. All of the interior space was divided into a series of connecting rooms (**Figure 13**) of temporary partition construction with the room size and lighting dependent on the art exhibited.[14]

[14] *Official Guidebook: Golden Gate International Exposition*, 61-62; "Building News," *Architectural Record*, v. 85, 60; Emily Joseph, "Craftsman at San Francisco," *Magazine of Art*, July 1939, 402-409.

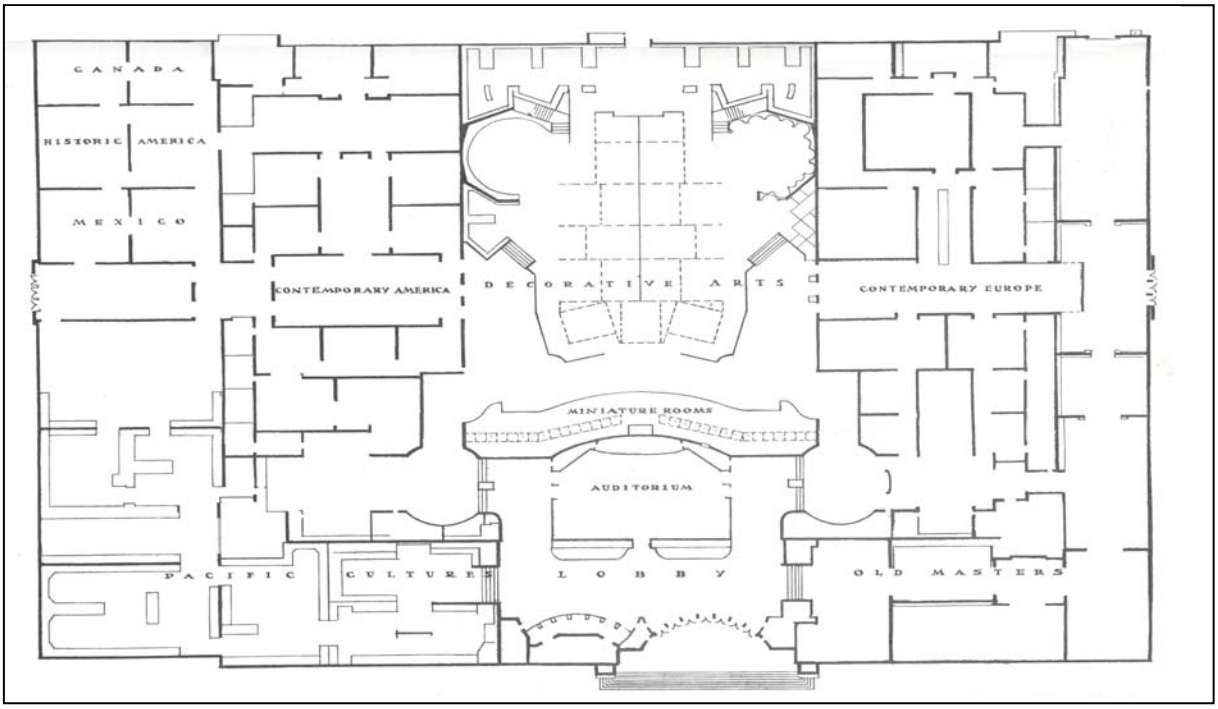


Figure 13. Rough sketch floor plan of Palace of Fine and Decorative Arts. [*Magazine of Art*, March 1938]

Closing of the Exposition and Beginning of the Navy Presence on Treasure Island

While there were few complaints from the general public on the topic of the fair's Pacific Basin architecture, there was a general professional consensus that was summed up by *Time* magazine describing the architecture as "an exotic chow-chow of the ageless East and the American West."[15] Only a handful of buildings earned praise, namely Pflueger's Federal Building, Merchant's Pacific House and Wurster's Yerba Buena Club, and most of these strayed from the fair's architectural theme.

Although the Exposition increased tourism in California thereby boosting the state and local economies, overall it was a financial failure. Approximately three quarter of a million visitors enjoyed the fair in the initial months; however, this was only half the officially anticipated turn out. In the Great Depression many Californians and residents from other states did not have surplus funds to spend on entertainment. Poor attendance, along with the financial costs of reduced rates and free passes, led to the Exposition company to layoff over forty percent of its employees after the first month. Subsequently, a new manager was hired to restructure the fair. In order to mitigate debt, and gain time to find new financial backing, the fair closed two months early. At the end of its first run on October 29, 1939 it brought in less than half of the 20 million

[15] Reinhardt, *Treasure Island*, 82

people necessary for a profit, leaving a debt of over 4 million dollars.[16]

The GGIE obtained the necessary funding for reopening in May 1940, and in hopes of making it a prosperous four month endeavor, scheduled new and more commercial attractions. As part of the reopening, buildings were freshly painted, some 1939 venues were closed while new ones opened, and there were additional carnival rides and musical concerts. Timothy Pflueger persuaded his friend, the renowned artist Diego Rivera, to paint the Pan Am Unity fresco mural in the Art in Action section of the Palace of Fine and Decorative Arts. Despite the renewed effort, the fair finally closed on September 29, 1940, still in the red.[17]

The reopening of the Exposition in 1940 coincided with the war in Europe, as German forces were closing in on Paris. With tension growing between United States and Japan, the Navy jumped at the opportunity to use the 400 acre island adjacent to their already established facility at Yerba Buena Island for a new Navy station.[18] Plans for the local airport at Treasure Island were postponed and by early 1941 the Navy was temporarily making use of Treasure Island in its war planning. The new Naval Training and Distribution Center (TADCEN) Treasure Island began occupying the former Exposition site by 1943. For the first year, the training center had a very limited function, mainly to provide personnel for local defense forces to protect the San Francisco Bay. After the attack on Pearl Harbor on December 7, 1941, the base's mission was fundamentally redefined: to supply armed uniformed guards for merchant marine vessels sailing in the Pacific Ocean. Although training units were assigned to the island, during World War II the island was the temporary homeport for thousands of sailors awaiting assignment to vessels headed to battle in the Pacific.[19] Just as on the Exposition's opening day in 1939, the island once again became a city. While the Exposition itself dismantled some of its buildings soon after its closure, some were adapted for navy use. The Hall of Western States was transformed into barracks, the Food and Beverage Building was utilized as a mess hall (purportedly to have been the largest in existence at the time) and the Exposition's model home became an officers' club. The Exposition's permanent structures built for the future airport were also absorbed into military functions. The Palace of Fine and Decorative Arts, renamed Building 3, was used as an equipment

[16] Reinhardt, *Treasure Island*, 143-144; Tom Moriarity, "The Fair Closes," *California–Magazine of the Pacific*, November 1939; "Fair in '40: Dream Will Come True," *San Francisco Chronicle*, December 23, 1939.
[17] "Letter from Diego Rivera to Pfueger," April 15, 1940, Diego Rivera Mural Project: Archive: Letters, available from, http://www.riveramural.org, accessed October 23, 2003, This handwritten letter outlines the scope of the mural project as well as Rivera's compensation; Reinhardt, *Treasure Island*, 158.
[18] Yerba Buena Island had been utilized continuously by the United States military since 1867, when the Army established a post on the island. By the 1870s, the Coast Guard constructed a lighthouse and other support buildings and in 1898 the Navy established a training station at Yerba Buena Island. The training station was decommissioned in 1923; however, the Navy retained the island as a "receiving ship" station for sailors awaiting assignment to duty on ships at sea. 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.
[19] 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, 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: U.S. Naval Training and Distribution Center, 1946).

repair facility and port control office and the Administration Building (Building 1) was utilized principally as the base's administrative offices. The Hall of Transportation (Building 2) retained its original use as a hangar, serving Pan American Airlines clipper planes, which the Navy had commandeered between 1942 and 1943. The Navy demolished many of the other temporary Exposition buildings, replacing them with standard World War II military buildings, however, the few temporary Exposition buildings were re-used only after they had been substantially reinforced.[20]

Figure 14. Former GGIE pavilions on fire at Treasure Island, April 10, 1947. Hall of Transportation and Palace of Fine and Decorative Arts upper right. [Record Group 80-G, Negative 397192, NARA]

The setting of Treasure Island changed dramatically upon the occupation of the training station. Much of the lush designed landscape, which included thousands of mature trees, shrubberies and flowers, gave way for the construction of at least ninety permanent and temporary naval buildings during the war. Exposition buildings were re-painted, and streets were renamed. For example, the Avenue of the Palms became Avenue A, California Street became Second Street, and Concourse of the Commonwealths became Avenue M. Other streets and pathways were removed.[21] A devastating fire in 1947 (**Figure 14**) destroyed three of the remaining Exposition palaces and as a result, the Navy demolished many of the surviving Exposition buildings.

[20] Reinhardt, *Treasure Island*, 158-159; Navy documentation reveals that there were 109 buildings and structures (ranging from the grand exhibit palaces to small utility sheds) on the island at the time it was acquired. 62 of these were demolished when the Navy took possession of the island and the remaining 43 were re-used, including many of the GGIE palaces. After the war, the Navy destroyed 37 of the re-used GGIE buildings, still a few survived into the 1960s. JRP, "Cultural Resource Inventory and Evaluation Investigations Yerba Buena Island and Treasure Island Naval Station Treasure Island, San Francisco, California"; M. L. Shettle, Jr., "Historic California Posts: Naval Air Facility, Treasure Island," online at www.militarymuseum.org/NAFTreasureIsland.htmlrl, accessed April 11, 2005.
[21] Reinhardt, *Treasure Island*, 158-159.

By 1946, technological advances in aviation allowed for larger land planes. Passenger seaplanes became obsolete and consequently Pan American Airways terminated flights of its China Clipper from the Port of the Trade Winds. To compensate the city for the loss of its future airport, the Navy transferred land south of San Francisco to the City of San Francisco for the construction of its new airport, which later became the responsibility of former Exposition Director of Public Works, William P. Day. After the war, both Treasure and Yerba Buena islands served as a major center for thousands of Navy personnel returning from the War, reportedly the Navy's second largest separation facility at that time. In 1946 TADCEN Treasure Island was designated Naval Station (NAVSTA) Treasure Island, a designation it retained for the next thirty-eight years. During this era, the Navy constructed over 75 additional buildings, half of which were built during the 1960s and 1970s, including new enlisted men's housing completed in 1966. In 1969 the Twelfth Naval District moved its headquarters to Treasure Island, but only remained there for two years. After a brief five year stretch as Naval Support Activity (NSA) Treasure Island, the facility returned to its previous and last designation as NAVSTA Treasure Island. Over forty additional buildings were constructed on the station through the 1980s and 1990s. With the end of the Cold War in the late 1980s, the funding of the country's military was drastically being diminished. In 1989 Treasure Island was designated a California State Historical Landmark and in 1993, the Defense Base Closure and Realignment Commission (BRAC) recommended the closure of NAVSTA Treasure Island, a decision that led to the end of naval activity on the island in 1997.[22]

Figure 15. Aerial view of Treasure Island looking south, May 8, 1952. [Record Group 80, Negative 050852, NARA]

[22] E. Hice and D. Schierling, "Historical Study of Yerba Buena Island, Treasure Island, and their Buildings," 4; Schnoebelen, *Treasures,* 10; Defense Base Closure and Realignment Commission, *1993 Report to the President* (Washington DC: Government Printing Office, 1993), 1-36.

Conclusion

Building 3 (including Building 111 as a structural element) is one of the last three intact remnants of the 1939 Golden Gate International Exposition principally held to celebrate the monumental achievement of the construction of the Golden Gate and San Francisco Oakland bridges, but also designed to help bring the United States out of the Depression of the 1930s with a positive show of harmony between nations.[23] Serving as the Palace of Fine and Decorative Arts for the Exposition from 1939 until it was closed in September 1940, the building is eligible under Criterion A at the state level of significance, for its direct association with the fair and the proposed airport. The building was constructed as the hangar for Pan American Airways clipper aircraft, one of many buildings that would have become part of San Francisco's local airport had World War II not intervened. Like the associated air terminal (Administration Building or Building 1) on Treasure Island, the level of architectural detail within its design reflects its function, that of a maintenance hangar for seaplanes, a function that it never served. Although this building has been altered by the removal of some original doors and windows, overall the building's integrity, including that of Building 111, remains intact. Eligible under Criterion C, the building is a distinctive example of commercial hangar construction designed in the Art Moderne style.

[23] E. Hice and D. Schierling, "Historical Study of Yerba Buena Island, Treasure Island, and their Buildings," 2-1.

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San Francisco Chronicle

Architect and Engineer

California–Magazine of the Pacific

Nevada State Journal

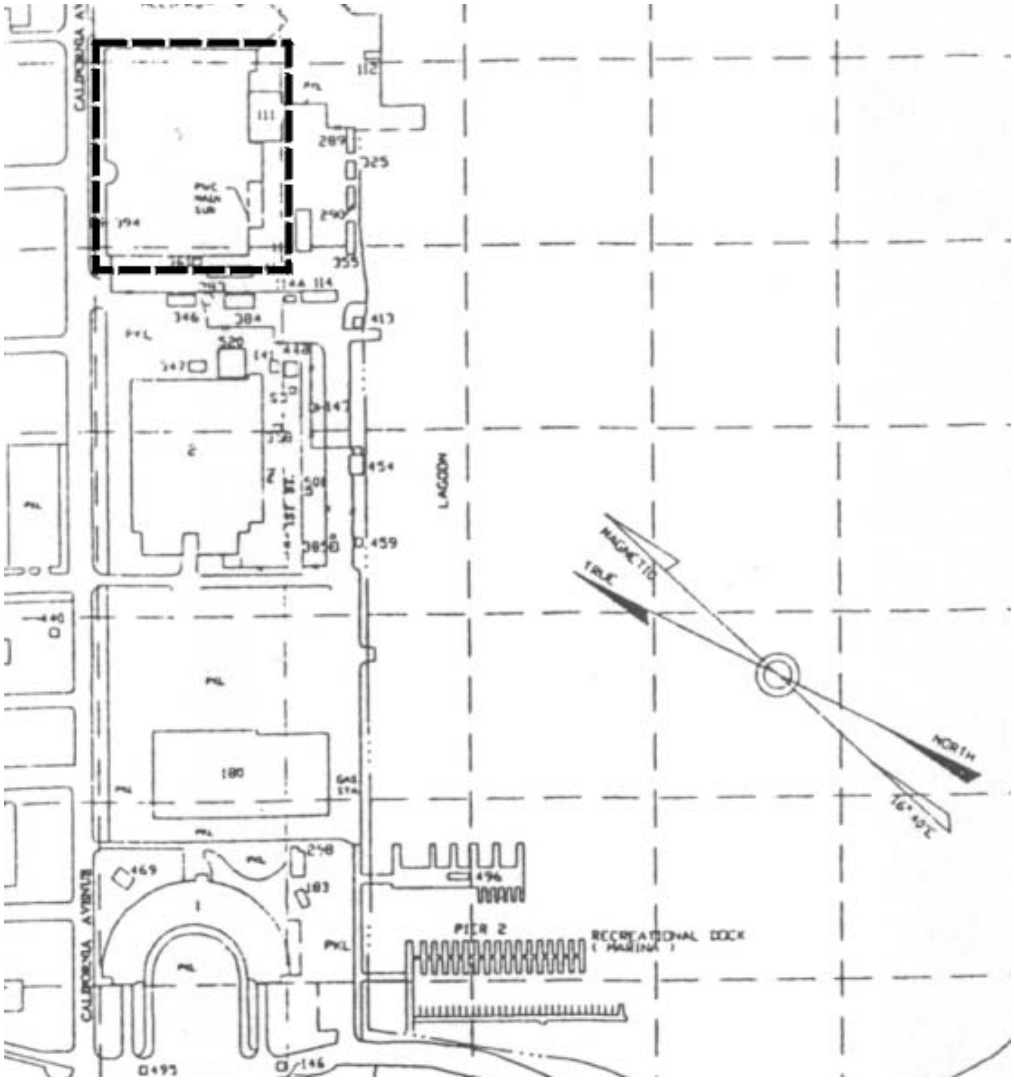
Geographical Data (continued)

Verbal Boundary Description

The boundary of the Palace of Fine and Decorative Arts is shown as a dotted line on the map below.

Boundary Justification

The boundary includes the area immediately adjacent to the Palace of Fine and Decorative Arts. While there are a few plantings original to the GGIE, most have been replaced, thus the remaining landscaping and hardscape adjacent to the building no longer retain integrity to the period of significance and are excluded.



Approximate Scale: ½”= 100’

All photographs were taken in San Francisco, California in October 2003. The photographer was William B. Dewey unless otherwise noted. JRP Historical Consulting retains possession of original negatives.

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
6. Contextual view, camera facing northwest
7. Photograph 1

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
6. Contextual view showing Palace of Fine and Decorative Arts (right) and Hall of Transportation (left)
7. Photograph 2

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
6. Façade, camera facing southwest
7. Photograph 3

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
6. Detail of main entrance, camera facing southwest
7. Photograph 4

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
6. Northern end of northwest side, camera facing south
7. Photograph 5

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
6. Northeast side, camera facing southwest
7. Photograph 6

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
6. Oblique view showing southeast and northwest sides, including Building 111, camera facing west
7. Photograph 7

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
6. Oblique view showing northwest and southwest sides, camera facing east
7. Photograph 8

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
6. Interior view, camera facing northeast
7. Photograph 9

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
6. Interior detail, camera facing southwest
7. Photograph 10

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
3. Toni Webb
6. Interior detail of batten door on northeast side, camera facing northeast
7. Photograph 11

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
3. Toni Webb
6. Interior detail of lobby, camera facing northeast
7. Photograph 12

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
3. Toni Webb
6. Interior detail of lobby, camera facing northeast
7. Photograph 13

G. DPR 523A AND DPR 523B FORMS

*Resource Name or #: Damage Control Trainer (Object within a Building)

P1. Other Identifier: Building 341

*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: 320 Avenue M, Treasure Island City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data:

*P3a. Description:

Uses of the Building

The Damage Control Trainer building contains a battleship simulator known as the *U.S.S. Buttercup*. The simulator duplicated a portion of a ship's exterior deck and below interior compartments and was capable of being flooded with water and blown with wind to simulate the effects of battle damage on the high seas. As part of their practical training sailors were required to save the flooding ship by securing and/or controlling all leaks. The students also learned the skills to repair structural damage to the ship's overhead piping and decks with the use of shoring, patching and dewatering methods.[1]

Today there are several types of Damage Control Wet Trainer Facilities throughout the Navy. One type is known as the *Buttercup* and is 48 feet long, 24 feet wide, with a deck height of eight feet and weighs approximately 38 tons. The pool that the trainer rests in is five feet deep on the starboard side and eight feet on the port side which causes the trainer to take a sharp list during training. The pool holds approximately 37,000 gallons of fresh water. The trainer consists of nine compartments including a fan room, Damage Control Central, Damage Control Repair Station, storerooms and a berthing compartment. The storeroom and berthing are subject to controlled flooding. The trainer provides training in basic damage control to students in various officer accession programs as well as to personnel from fleet and reserve units.[2]

Physical Description of Site and Exterior

The site is flat and the building is surrounded by asphalt paving. It is located on the northeast corner of intersection of Avenue M and 4th Street. Building 293 is nearby to the east and north. A concrete sidewalk runs north to south near the west façade. The building is a rectangular mass with its main axis running north to south. It sits on an exposed concrete foundation and rises one story to a low-sloping gabled roof whose ridgeline runs north to south. The exterior cladding is vertically ribbed galvanized sheet steel which is painted. The roof is clad in sheet metal and there are six skylights infilled with corrugated translucent fiberglass. A large pipe hangs on the outside of the south elevation. Egress points occur on the east and north, each with a concrete landing with steps down to the ground plane which has a steel tube guardrail. There is a large roll-up door on the north façade and its sill is raised above the groundplane.

Interior

[1] *Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings*, September 1, 1995, p. 2-49.
[2] http://www.dcfp.navy.mil/train/wettrain.htm

The raised concrete floor has a narrow pathway of varying widths around its perimeter. This surrounds a pool which contains a portion of a battleship hull. The hull pivots within the tank on axis points which simulate the action of an ocean-going ship. The hull has a flat deck surrounded by stanchions with chains between them. The deck is accessed by an angled ladder on the east. A small deck house sits on the south end of the deck. The area below deck is accessed by a hatch that is located off center to the east. An angled metal ladder goes below deck, where there exposed steel structure. There are two smaller rooms to the north reached by steel doors and another small room in the southwest corner contains a ladder to the upper deck. Skylights illuminate the interior during daylight hours.

At the south end of the building are locker rooms for both sexes; these spaces have a lower ceiling height than the building.

Structure

The building is all exposed steel structure which is supported by perimeter columns that taper toward their bottoms. The building consists of four bays and has no columns in the center. It was probably a prefabricated building constructed by the Butler Manufacturing Company. The steel siding is identical to other known Butler buildings in this study and Butler used angle-sided versus straight I-beams as columns.

Existing Conditions and Integrity

The building is in good condition as is the trainer mechanism. The exterior coating is worn. Fenestration on the south facade is boarded up.

***P3b. Resource Attributes:**

HP34 Military Property, HP15 Educational Building

***P4. Resources Present:** ■Building ☐Structure ■Object ☐Site ☐District ☐Element of District ☐Other

P5b. Description of Photo: Exterior of Damage Control Trainer, 341, view looking southeast near the intersection of Avenue M and 4th Street. Photo by Knapp Architects, 2009.

P5b. Description of Photo: Interior of Damage Control Trainer, 341, view looking north. Photo by Knapp Architects, 2009.

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

1951-The construction date was established by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**

U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

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

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**

February 3, 2010

***P10. Survey Type:**

Intensive

***P11. Report Citation:**

Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

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

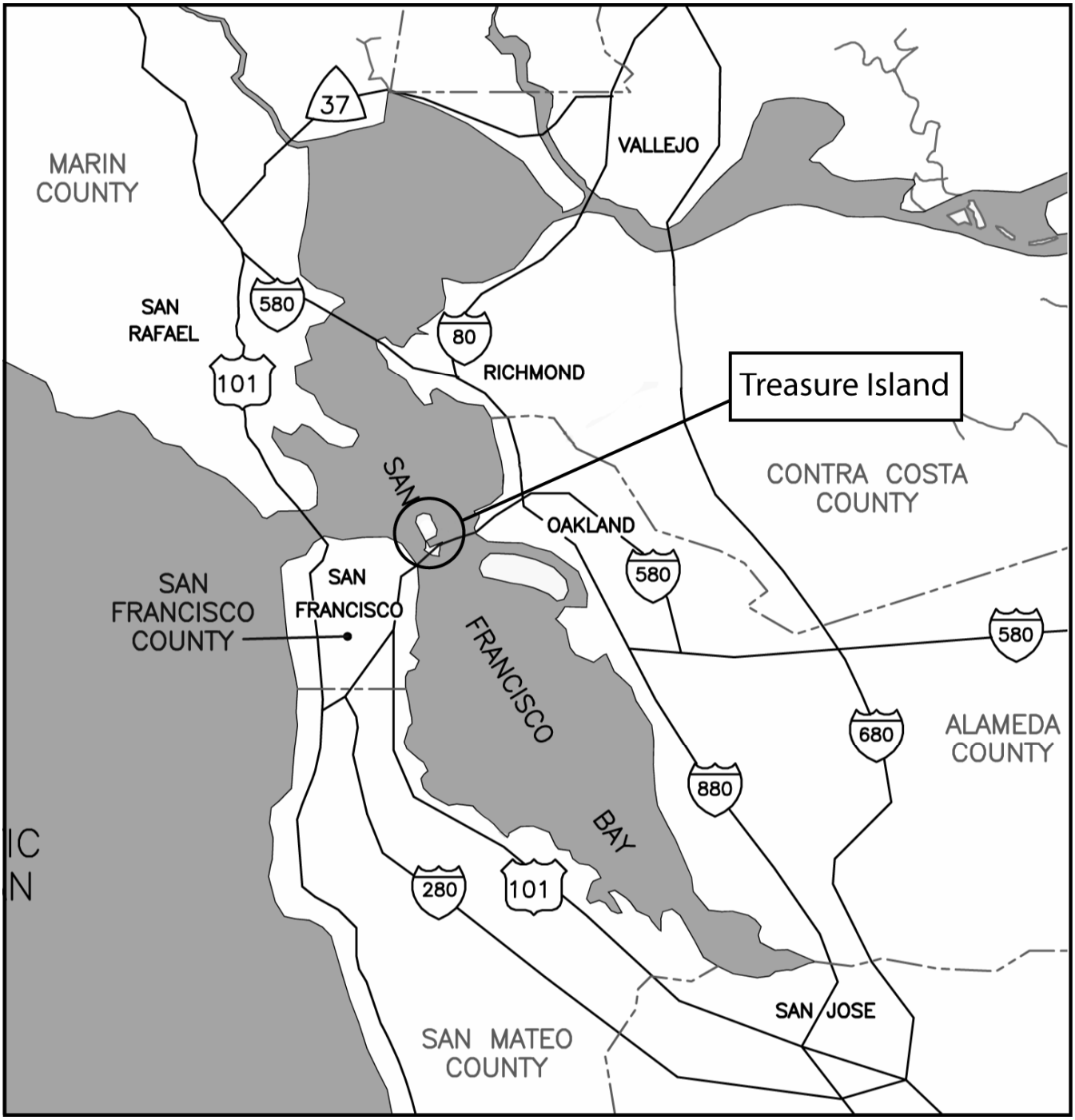
LOCATION MAP

Primary #
HRI# _
Trinomial

Page 5 of 8 *Resource Name or # (Assigned by recorder)

*Map Name: Treasure Island Location Map *Scale: NTS

*Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Damage Control Trainer (Building containing an Object)

B1. Historic Name: Same as

B2. Common Name: Building 341, and object: "*U.S.S. Buttercup*"

B3. Original Use: Naval ship training

B4. Present Use: None

*B5. Architectural Style: Mid-Century, modular warehouse

*B6. Construction History:
About 1951

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

*B8. Related Features: Damage Control Trainer object

B9a. Architect: Unknown

b. Builder: Butler Manufacturing Co. (building only, not object)

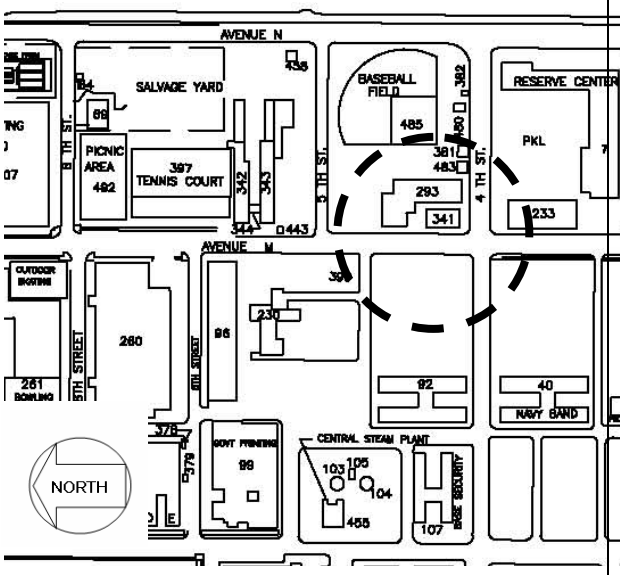
*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1951-1991 Property Type: Educational Applicable Criteria: N/A for building and (3) for object inside

The *U.S.S. Buttercup* is a rare and distinctive object, exhibiting specialized design and construction for military training, which is an important aspect of military history. Because this object is one of a handful in the United States, it is significant at the state level under CRHR, Criterion 3.

B11. Additional Resource Attributes:
HP34 Military Property, HP15 Educational Building

*B12. References:
Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings, September 1, 1995, p. 2-1 through 2-49.
http://www.dcfp.navy.mil/train/wettrain.htm

B13. Remarks:



(This space reserved for official comments.)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

 Resource Name or #* Damage Control Trainer (Building containing an Object)

***B14. Evaluator:**
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***Date of Evaluation:**
February 3, 2010

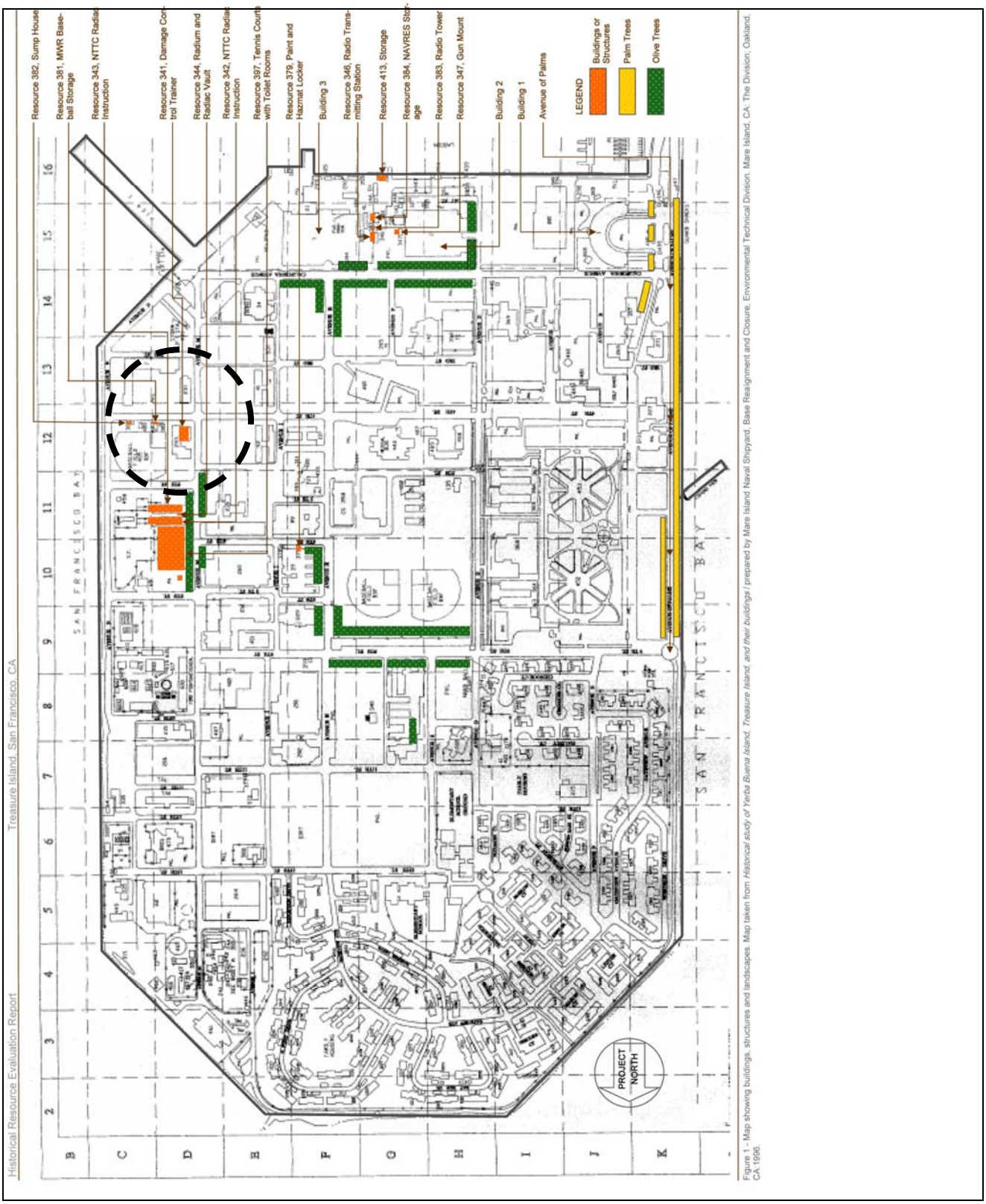


Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* / prepared by Mare Island Naval Shipyard, Base Reaignment and Closure, Environmental Technical Division. Mare Island, CA: The Division; Oakland, CA 1996.

P1. Other Identifier: Resource 342

*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: 470 Avenue M, Treasure Island City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data:

*P3a. Description:

Uses of the Building

RADIAC Instrument Maintenance, contained in Buildings 342 and 344, was taught under the auspices of the Navy's Medical Service Corps. The course taught the proper handling, maintenance and repair of RADIAC instruments. The instruments were small and portable but contained high voltage and were extremely sensitive. Each instrument was equipped with a small amount of radioactive elements which provided calibration in the field. The school was closed in 1993.[1]

"As originally configured, this building contained three laboratories of equal size.[2] The floor plan of the building as used for instrument calibration and instruction is shown on the following page. Laboratories 2 and 3 were used to conduct training exercises and instrument calibrations with sources in fixed locations. The radiation beams from the sealed sources were controlled in specific directions. Periodic leak tests of all sealed sources were required by operational procedures. The use of the building was gradually reduced, and the last use of the building was in 1972."

Physical Description of Site and Exterior

The site is flat and has Resources 397 Tennis Courts directly to the north and 344 Radium and Radiac Vault to the south. It is located mid-block of Avenue M on east side, between 5th and 8th Streets. Shrubs grow tight to the entire north elevation.

The building is a rectangular mass with its main axis running east to west. It has a low-sloping roof whose ridgeline runs east to west. There are windows on all sides and roll-up doors centered on the east and west elevations. The exterior cladding is vertically ribbed metal which is painted.

To the south there is a covered open passageway which has round steel columns holding up steel members. The roof covering is corrugated translucent fiberglass. A chain link fence with gate encloses the area between the two buildings.

Interior

The interior of this building was not accessible during the survey because it was under environmental remediation at the time.

---

[1] *Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings*, September 1, 1995, p. 2-50.
[2] *Treasure Island Naval Station Historical Radiological Assessment*, Former Naval Station Treasure Island, San Francisco, California, February 2006, Weston Solutions, Inc., p. 8-15.

Radiation Detection Indication and Computation (RADIAC) Instruction

Structure

Although the building was not accessible, it is probably a prefabricated metal building by Butler Manufacturing Company.

Manufacturer

The building was manufactured by Butler Manufacturing Company.

Existing Conditions and Integrity

The exterior is in good condition but has peeled paint in some places. Most of the fenestration is boarded up.

***P3b. Resource Attributes:**

HP34 Military Property, HP15 Educational Building

***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5b. Description of Photo: View looking east at Resource 342 with covered walkway to right. Photo by Knapp Architects, 2009.

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

1951-The construction date was established by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**

U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

***P8. Recorded by:**

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**

February 3, 2010

*P10. Survey Type:
Intensive

*P11. Report Citation:
Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

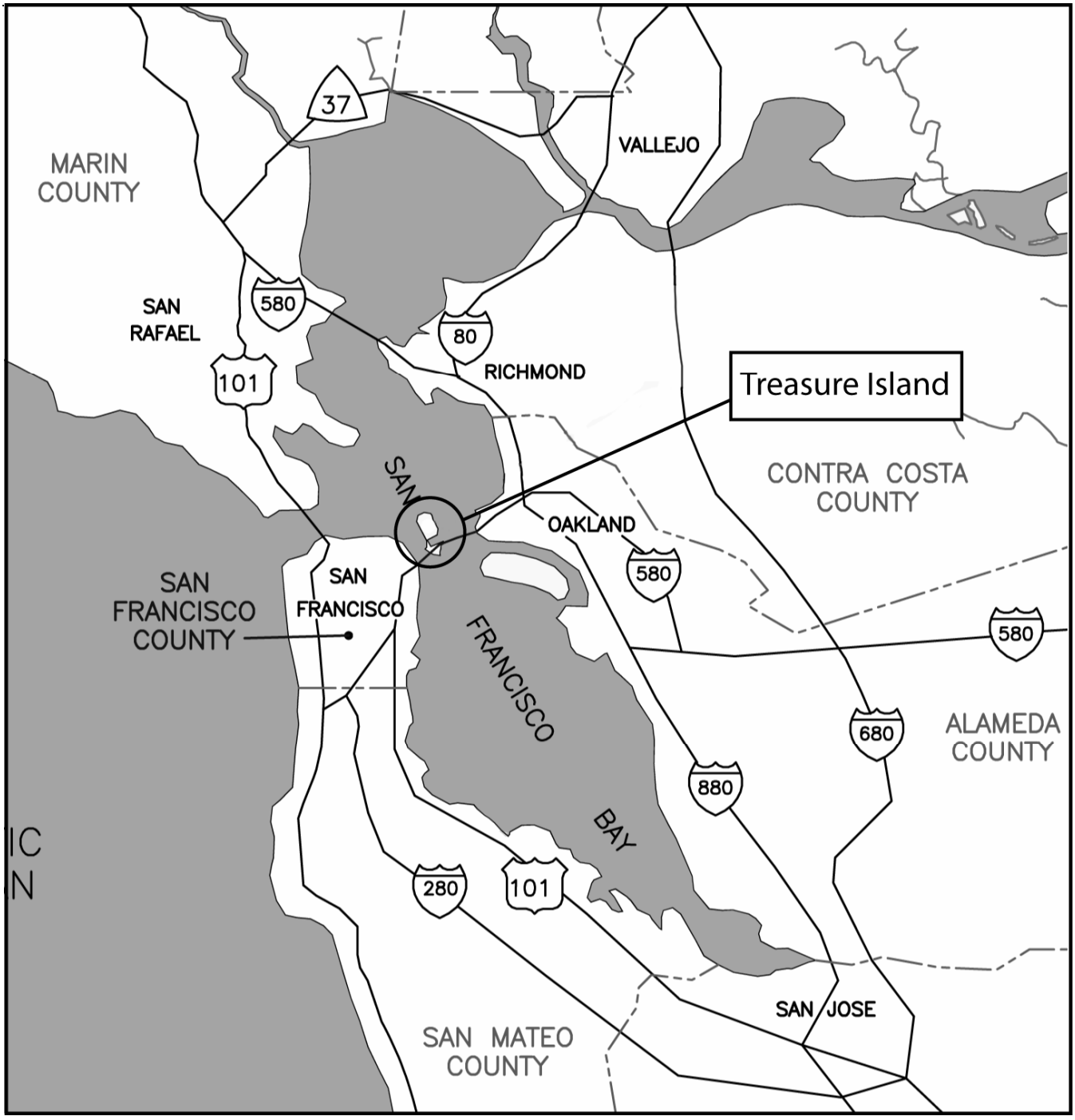
DPR 523A (1/95) *Required information

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

LOCATION MAP

Primary #
HRI# _
Trinomial

 *Resource Name or # Naval Technical Training Center (NTTC) Radiation Detection Indication and Computation (RADIAC) Instruction *Map Name: Treasure Island Location Map *Scale: NTS *Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

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

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Naval Technical Training Center (NTTC) RADIAC Instruction

B1. Historic Name: Same as

B2. Common Name: Building 342

B3. Original Use: Education

B4. Present Use: None

*B5. Architectural Style: Mid-Century, modular building

*B6. Construction History:
About 1951

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

*B8. Related Features: Building 343-Naval Technical Training Center (NTTC) RADIAC Instruction and Building 344-Radium and RADIAC Vault

B9a. Architect: Unknown

b. Builder: Butler Manufacturing Co.

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1951-1991 Property Type: Educational Applicable Criteria: N/A

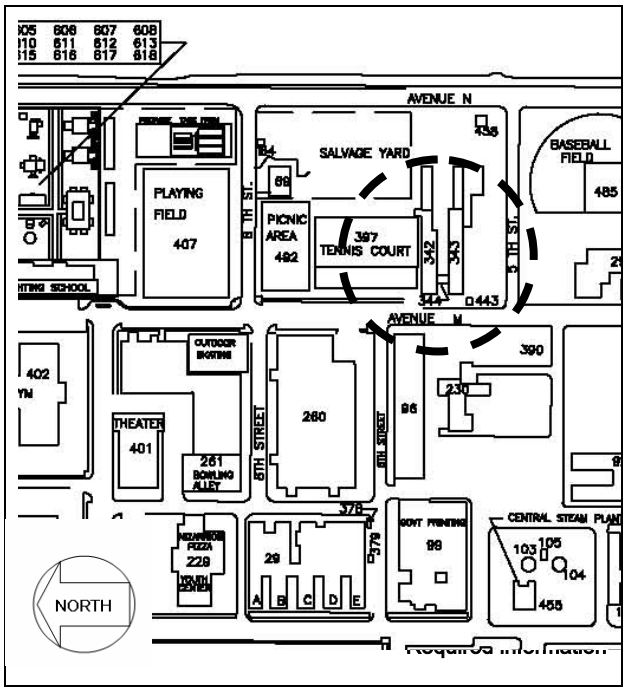
B11. Additional Resource Attributes:
HP34 Military Property, HP15 Educational Building

*B12. References:
Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings, September 1, 1995, p. 2-50.
Treasure Island Naval Station Historical Radiological Assessment, Former Naval Station Treasure Island, San Francisco, California, February 2006, Weston Solutions, Inc., p. 8-15.

B13. Remarks:

*B14. Evaluator:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:
February 3, 2010



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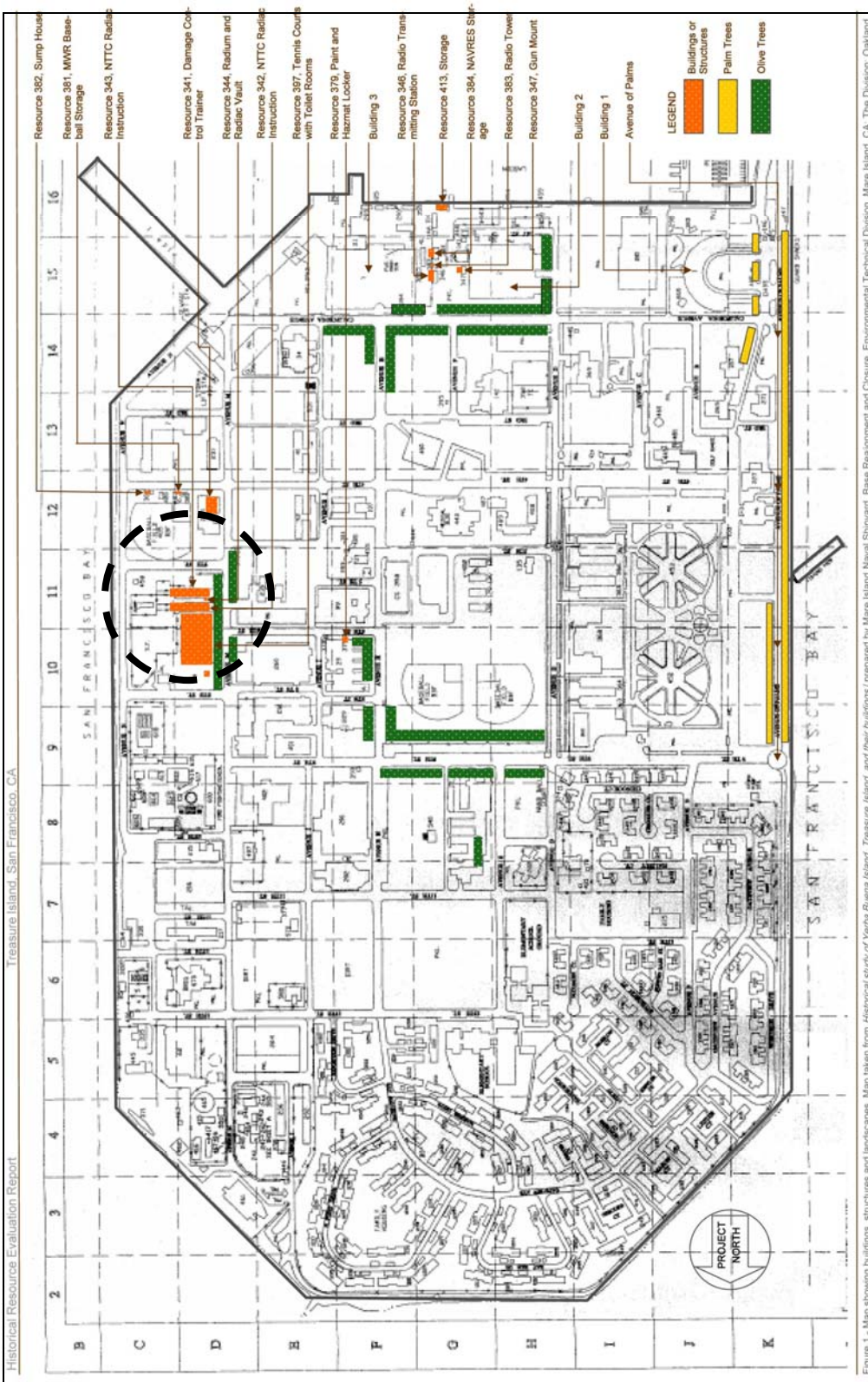


Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* / prepared by Mare Island Naval Shipyard, Base Reaignment and Closure, Environmental Technical Division. Mare Island, CA: The Division; Oakland, CA 1996.

*Resource Name or #: Naval Technical Training Center (NTTC) Radiation Detection Indication and Computation (RADIAC) Instruction

P1. Other Identifier: Resource 343

*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: 450 Avenue M, Treasure Island City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data:

*P3a. Description:

Uses of the Building

"During peak use of this building, it contained a radiological detection instrument issue and storage room, instrument repair shop, three classrooms, staff offices and lounges, washrooms, and the UDM-1A (gamma calibrator using a large Cs-137 source) laboratory."[1] The seemingly oddly placed vertical concrete slabs on the east and north may be radiation screens.

Physical Description of Site and Exterior

The site is flat and has a variety of trees located to the southwest of the parcel. It is located on the northeast corner of intersection of Avenue M and 5th Street. To the north is concrete paving. The building is an elongated rectangular mass one story in height. The symmetrically gabled roof's ridgeline runs east to west. There is equally spaced fenestration on the south and north elevations, which have metal expanded metal mesh screen coverings. The building's facing is painted vertically ribbed galvanized sheet steel and the roof material is the same. To the north there is a covered open breezeway which has round steel columns holding up steel members. The roof covering is corrugated fiberglass Just off the west face of the building there is a freestanding concrete slab wall which starts at about one-third the width of the building from the north and extends beyond the southwest corner of the building. Another similar structure is located on the north face of the building but is shorter in length. These seemingly oddly placed elements may be radiation shields.

Interior

The interior of this building was not accessible during the survey because it was under environmental remediation at the time.

Structure

Although the building was not accessible, it is probably a prefabricated metal building by Butler Manufacturing Company.

Manufacturer

The building was manufactured by Butler Manufacturing Company.

*P3b. Resource Attributes:

HP34 Military Property, HP15 Educational Building

[1] *Treasure Island Naval Station Historical Radiological Assessment*, Former Naval Station Treasure Island, San Francisco, California, February 2006, Weston Solutions, Inc., p. 8-5.

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

P5b. View looking north at intersection of Avenue M and 5th Street at Resource 343. Photo by Knapp Architects, 2009.

*P6. Date Constructed/Age and Sources: ■Historic ☐Prehistoric ☐Both
1951-The construction date was established by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

*P7. Owner and Address:
U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

*P8. Recorded by: (Name, affiliation, and address)
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*P9. Date Recorded:
February 3, 2010

*P10. Survey Type:
Intensive

*P11. Report Citation:
Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

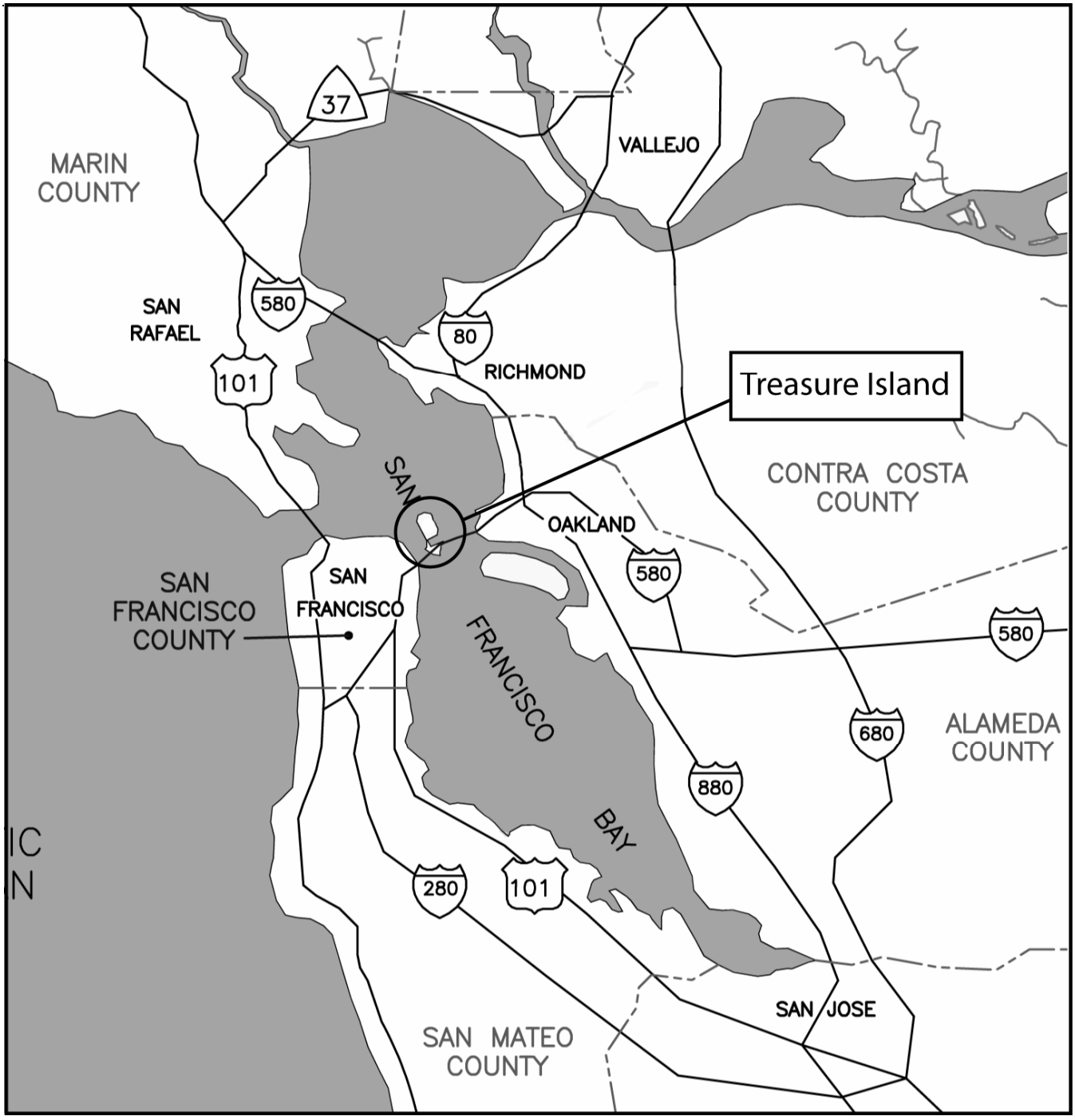
*Attachments: ☐NONE ■Location Map ☐Sketch Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

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

LOCATION MAP

Primary #
HRI# _
Trinomial

Page 3 of 5 *Resource Name or # Naval Technical Training Center (NTTC) Radiation Detection Indication and Computation (RADIAC) Instruction *Map Name: Treasure Island Location Map *Scale: NTS *Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Naval Technical Training Center (NTTC) RADIAC Instruction

B1. Historic Name: Same as

B2. Common Name: Building 343

B3. Original Use: Education

B4. Present Use: None

*B5. Architectural Style: Mid-Century, modular building

*B6. Construction History:
About 1951

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

*B8. Related Features: Building 342- Naval Technical Training Center (NTTC) Radiac Instruction and Building 344-Radium and RADIAC Vault

B9a. Architect: Unknown

b. Builder: Butler Manufacturing Co.

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1951-1991 Property Type: Educational Applicable Criteria: N/A

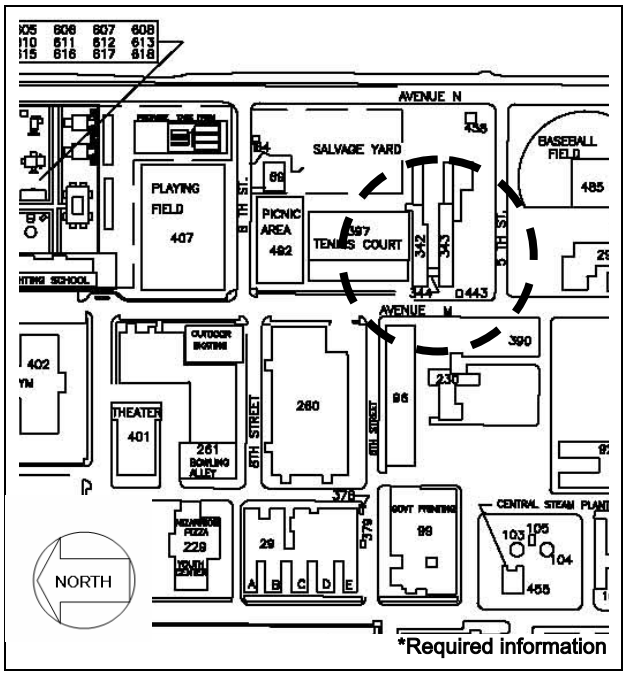
B11. Additional Resource Attributes:
HP34 Military Property, HP15 Educational Building

*B12. References:
Treasure Island Naval Station Historical Radiological Assessment, Former Naval Station Treasure Island, San Francisco, California, February 2006, Weston Solutions, Inc., p. 8-5.

B13. Remarks:

*B14. Evaluator:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:
February 3, 2010



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*Required information

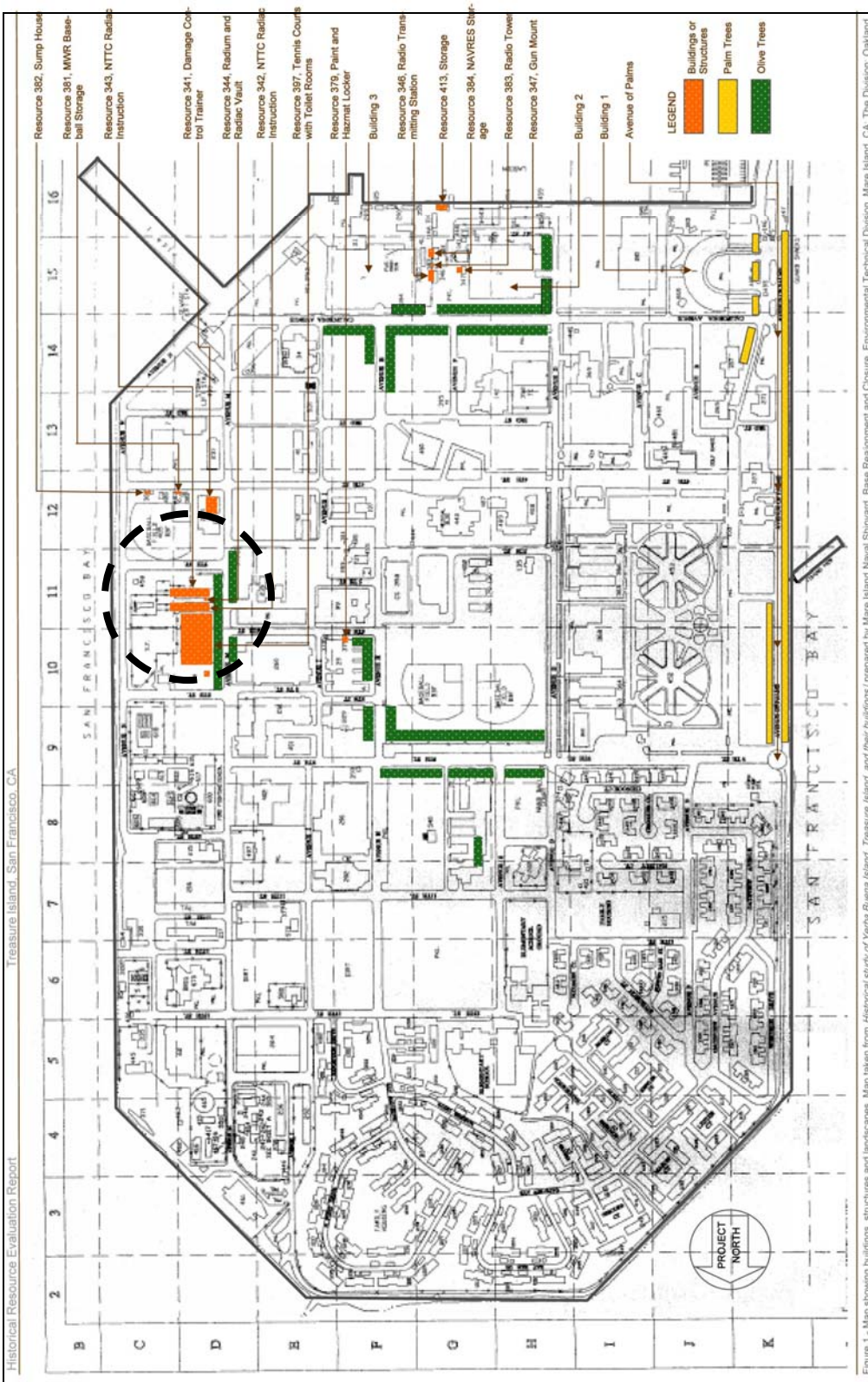


Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* / prepared by Mare Island Naval Shipyard, Base Reaignment and Closure, Environmental Technical Division. Mare Island, CA: The Division; Oakland, CA 1996.

P1. Other Identifier: Resource 344

*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: Between 450 and 470 Avenue M, Treasure Island
City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data:

*P3a. Description:

Date of Construction
This concrete vault was built in 1951 in conjunction with Buildings 343 and 343.

Uses of the Building
This building was used as "Storage (for the radioactive material and a) location for all portable sources, such as survey meters, dosimeter chargers, dosimeter readers and pocket dosimeters, maintained by RADIAC facility when the sources were not in use."[1]

Physical Description of Site and Exterior
The site is flat and the groundplane is covered in concrete paving. Buildings 342 and 343 are close by to the north and south. It is located mid block of Avenue M on the east side.

The one story mass is rectangular and is semi-subterranean. A low concrete retaining wall projects from the west façade and wraps around a stair which descends to the front door. The building is cast in place concrete. The roof has a very low symmetrical gable which is sloped to the east and west. The open but covered breezeway from Building 343 continues over the stairway.

Interior
The interior of this building was not accessible during the survey because it was under environmental remediation at the time.

Structure
"The walls and ceiling are 14-inch thick reinforced concrete to provide radiation shielding for the sources stored within. The floor is set approximately five feet below grade. There is a one-half inch thick steel door."[2]

Existing Conditions and Integrity
There is build-up of organic materials on the roof which can lead to a degrading of the roofing membrane. Also there is biological growth on some of the exterior walls.

*P3b. Resource Attributes: (List attributes and codes)

[1] *Treasure Island Naval Station Historical Radiological Assessment*, Former Naval Station Treasure Island, San Francisco, California, February 2006, Weston Solutions, Inc., p. 8-9.
[2] *Treasure Island Naval Station Historical Radiological Assessment*, Former Naval Station Treasure Island, San Francisco, California, February 2006, Weston Solutions, Inc., p. 8-8.

Resource Name or #: Radium And Radiation Detection Indication And Computation (RADIAC)
HP34 Military Porperty, HP39 Other--storgae vault

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

P5b. Radium and RADIAC Vault, 344, view looking northeast. Photo by Knapp Architects, 2009.

***P6. Date Constructed/Age and Sources:** ■Historic ☐Prehistoric ☐Both
1951-The construction date was established only by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**
U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

***P8. Recorded by:**
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**
February 3, 2010

***P10. Survey Type:**
Intensive

***P11. Report Citation:**
Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. San Francisco: Knapp Architects, 2010)

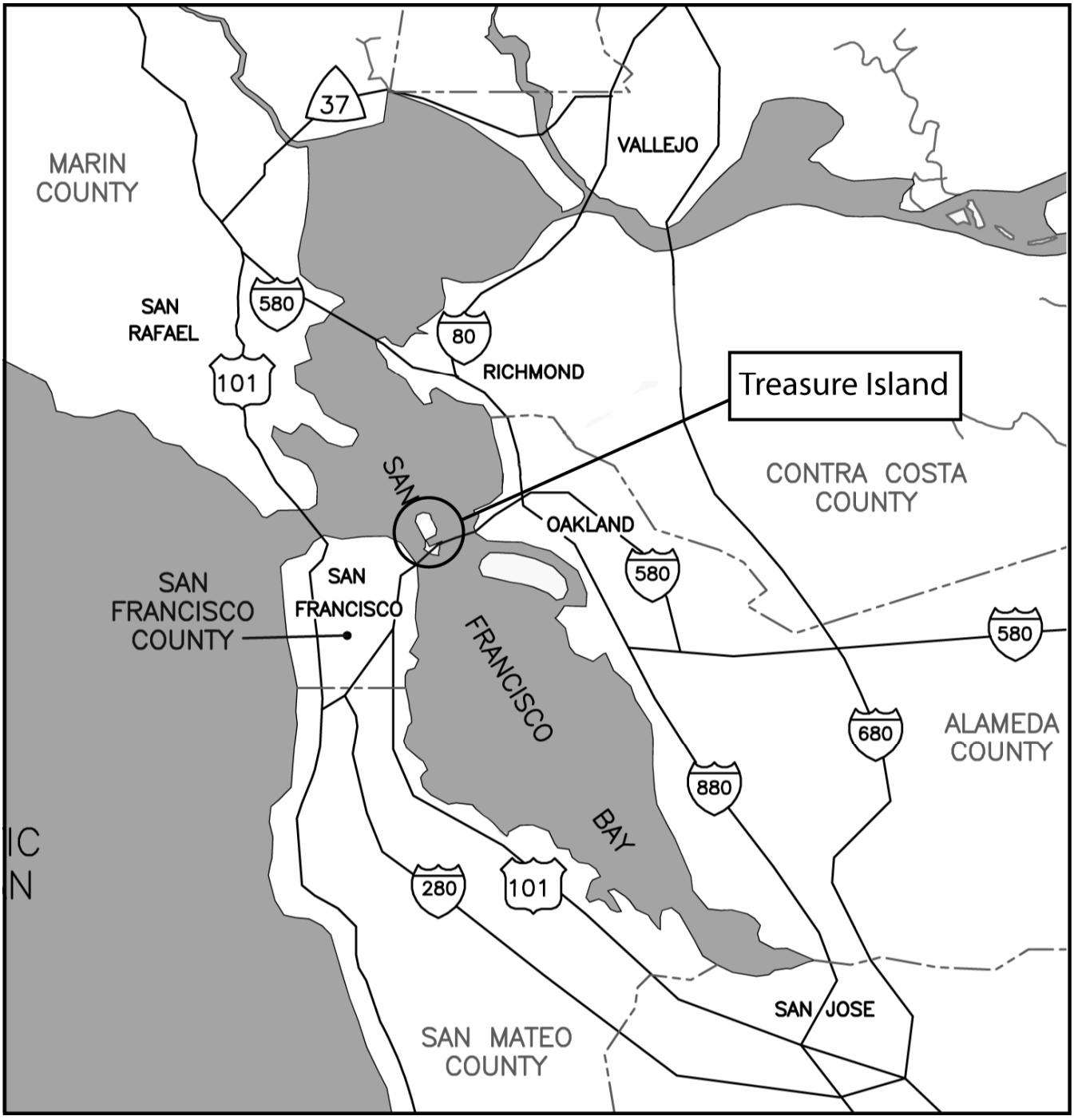
***Attachments:** ☐NONE ■Location Map ☐Sketch Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

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

LOCATION MAP

Primary #
HRI# _
Trinomial

Page 3 of 5 *Resource Name or # Radium And Radiation Detection Indication And Computation (RADIAC) Vault *Map Name: Treasure Island Location Map
*Scale: NTS *Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

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

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Radium and RADIAC Vault

B1. Historic Name: Same as

B2. Common Name: Building 344

B3. Original Use: Storage of radioactive materials

B4. Present Use: None

*B5. Architectural Style: Mid-Century, concrete vault

*B6. Construction History:
About 1951

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

*B8. Related Features: Buildings 342 and 343-both Naval Technical Training Center (NTTC) Radiac Instruction

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1951-1991 Property Type: Storage Applicable Criteria: N/A

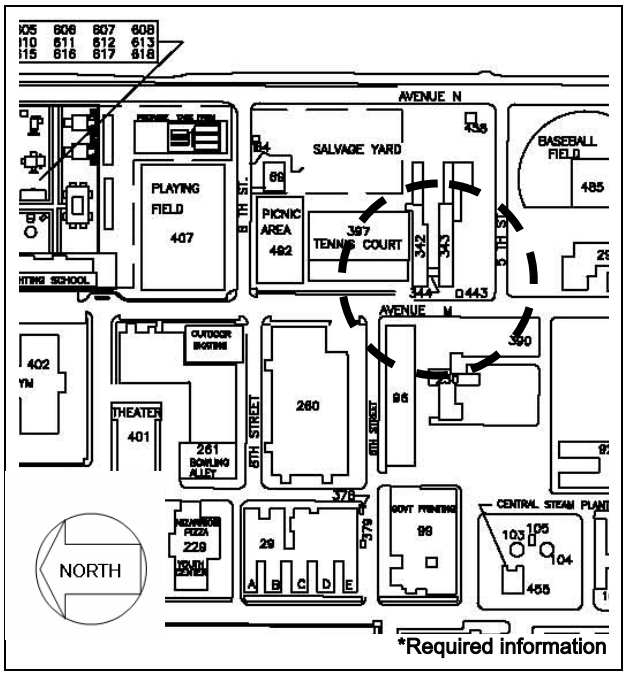
B11. Additional Resource Attributes:
HP34 Military Porperty, HP39 Other--storage vault

*B12. References:
Treasure Island Naval Station Historical Radiological Assessment, Former Naval Station Treasure Island, San Francisco, California, February 2006, Weston Solutions, Inc., p. 8-9.
Ibid, p. 8-8.

B13. Remarks:

*B14. Evaluator:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:
February 3, 2010



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*Required information

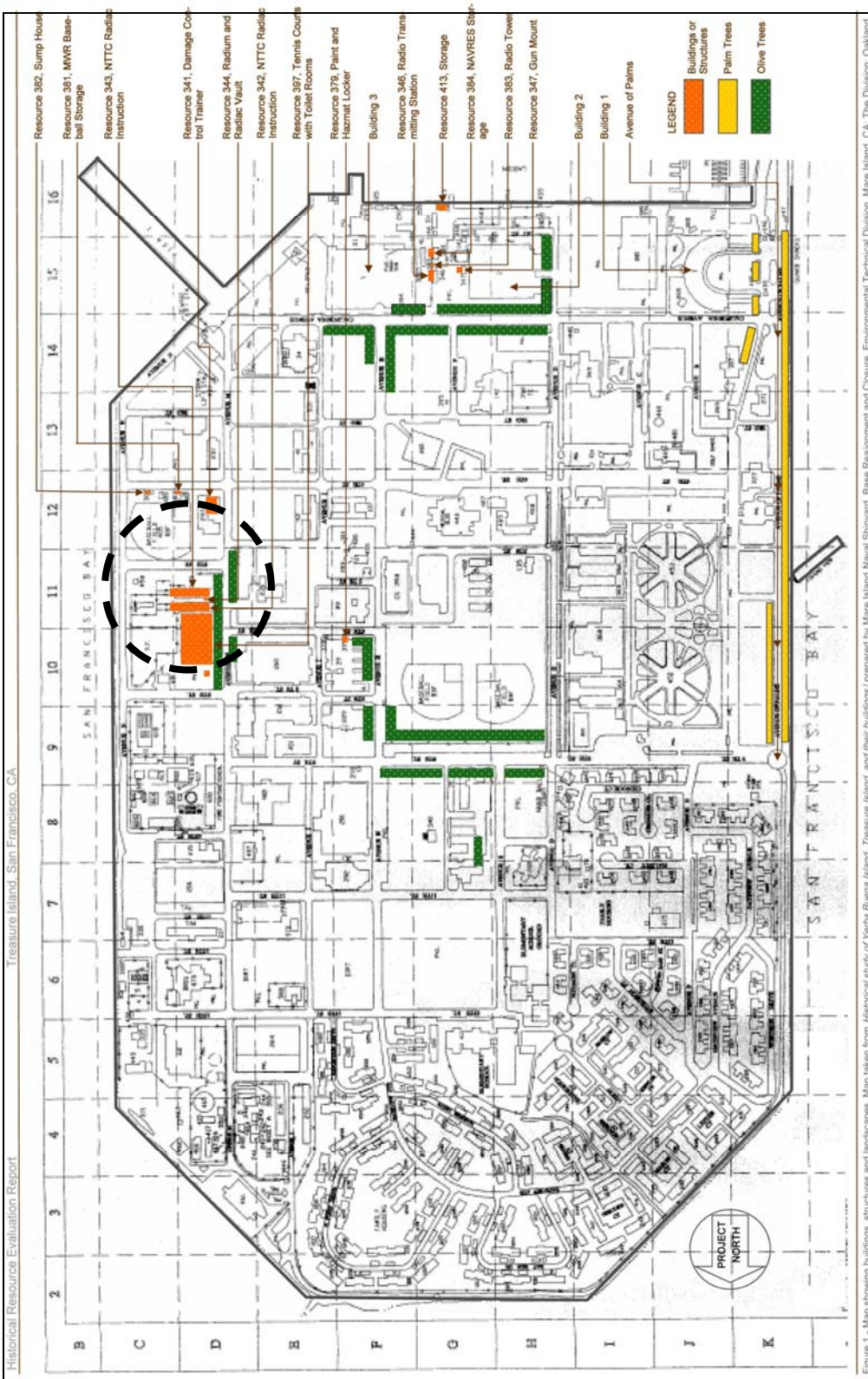


Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* prepared by Mare Island Naval Shipyard, Base Reaignment and Closure, Environmental Technical Division. Mare Island, CA. The Division; Oakland, CA 1996.

*Resource Name or #: Radio Transmitting Station

P1. Other Identifier: Resource 346

*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: 500 California Avenue, Treasure Island City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data:

*P3a. Description:

Uses of the Building
The building housed radio equipment for transmission of radio signals.

Physical Description of Site and Exterior
The building is located on a flat site which is entirely surrounded by concrete paving. It is located south of California Avenue, between Avenues E and F and just west of Building 3.

Resource 383, Radio Tower is sited just to its south and remnants of a chain link fence runs north to south nearby on the east. Its mass is rectangular with its axis running north to south. Its form is a Quonset Hut that is a semicircular section, which has been raised up on a vertical foundation.

The materials are poured in place concrete for the foundation, and corrugated galvanized sheet steel over steel ribs for the Quonset Hut. There are windows on all sides and there are flush panel doors. All the exterior surfaces are painted.

Interior
The interior of this building was not accessible at the time of the survey.

*P3b. Resource Attributes:
HP34 Military Property, HP39 Other—Quonsut Hut

*P4. Resources Present: ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5b. Description of Photo: Radio Transmitting Station, 346, view looking southeast with associated antenna in the background. Photo by Knapp Architects, 2009.

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

1950 or earlier-The construction date was established only by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**

U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

***P8. Recorded by:**

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**

February 3, 2010

***P10. Survey Type:**

Intensive

***P11. Report Citation:**

Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

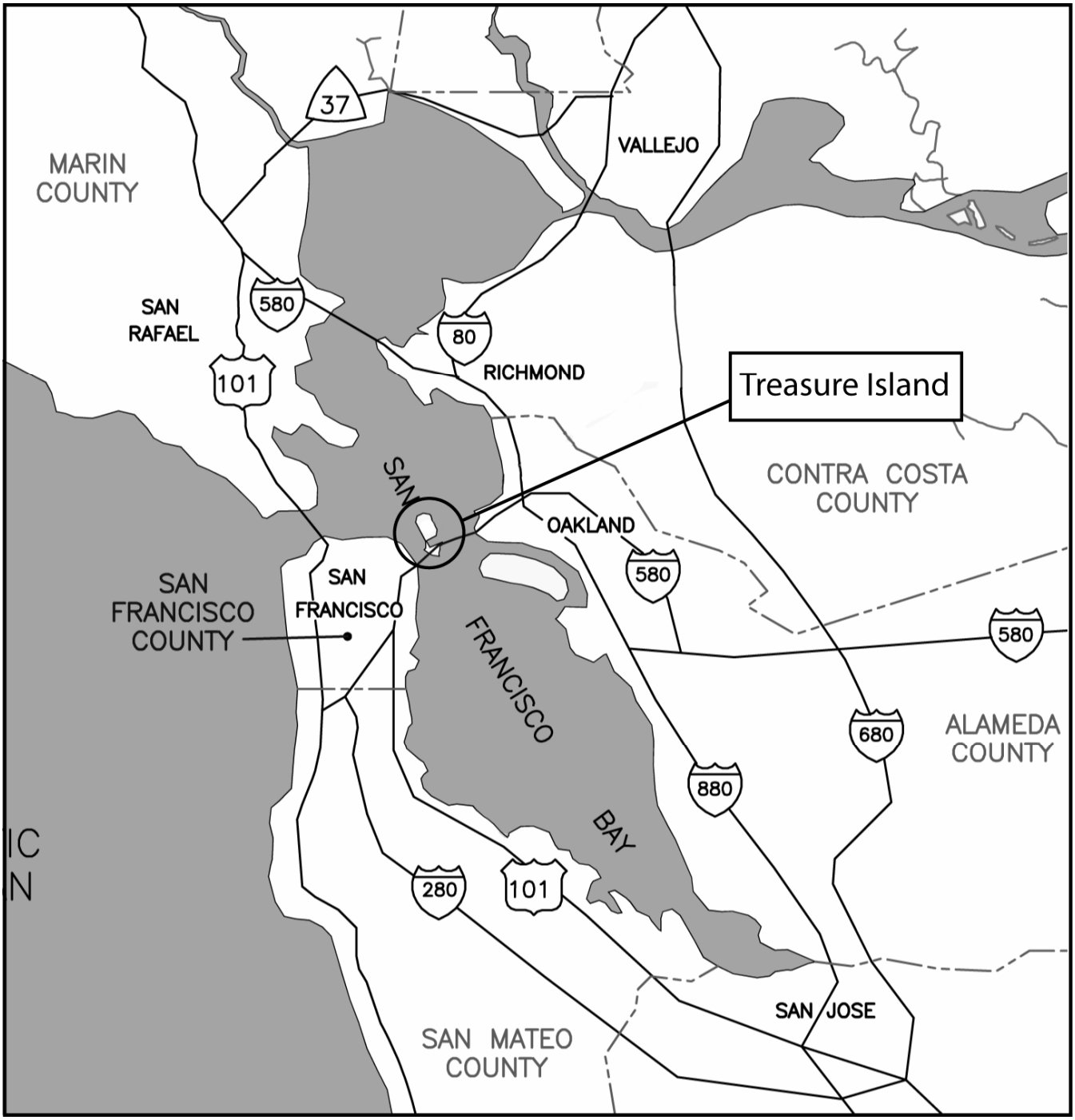
***Attachments:** ☐NONE ■Location Map ☐Sketch Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

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

LOCATION MAP

Primary #
HRI# _
Trinomial

Page 3 of 5 *Resource Name or # Radio Transmitting Station)
*Map Name: Treasure Island Location Map *Scale: NTS
*Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Radio Transmitting Station

B1. Historic Name: Same as

B2. Common Name: Building 346

B3. Original Use: Radio transmission

B4. Present Use: None

*B5. Architectural Style: Quonset Hut

*B6. Construction History: (Construction date, alterations, and date of alterations)
1950

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

*B8. Related Features: Building 383-Radio Tower

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1950-1991 Property Type: Infrastructure Applicable Criteria: N/A

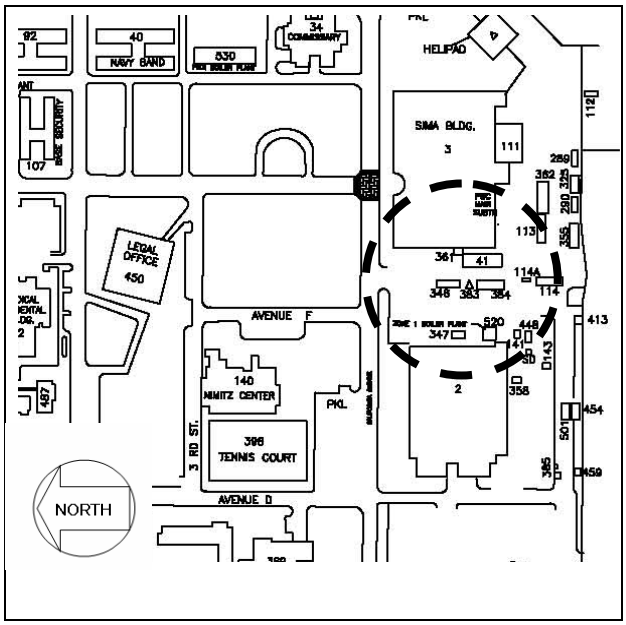
B11. Additional Resource Attributes:
HP34 Military Property, HP39 Other—Quonsut Hut

*B12. References:
Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps, 1940- 1946. Vol.1. Washington: Government Printing Office, 1947.

B13. Remarks:

*B14. Evaluator:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:
February 3, 2010



(This space reserved for official comments.)

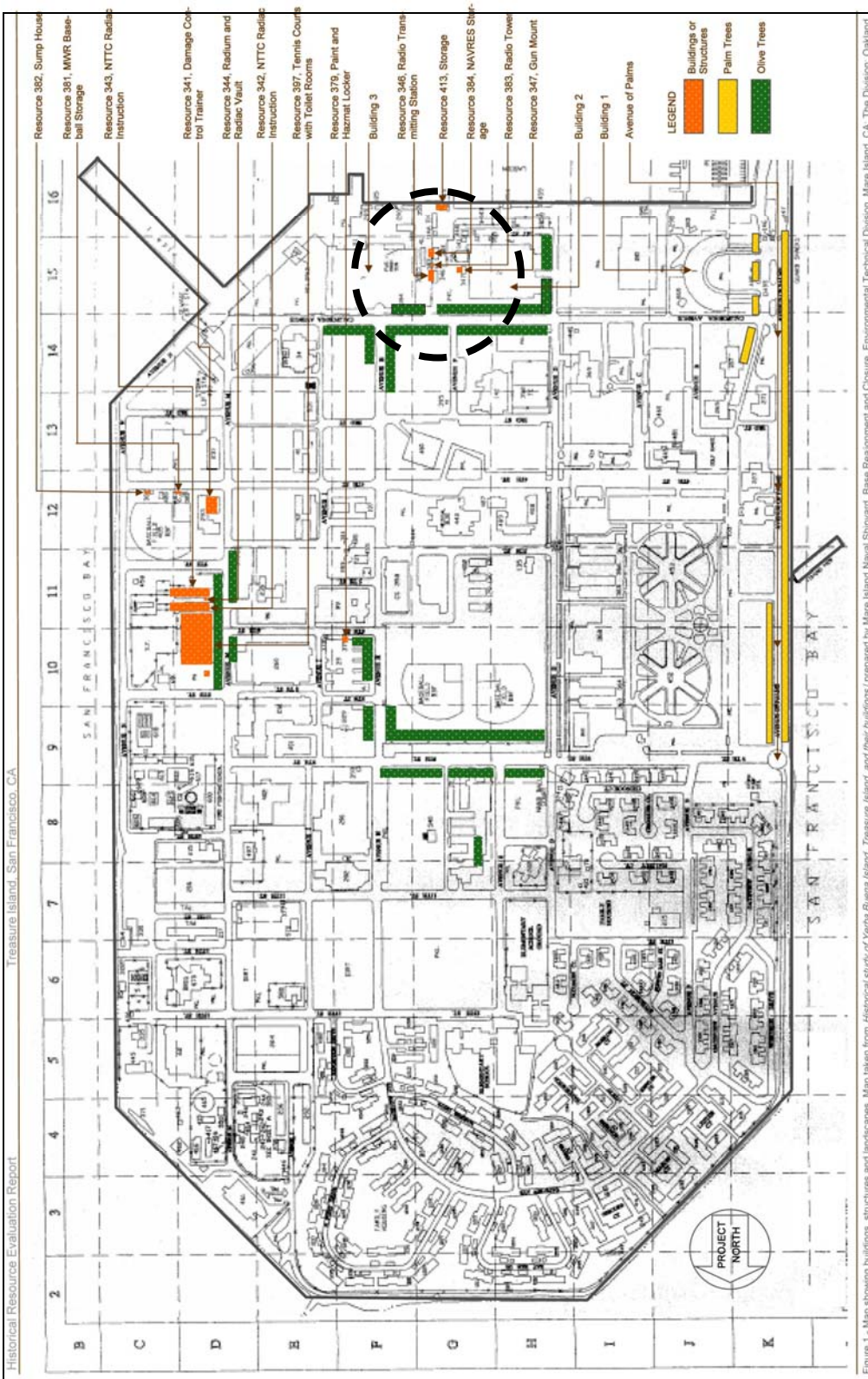


Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* prepared by Mare Island Naval Shipyard, Base Realignment and Closure, Environmental Technical Division, Mare Island, CA. The Division, Oakland, CA 1996.

*Resource Name or #: Gun Mount

P1. Other Identifier: Resource 347

*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: just east of Building 2, Treasure Island City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data:

*P3a. Description:

Uses of the Structure

This was a training gun which was representative of those used onboard war ships at sea during WWII and onward.

Physical Description of Site and Exterior

The site is flat and paved in concrete. This resource is located between Avenues E and F and just east of Building 2.

The deck gun is raised up on a rectangular concrete base which simulates an upper handling room that would normally sit above a ship's deck and be made of steel. The interior of the base is reached by a concrete stairway which has three risers. On the landing there is a simple metal pipe railing. This leads to a metal hatch which is an elongated rectangular shape with rounded corners. Remnants of steel C-channels occur on three sides near the top of the structure. Their ends, which originally protruded, have been cut off. The fourth side, or west side, is missing but a rust stain remains. A large conduit enters the base on the south side.

On top sits a heavy metal gun house which is on a rotating base housing that contains a single gun barrel. The gun is a five inch/38 caliber which was a common gun used on U.S. Navy ships during World War II.[1]

Interior

The lower portion of the gun mount is raised above grade. The interior is poured in place concrete and the floor consists of natural wood planks. In the center of the low ceiling room are a series of vertical tubes and pipes which are the shell hoisting mechanism which goes up into the gun above.

Structure

The base of the structure is poured in place concrete and the upper portion is steel.

*P3b. Resource Attributes:

HP34 Military Property, HP11 Engineering Structure--gun

*P4. Resources Present: ☐Building ■Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

[1] Personal communication between Christopher Pollock and Jim Sullivan, CIV OASN (I&E) BRAC PMO West, on September 15, 2009.

P5b. Description of Photo: Gun looking northwest with Building 2 in the background. Photo by Knapp Architects, 2009.

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

1951 or earlier-The construction date was established only by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**

U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

***P8. Recorded by:**

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**

February 3, 2010

***P10. Survey Type:**

Intensive

***P11. Report Citation:**

Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

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

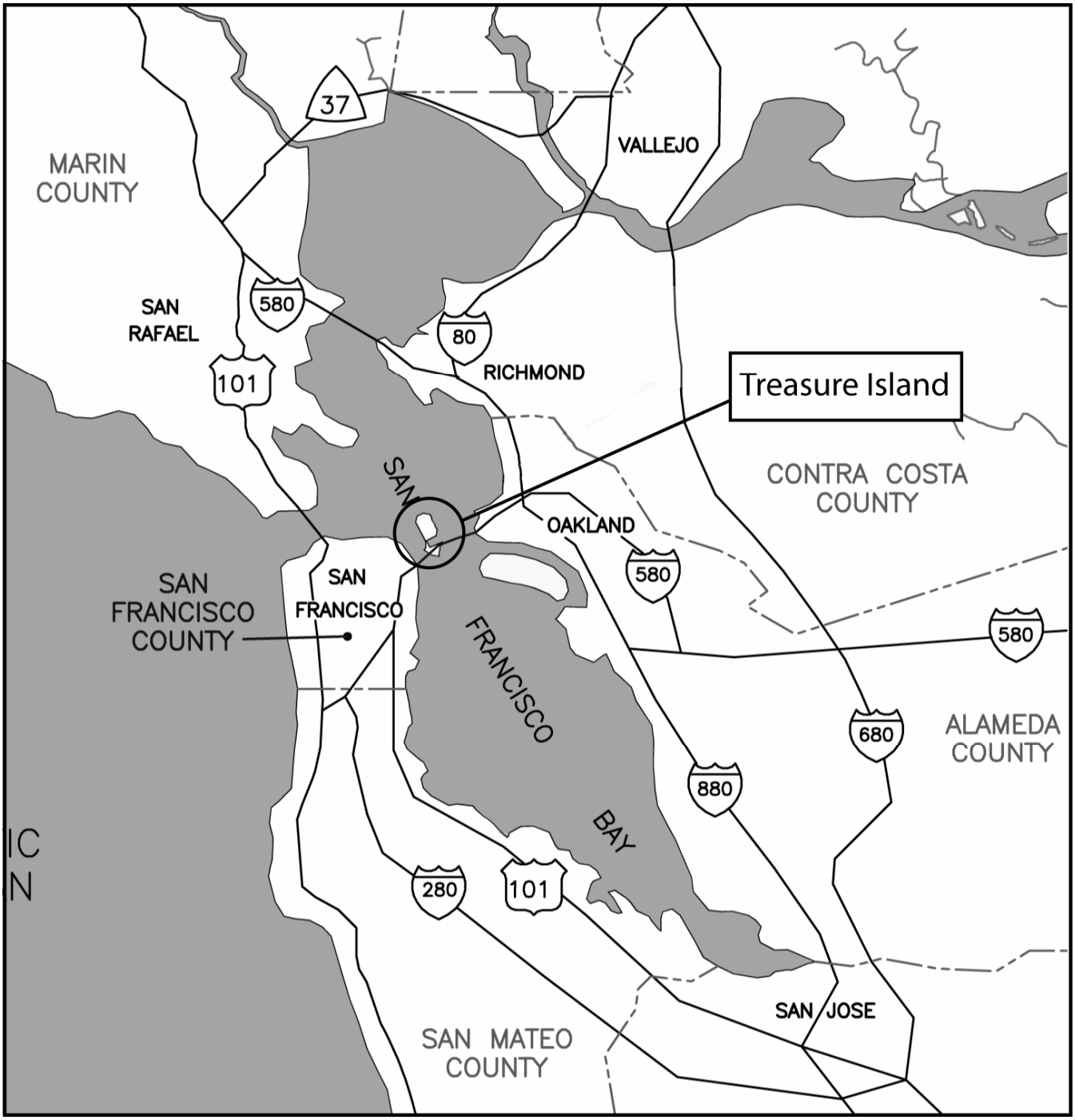
LOCATION MAP

Primary #
HRI# _
Trinomial

Page 3 of 3 *Resource Name or # Gun Mount

*Map Name: Treasure Island Location Map *Scale: NTS

*Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

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

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Gun Mount

B1. Historic Name: Same as

B2. Common Name: Building 347

B3. Original Use: Training weapon

B4. Present Use: Unused

*B5. Architectural Style: Weapon

*B6. Construction History:
About 1951 or earlier

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

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1951-1991 Property Type: Weapon Applicable Criteria: N/A

B11. Additional Resource Attributes:
HP34 Military Property, HP11 Engineering Structure--gun

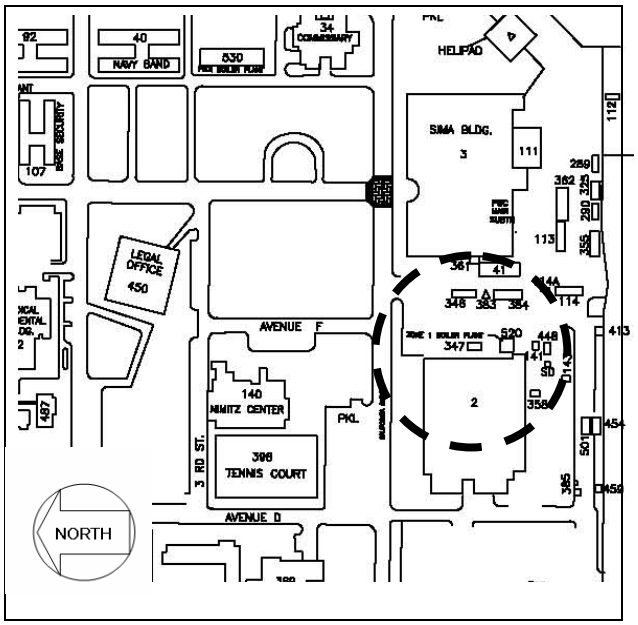
*B12. References:
Personal communication between Marianne Thompson, Treasure Island Development Authority (TIDA) and Christopher Pollock, September 10, 2009.

Personal communication between Christopher Pollock and Jim Sullivan, CIV OASN (I&E) BRAC PMO West, on September 15, 2009.

B13. Remarks:

*B14. Evaluator:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:
February 3, 2010



(This space reserved for official comments.)

*Required information

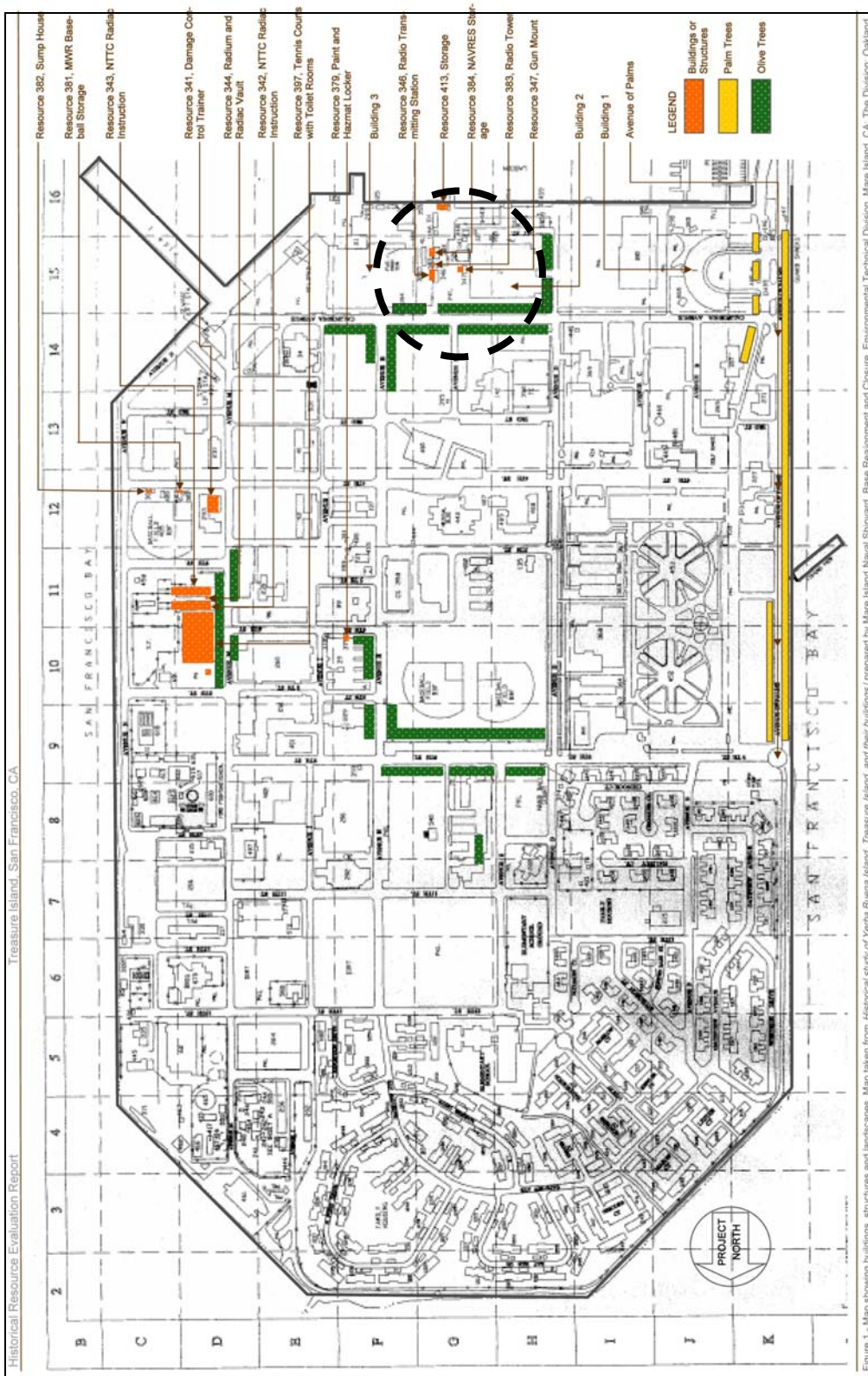


Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* prepared by Mare Island Naval Shipyard, Base Realignment and Closure, Environmental Technical Division, Mare Island, CA. The Division, Oakland, CA 1996.

*Resource Name or #: Paint And Hazmat Locker

P1. Other Identifier: Resource 379

*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: On 6th Street, just south of Building 29, Treasure Island City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data::

*P3a. Description:

Uses of the Building
The building was used for the storage of paint and other potentially hazardous flammable materials.

Physical Description of Site and Exterior
The site is flat and the ground plane is covered in asphalt. Immediately to the north is Building 29E also known as 550 Avenue H. It is located in the mid-block between Avenues H and I, on the north side of 8th Street. The small one story building is a square mass with a symmetrically peaked roof with its ridgeline running east to west. The building sits on an on-grade concrete slab and is of metal construction. It is very similar in construction and details but is smaller in its footprint and height than Building 381, MWR Baseball Storage. An oval embossed sheet metal plaque is mounted on each gable's apex and says "Butler Manufacturing Company, Kansas City, MO." The exterior and roof are covered in painted galvanized sheet steel which is ribbed. A round air vent is centered on the ridge. The vertical facing material stops just above the eave line and becomes flat metal in the pediment. The roof has a slight downward curve as it reaches the eaves. There is a boarded up window on the west and a two panel metal door on the east. There are vents low to the ground on the north and south sides.

Interior
The interior of this building was not accessible at the time of the survey.

Structure
The building is a prefabricated metal building.

Manufacturer
The building was manufactured by Butler Manufacturing Company.

*P3b. Resource Attributes:
HP34 Military Property, HP39 Other--shed

*P4. Resources Present: ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5b. Description of Photo: View looking southeast at Resource 379. Photo by Knapp Architects, 2009.

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

1956-The construction date was established only by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**

U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

***P8. Recorded by:**

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**

February 3, 2010

***P10. Survey Type:**

Intensive

***P11. Report Citation:**

Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

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

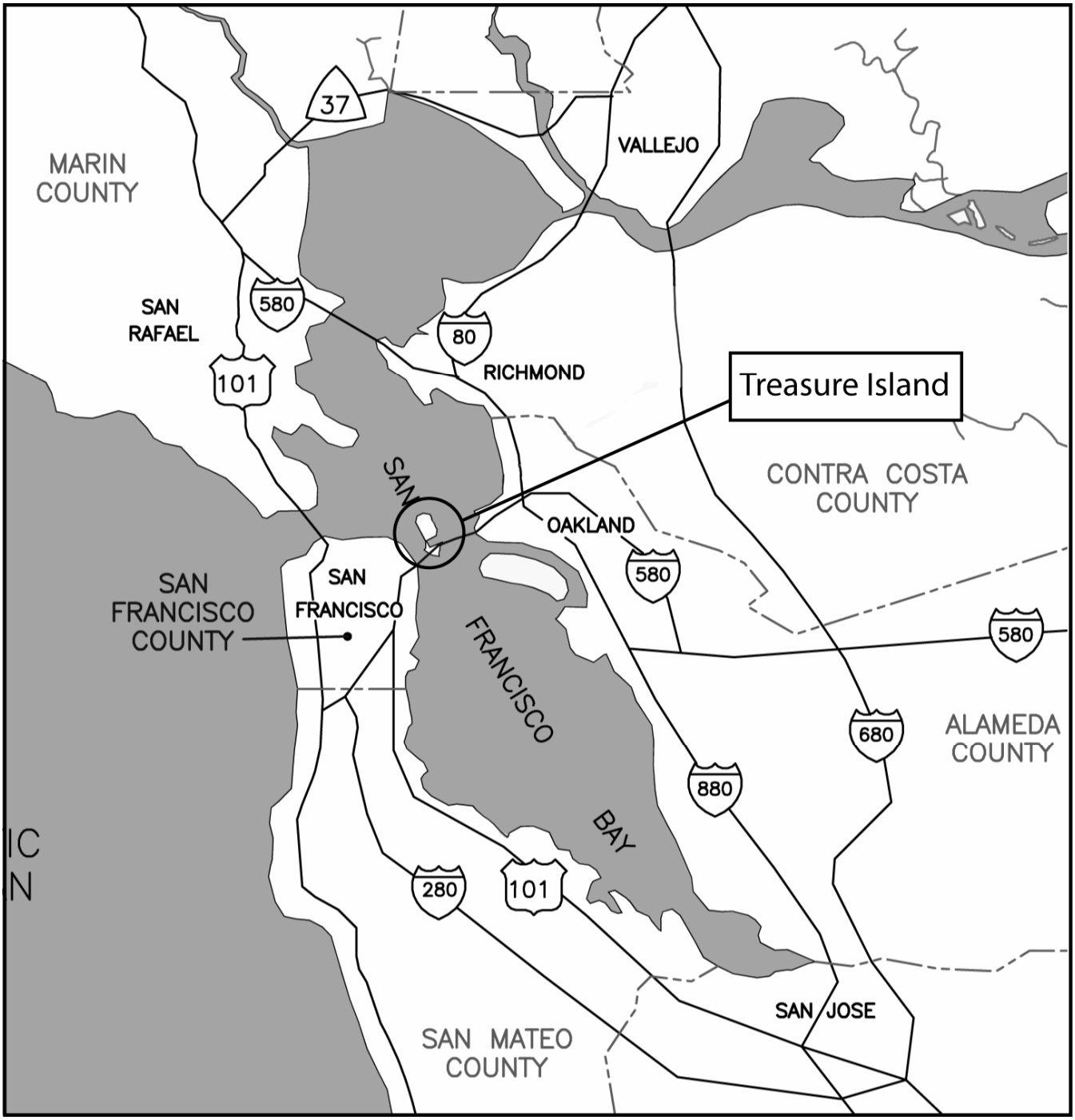
LOCATION MAP

Primary #
HRI# _
Trinomial

Page 3 of 5 *Resource Name or # Paint And Hazmat Locker

*Map Name: Treasure Island Location Map *Scale: NTS

*Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Paint and Hazmat Locker

B1. Historic Name: Same as

B2. Common Name: Building 379

B3. Original Use: Storage

B4. Present Use: Unknown

*B5. Architectural Style: Mid-Century, modular building

*B6. Construction History:
About 1956

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

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Butler Manufacturing Co.

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1956-1991 Property Type: Storage Applicable Criteria: N/A

B11. Additional Resource Attributes:
HP34 Military Property, HP39 Other--storage

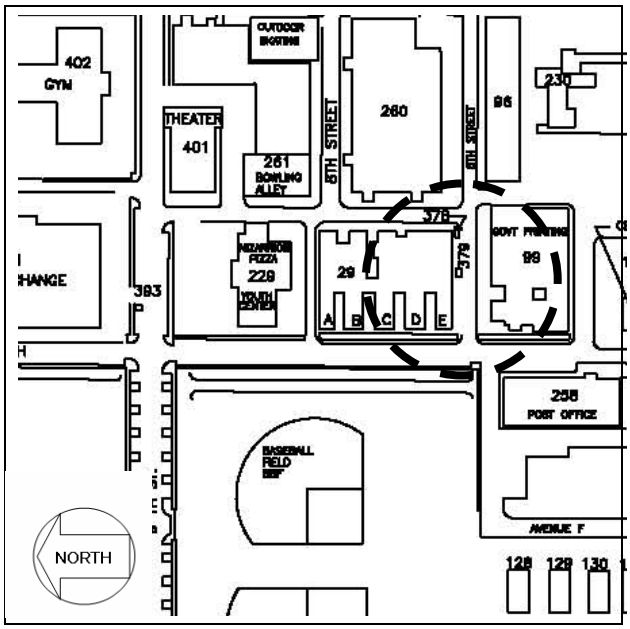
*B12. References:

B13. Remarks:

*B14. Evaluator:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:
February 3, 2010

(This space reserved for official comments.)



*Required information

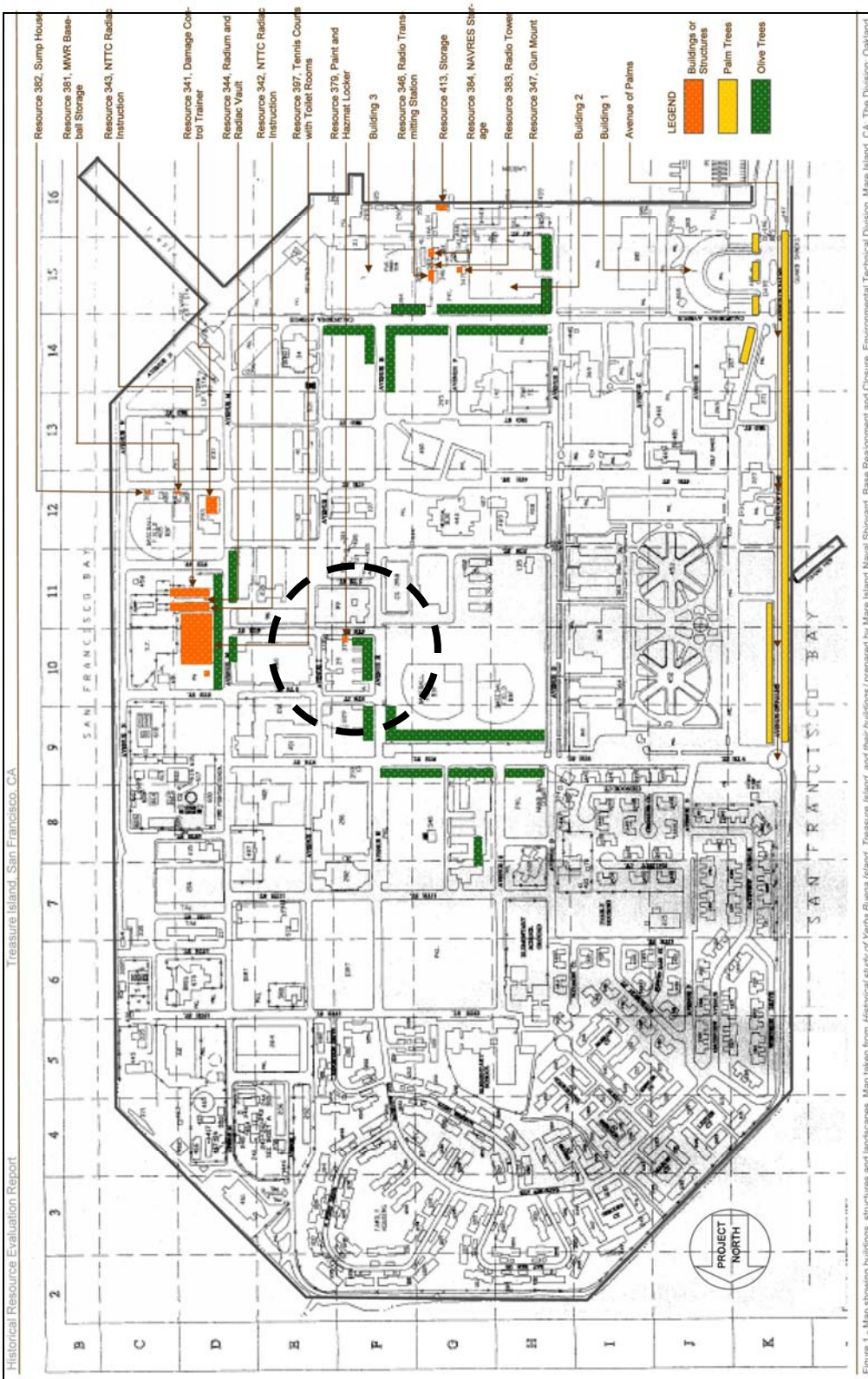


Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* prepared by Mare Island Naval Shipyard, Base Realignment and Closure, Environmental Technical Division. Mare Island, CA. The Division; Oakland, CA 1996.

*Resource Name or #: MWR Baseball Storage

P1. Other Identifier: Building 381

*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: On 4th Street, between Avenues N and M, Treasure Island City: San Francisco
Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data:

*P3a. Description:

Uses of the Building
The building currently serves as storage for the adjacent baseball field. A 1961 map noted the building as a paint locker.[1]

Physical Description of Site and Exterior
The site is flat and the surface is gravel covered. Masonry bleachers occur to the north and the masonry Snack Shack is to the east, both part of Playground C. It is located in the mid-block between Avenues M and N, on the north side of 4th Street.

The one-story building is a rectangular mass with a low pitched roof whose ridgeline runs east to west. The exterior and roof are covered in painted galvanized sheet steel which is ribbed. The roof edges round down slightly at the eaves. A round air vent protrudes centered on the ridgeline. A metal door on the west side is the only opening into the building. The vertical facing material stops just above the eave line and becomes flat metal in the pediment. There is a blocked up window on the west face. An oval embossed sheet metal plaque is mounted on each gable's apex and says "Butler Manufacturing Company, Kansas City, MO."

Interior
The interior of this building was not accessible at the time of the survey.

Structure
The building is a prefabricated metal building.

Manufacturer
The building was manufactured by Butler Manufacturing Company.

Existing Conditions and Integrity
The window is boarded up. There is some rust on the metal siding and roof.

*P3b. Resource Attributes:
HP34 Military Property, HP39 Other--shed

*P4. Resources Present: ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

[1] Map of U. S. Naval Station Treasure Island and Yerba Buena Islands, December 12, 1961.

P5b. Description of Photo: MWR Baseball Storage, 381, view looking northeast with baseball field in background. Photo by Knapp Architects, 2009.

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

1957-The construction date was established only by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**

U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

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

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**

February 3, 2010

***P10. Survey Type:**

Intensive

***P11. Report Citation:**

Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

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

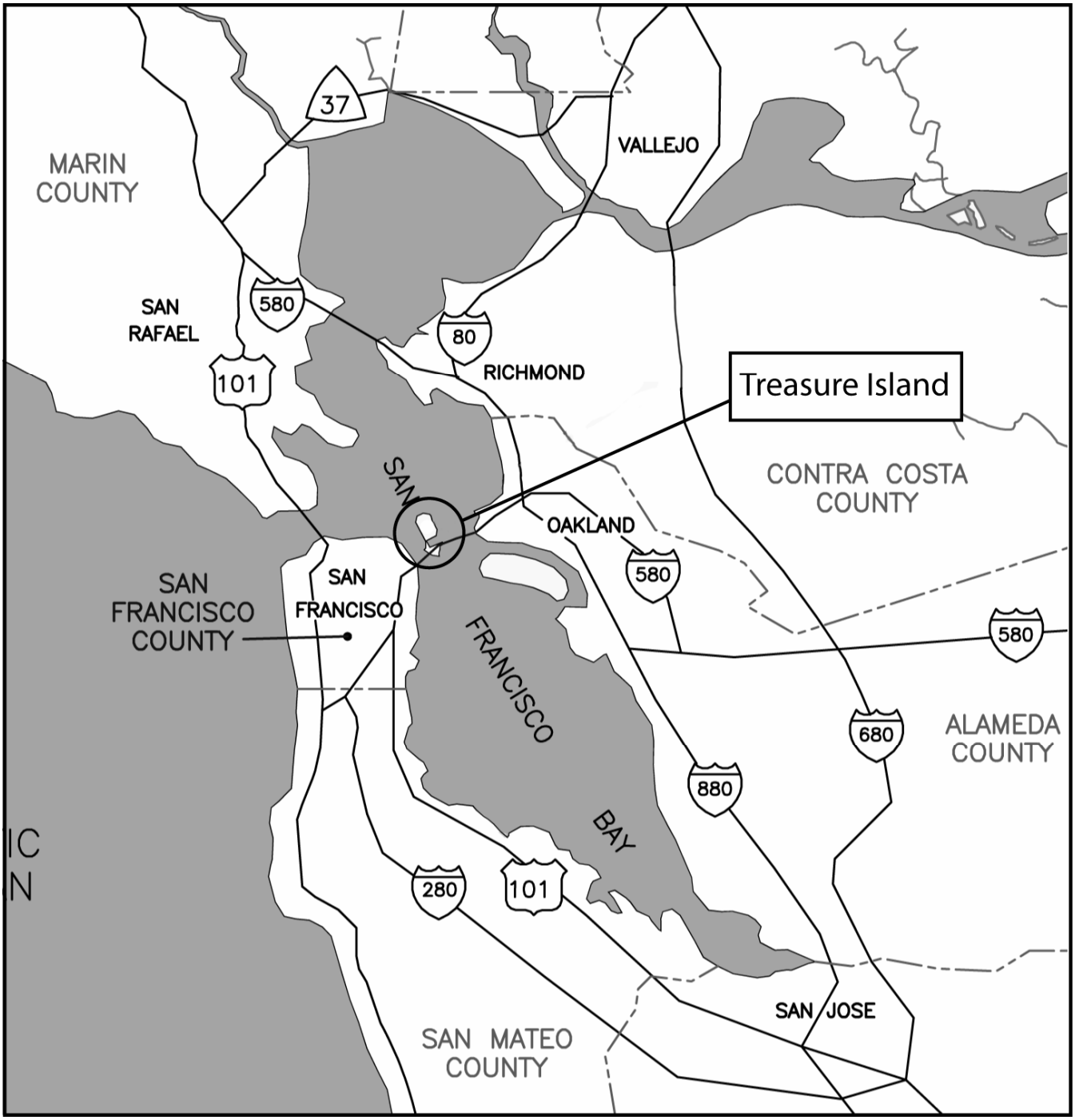
LOCATION MAP

Primary #
HRI# _
Trinomial

Page 3 of 5 *Resource Name or # MWR Baseball Storage

*Map Name: Treasure Island Location Map *Scale: NTS

*Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # MWR Baseball Storage

B1. Historic Name: Same as

B2. Common Name: Building 381

B3. Original Use: Storage

B4. Present Use: Unknown

*B5. Architectural Style: Mid-Century, modular warehouse

*B6. Construction History:

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

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Butler Manufacturing Co.

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco

Period of Significance: 1957-1991 Property Type: Storage Applicable Criteria: N/A

B11. Additional Resource Attributes:

HP34 Military Property, HP39 Other--shed

*B12. References:

Map of U. S. Naval Station Treasure Island and Yerba Buena Islands, December 12, 1961.

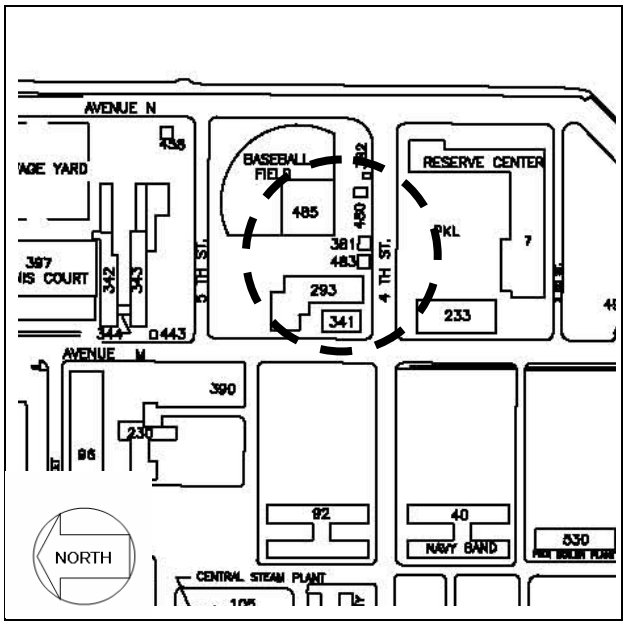
B13. Remarks:

*B14. Evaluator:

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:

February 3, 2010



(This space reserved for official comments.)

*Required information

Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* prepared by Mare Island Naval Shipyard, Base Realignment and Closure, Environmental Technical Division. Mare Island, CA. The Division, Oakland, CA 1996.

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

*Resource Name or #: Sump House

P1. Other Identifier: Resource 382

*P2. Location: ☐ Not for Publication ■ Unrestricted
*a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: On 4th Street, between Avenues N and M, Treasure Island City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data::

*P3a. Description:

Uses of the Building
As the structure was not accessible it is unknown just what workings the building houses.

Physical Description of Site and Exterior
The site is flat and has a baseball field to the north. It is located on the north side of 4th Street, near the intersection of Avenue M and south of Playground C. The building is surrounded by a chain link fence, supported by round section galvanized steel pipe sections, with vertical plastic infill strips. There is a padlocked gate in the south face of the fence. There is a utility pole within the enclosure which is sited just south of the building.

The small, one-story building is square mass and has a low sloped roof whose ridgeline runs east to west. It sits on a concrete foundation and the building is covered in horizontally placed V-groove siding and has simple corner and eave trim. A horizontal trim piece connects the eaves on the east and west, creating a pediment form. The roof has composition shingles. The north elevation has a wood vent and the east an outswinging door which matches the siding. A plywood box hangs on the south elevation and the west has a very large eye hook in the pediment and near ground level there are two large pipes with valves which enter the building from the groundplane. All the wood materials are painted.

Interior
The interior of this building was not accessible at the time of the survey.

Structure
The structure appears to be all wood.

Existing Conditions and Integrity
The building is in fair condition. The coating is peeling on some of the siding and the composition shingles are deteriorating.

*P3b. Resource Attributes:
HP34 Military Property, HP39 Other--shed

*P4. Resources Present: ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5b. Description of Photo: View of east elevation. Photo by Knapp Architects, 2009.

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

1959-The construction date was established only by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**

U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

***P8. Recorded by:**

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**
February 3, 2010

***P10. Survey Type:**
Intensive

***P11. Report Citation:**
Historic Resource Evaluation Report, Treasure Island, San Francisco, California Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

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

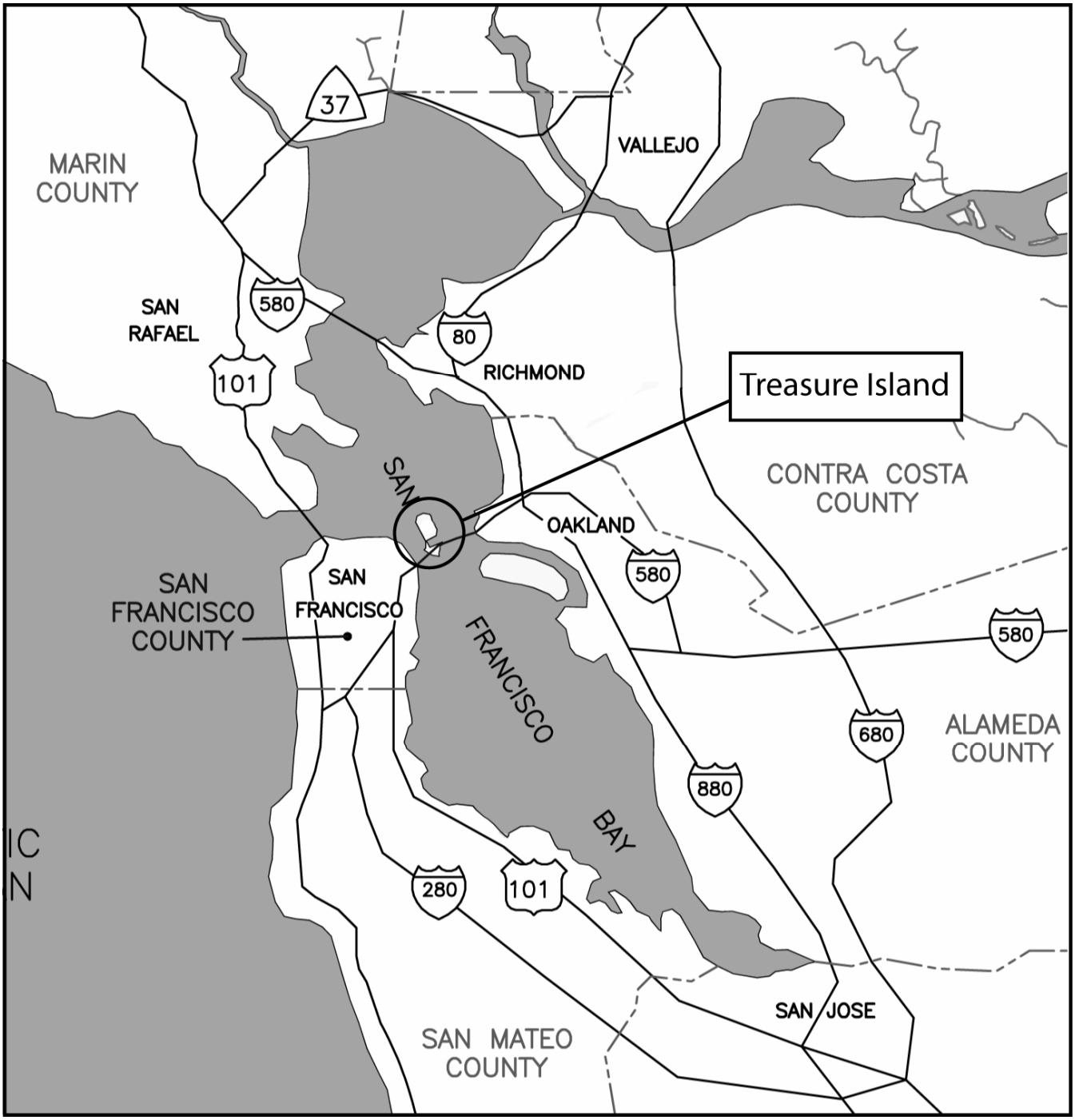
LOCATION MAP

Primary #
HRI# _
Trinomial

Page 4 of 6 *Resource Name or # Sump House

*Map Name: Treasure Island Location Map *Scale: NTS

*Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Sump House

B1. Historic Name: Same as

B2. Common Name: Building 382

B3. Original Use: Sump enlcosure

B4. Present Use: Unknown

*B5. Architectural Style: Vernacular

*B6. Construction History: (Construction date, alterations, and date of alterations)
About 1959

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

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1959-1991 Property Type: Shed Applicable Criteria: N/A

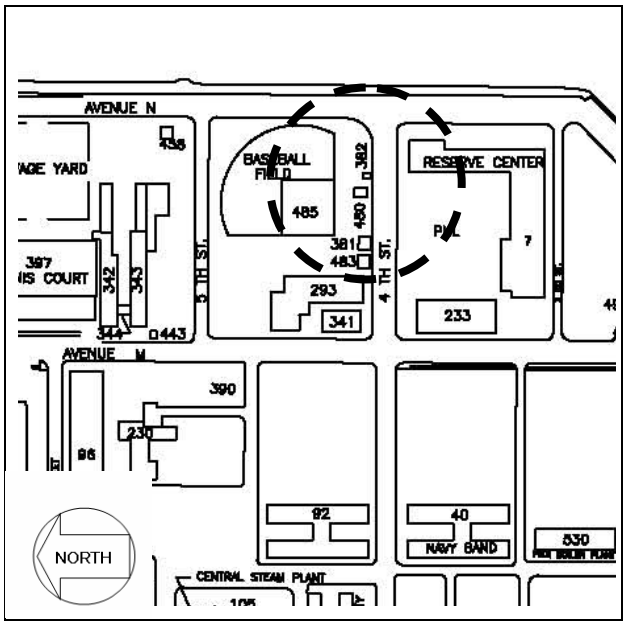
B11. Additional Resource Attributes:
HP34 Military Property, HP39 Other—shed

*B12. References:
Cultural Resource Inventory and Evaluation Investigation at: Yerba Buena Island and Treasure Island Naval Station, Treasure Island, San Francisco, CA, Engineering Field Activity, West Naval Facilities Engineering Command, March 1997, p. 3-9.

B13. Remarks:

*B14. Evaluator:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:
February 3, 2010



(This space reserved for official comments.)

*Required information

Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* / prepared by Mare Island Naval Shipyard, Base Realignment and Closure, Environmental Technical Division, Mare Island, CA. The Division; Oakland, CA.1996.

*Resource Name or #: Radio Tower

P1. Other Identifier: Resource 383

*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: Just south of 500 California Street, Treasure Island
City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data::

*P3a. Description:

Uses of the Structure
The tower supported a radio antenna.

Physical Description of Site and Exterior
The a site is flat and the groundplane covered in concrete. A remnant of a chain link fence runs north to south near its east side. It is located south of California Avenue, between Avenues E and F, and just east of Building 2. The some 70-foot high tower is sited just south of the Radio Transmitting Station, Building 346 and north of NAVRES Storage, Building 384. The tower is a triangular plan steel truss structure. The concrete foundation is triangular in plan with beams spanning between its raised feet. All sides of the truncated base are splayed and then, at three bents high, the tower rises at a lesser angle for 14 bents as an Eiffelized, or tapering as it rises, tower. At the point the angle changes, a metal ladder starts on the east face and continues to the top, where there is a small platform surrounded by a guardrail.

Existing Conditions and Integrity
The tower appears in good condition but it has not been structurally evaluated.

*P3b. Resource Attributes:
HP34 Military Property, HP11 Enginering Structure

*P4. Resources Present: ☐Building ■Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a.

P5b. Description of Photo: View looking east with 346, Radio Transmitting Station to its south and Building 3 in the background. Photo by Knapp Architects, 2009.

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

1948-The construction date was established only by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**

U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

***P8. Recorded by:**

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**

February 3, 2010

***P10. Survey Type:**

Intensive

***P11. Report Citation:**

Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

DPR 523A (1/95) *Required information

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

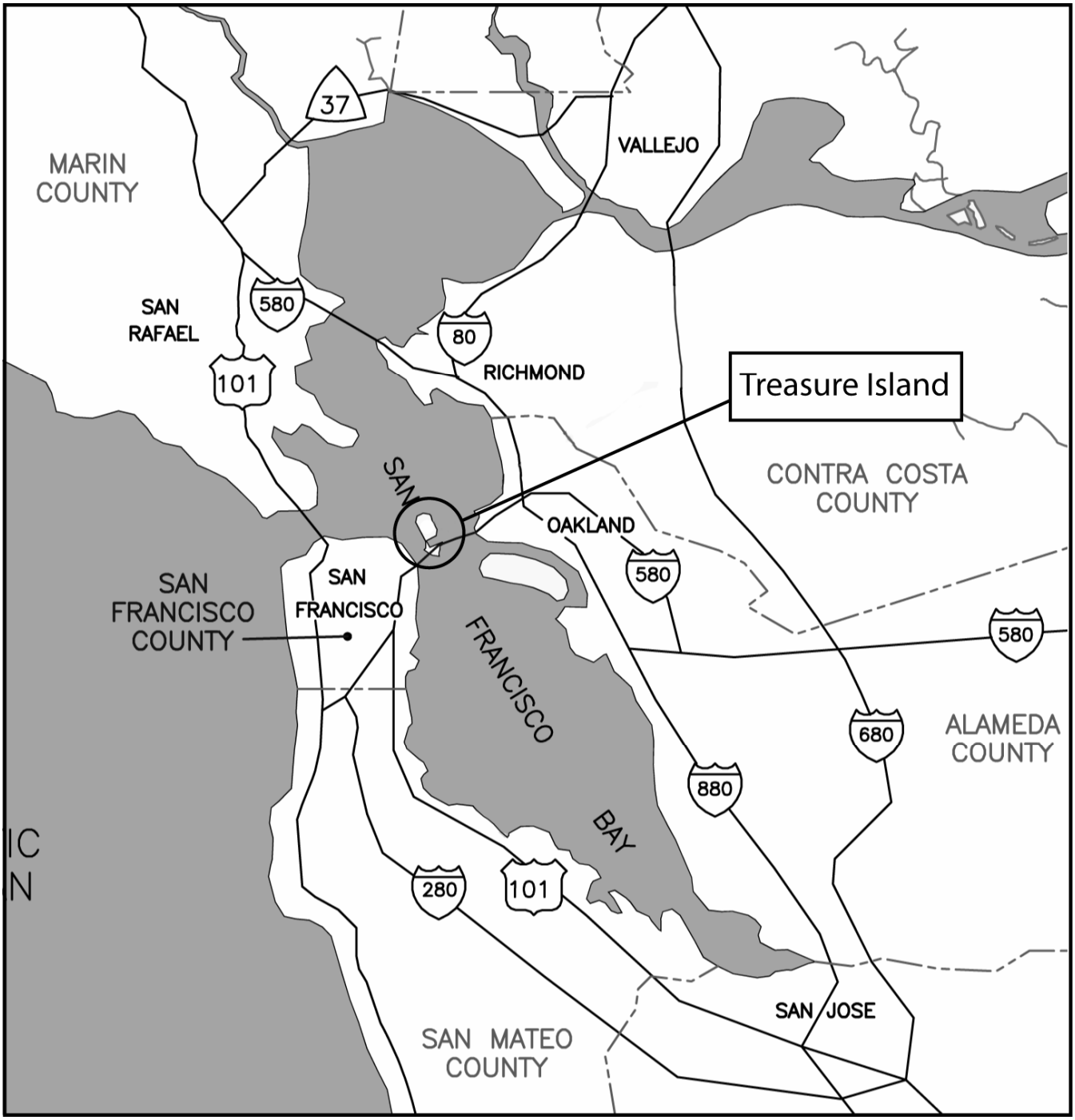
LOCATION MAP

Primary #
HRI# _
Trinomial

Page 4 of 6 *Resource Name or # Radio Tower

*Map Name: Treasure Island Location Map *Scale: NTS

*Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Radio Tower

B1. Historic Name: Same as

B2. Common Name: Building 383

B3. Original Use: Radio transmission

B4. Present Use: None

*B5. Architectural Style: Infrastructure tower, truss

*B6. Construction History:
About 1948

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

*B8. Related Features: Building 346-Radio Transmitting Station

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1948-1991 Property Type: Infrastructure tower Applicable Criteria: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

B11. Additional Resource Attributes:
HP34 Military Property, HP11 Enginering Structure

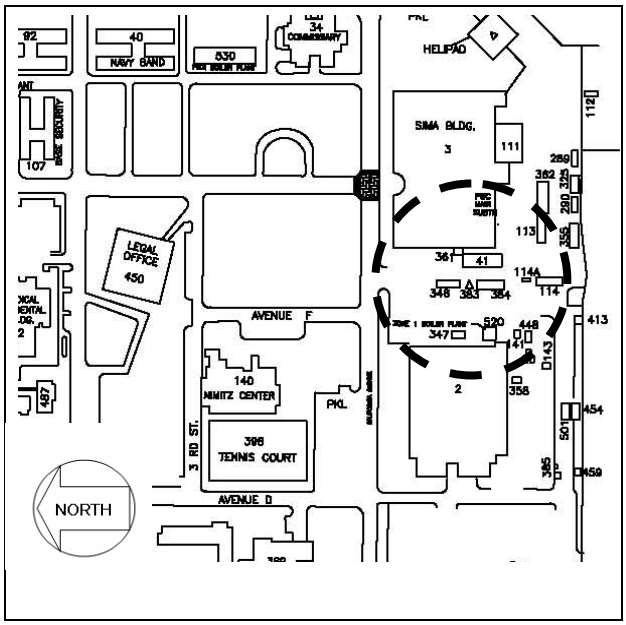
*B12. References:

B13. Remarks:

*B14. Evaluator:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:
February 3, 2010

(This space reserved for official comments.)



*Required information

Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* prepared by Mare Island Naval Shipyard, Base Realignment and Closure, Environmental Technical Division, Mare Island, CA. The Division, Oakland, CA 1996.

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

*Resource Name or #: NAVRES Storage

P1. Other Identifier: Building 384

*P2. Location: ☐ Not for Publication ■ Unrestricted
and
*a. County: San Francisco
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: Just west of Building 3, Treasure Island City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data:

*P3a. Description:

Uses of the Building

A 1961 map notes the building to have been used as a "garage – training tanks."[1] A 1995 historic survey noted it to be Naval Reserve (NAVRES) storage. Currently, the building is empty.

Physical Description of Site and Exterior

The building is located on a flat site and is surrounded by asphalt paving. It is located south of California Avenue, between Avenues E and F, and just east of Building 2. Shrubs grow tightly to the east face where there are remnants of a chain link fence.

The mass is a rectangle with a slightly sloped roof which slopes down to the east. There are four large openings in the west façade. One opening, the second from north, is higher than the others. There is a man door in the upswinging garage door at the south end. The exterior is vertically mounted corrugated galvanized sheet metal siding except for the west façade which has horizontally oriented corrugated sheet metal over the doors. The roof has wood framing with a plywood deck and roll roofing underlayment with no finish material.

Interior

The interior is one large space, except that there is a lower-height room in the southeast corner. The building's perimeter walls are sheathed in plywood and the floor is concrete.

Structure

This is a four bay building entirely framed of wood.

Existing Conditions and Integrity

The structure is in fair condition. Some of the roof fascia is missing.

*P3b. Resource Attributes:

HP34 Military Property, HP39 Other--Garage

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

[1] Map of U. S. Naval Station Treasure Island and Yerba Buena Islands, December 12, 1961.

5b. Description of Photo: NAVRES Storage, 384, view looking northeast with Building 3 in background. Photo by Knapp Architects, 2009.

***P6. Date Constructed/Age and Sources:** ■Historic
☐Prehistoric ☐Both
1958-The construction date was established only by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**
U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

***P8. Recorded by:**
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**
February 3, 2010

***P10. Survey Type:**
Intensive

***P11. Report Citation:**
Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

DPR 523A (1/95) *Required information

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

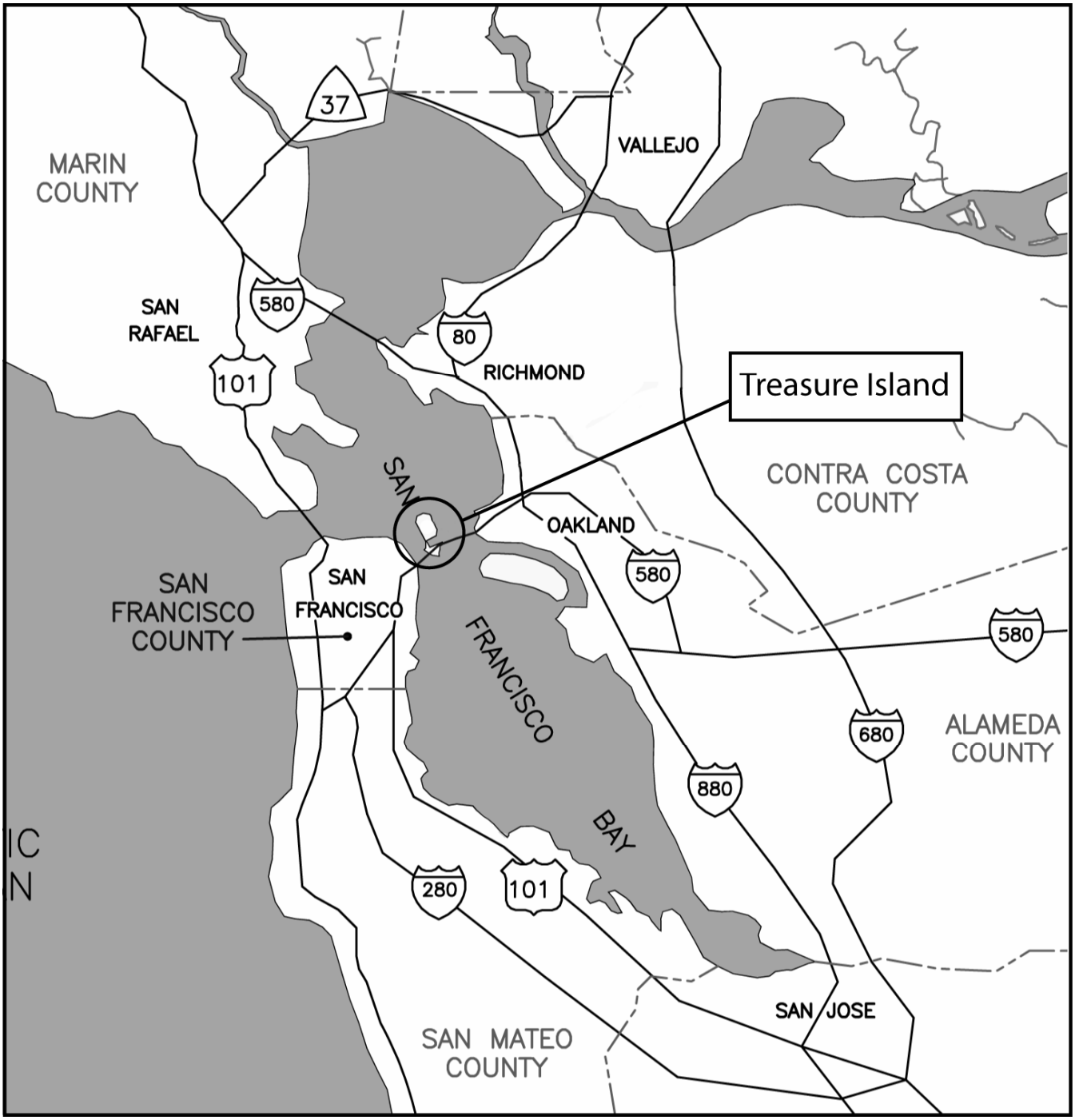
LOCATION MAP

Primary #
HRI# _
Trinomial

Page 4 of 6 *Resource Name or # NAVRES Storage

*Map Name: Treasure Island Location Map *Scale: NTS

*Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # NAVRES Storage

B1. Historic Name: Same as

B2. Common Name: Building 384

B3. Original Use: Garage

B4. Present Use: None

*B5. Architectural Style: Vernacular

*B6. Construction History:
About 1958

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

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1958-1991 Property Type: Storage Applicable Criteria: N/A

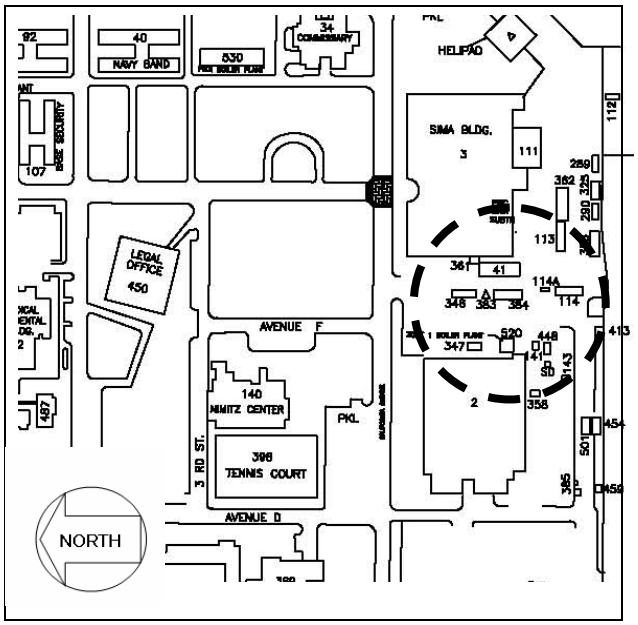
B11. Additional Resource Attributes:
HP34 Military Property, HP39 Other--Garage

*B12. References:
Map of U. S. Naval Station Treasure Island and Yerba Buena Islands, December 12, 1961.

B13. Remarks:

*B14. Evaluator:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:
February 3, 2010



(This space reserved for official comments.)

*Required information

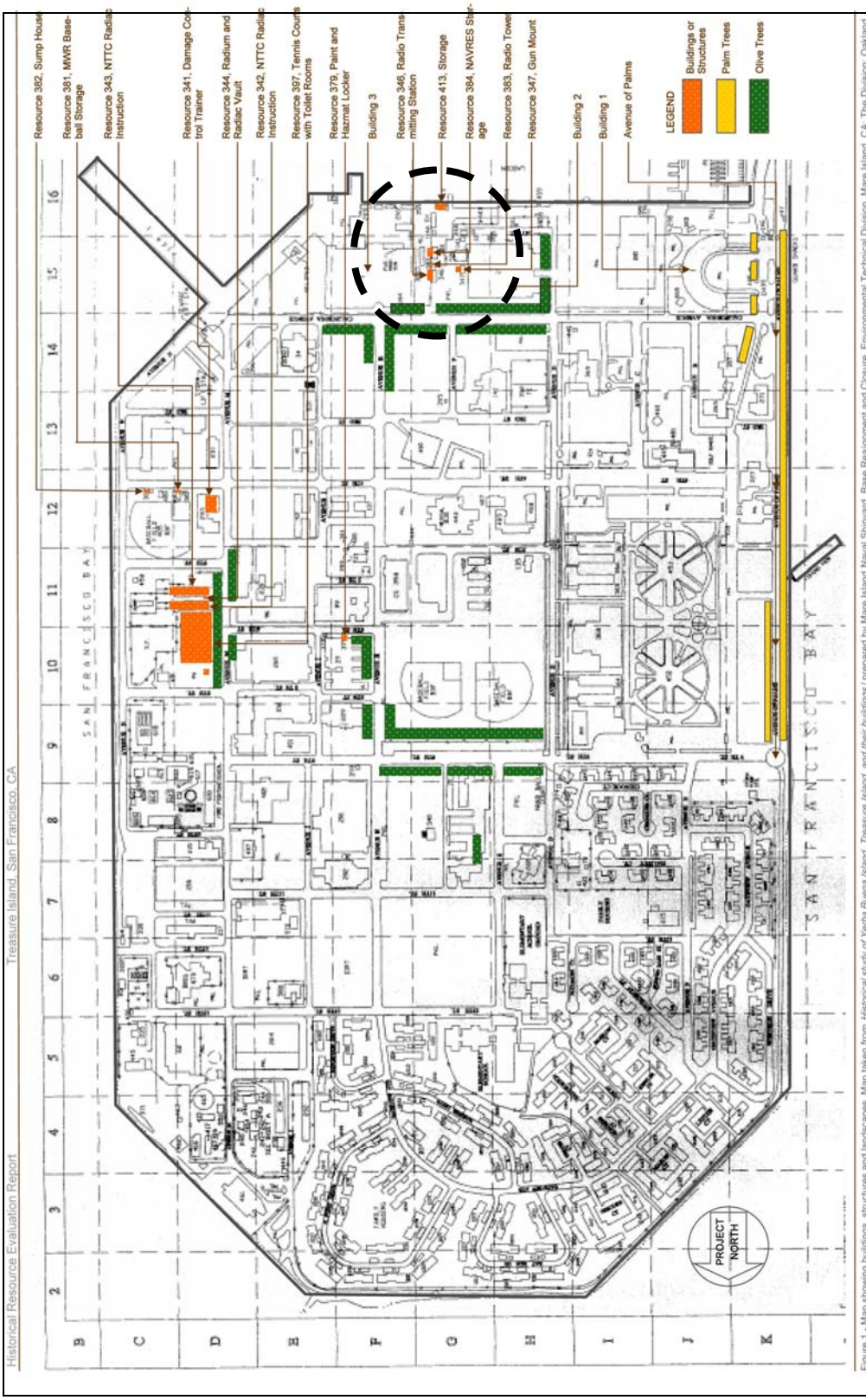


Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* prepared by Mare Island Naval Shipyard, Base Realignment and Closure, Environmental Technical Division, Mare Island, CA. The Division, Oakland, CA 1996.

P1. Other Identifier: Resource 397

*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: Immediately north of 470 Avenue M, Treasure Island
City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data:

*P3a. Description:

Uses of the Building

The building was used as two separate sex, toilet rooms. There is a narrow utility space between the two toilet rooms.

Physical Description of Site and Exterior

The site, located immediately north of Resource 342, is flat and surrounded by areas of exposed dirt with some shrubs and small trees. It is located on the east side of Avenue M, mid-block, between 5th and 8th Streets. Surrounding the courts are galvanized chain link fencing which is supported on galvanized steel tubes with cross members at the top which are the same material. The courts are paved with concrete and have a coating surface.

There are a total of six courts within the boundaries of the exterior fence and there are a total of four fenced enclosures, two with one court each, on the east, and two with two courts each, on the west. Gates of the same fencing and steel members allow passage from one court to another. The surrounding fence near the northeast corner is missing. The net support posts are square painted steel. There is pole-mounted, cantilevered lighting over each court. The court surface is concrete with a non-slip coating.

Just north of the two single courts is a small toilet room building. The building is on a flat site and is surrounded by an unkempt field. It is a rectangular mass with a subtle butterfly shaped roof which has a ridgeline running east to west. Within the small building there are two similar toilet rooms, one with a door on the south for men and one with a door on the north for women. A small access space in the center is reached by a narrow door on the west. The building sits on a poured-in-place concrete foundation which extends beyond the building that acts as a step on all four sides. The structure is made entirely of galvanized sheet metal which is painted. The vertical members appear like battens used in board and batten facing used in wood construction. On the east and west sides there are clerestory openings filled with metal mesh. A cast metal sign in the form of a butterfly shape is mounted on the upper portion to the women's toilet while the one for the men's is missing but its shadow remains.

Existing Conditions and Integrity

The court surfaces are in good condition with wear to the coating. The chain link fencing is in good condition in some places and poor in others. The northeast corner fencing is missing entirely.

The toilet building is in poor condition, with a peeling coating and some missing elements . Also, the exterior is rusted in some places.

*P3b. Resource Attributes:
HP34 Military Property, HP39 Other—Recreation Field and Toilets

*P4. Resources Present: ☐Building ■Structure Object ☐Site ☐District ☐Element of District ☐Other

P5b. Description of Photo: View of Resource 397 looking south with Building 342 in the near distance. Photo by Knapp Architects, 2009.

*P6. Date Constructed/Age and Sources: ■Historic ☐Prehistoric ☐Both
1950-The construction date was established only by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

*P7. Owner and Address:
U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

*P8. Recorded by:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*P9. Date Recorded:
February 3, 2010

*P10. Survey Type:
Intensive

*P11. Report Citation:
Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

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

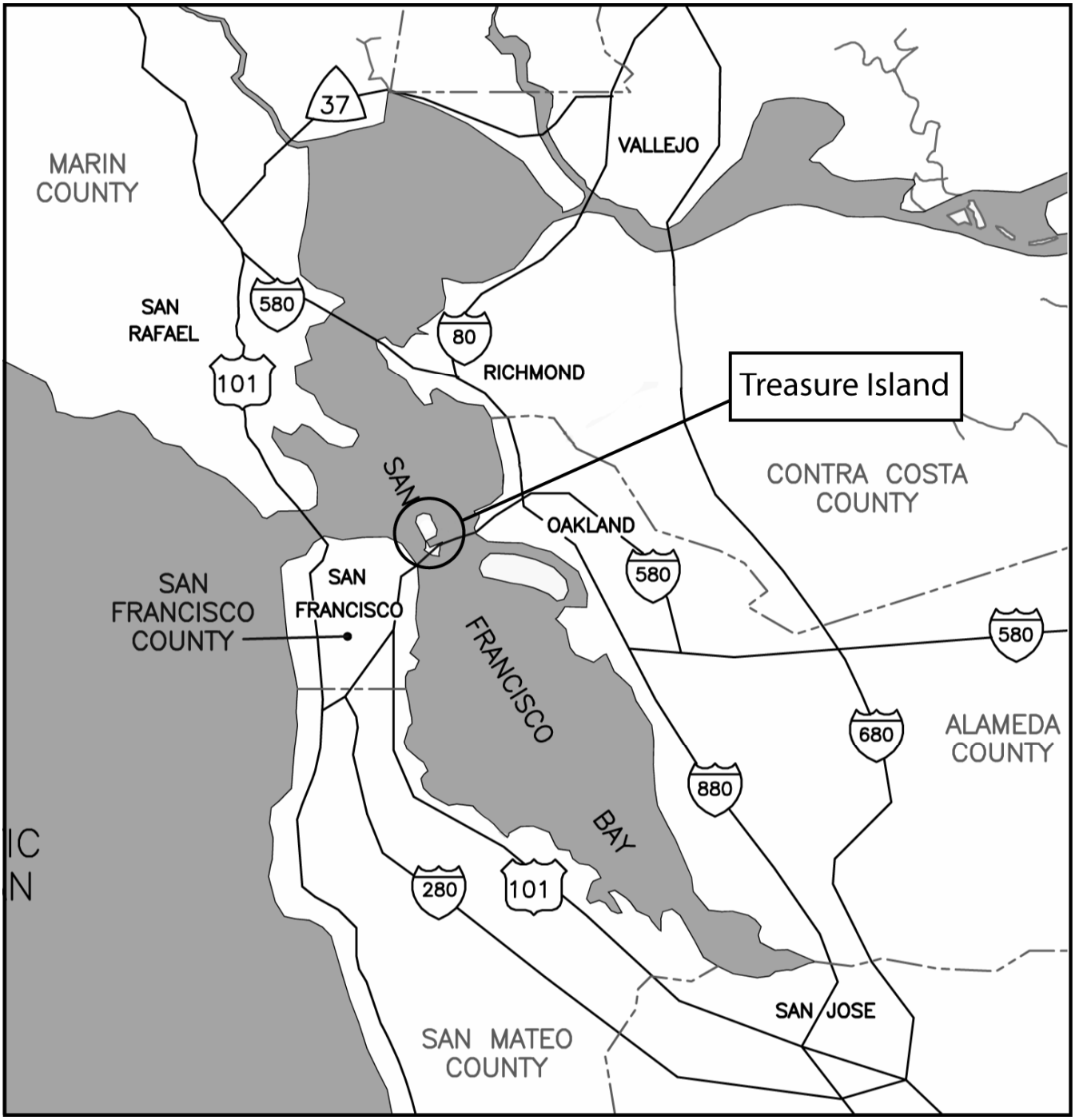
LOCATION MAP

Primary #
HRI# _
Trinomial

Page 4 of 6 *Resource Name or # Tennis Courts

*Map Name: Treasure Island Location Map *Scale: NTS

*Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Tennis Courts

B1. Historic Name: Same as

B2. Common Name: Building 397

B3. Original Use: Tennis courts and Toilets

B4. Present Use: None

*B5. Architectural Style: Mid-Century Recreation, court and toilet building

*B6. Construction History:
About 1950

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

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1950-1991 Property Type: Recreation Applicable Criteria: N/A

B11. Additional Resource Attributes:
HP34 Military Property, HP39 Other—Recreation Field and Toilets

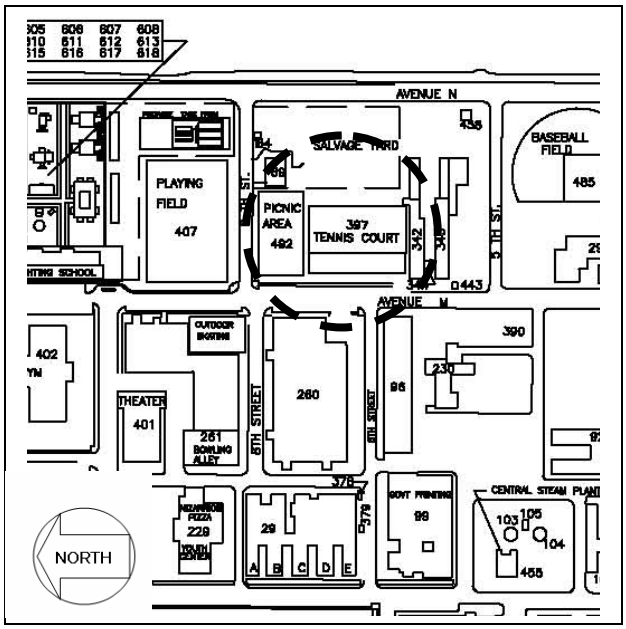
*B12. References:

B13. Remarks:

*B14. Evaluator:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:
February 3, 2010

(This space reserved for official comments.)



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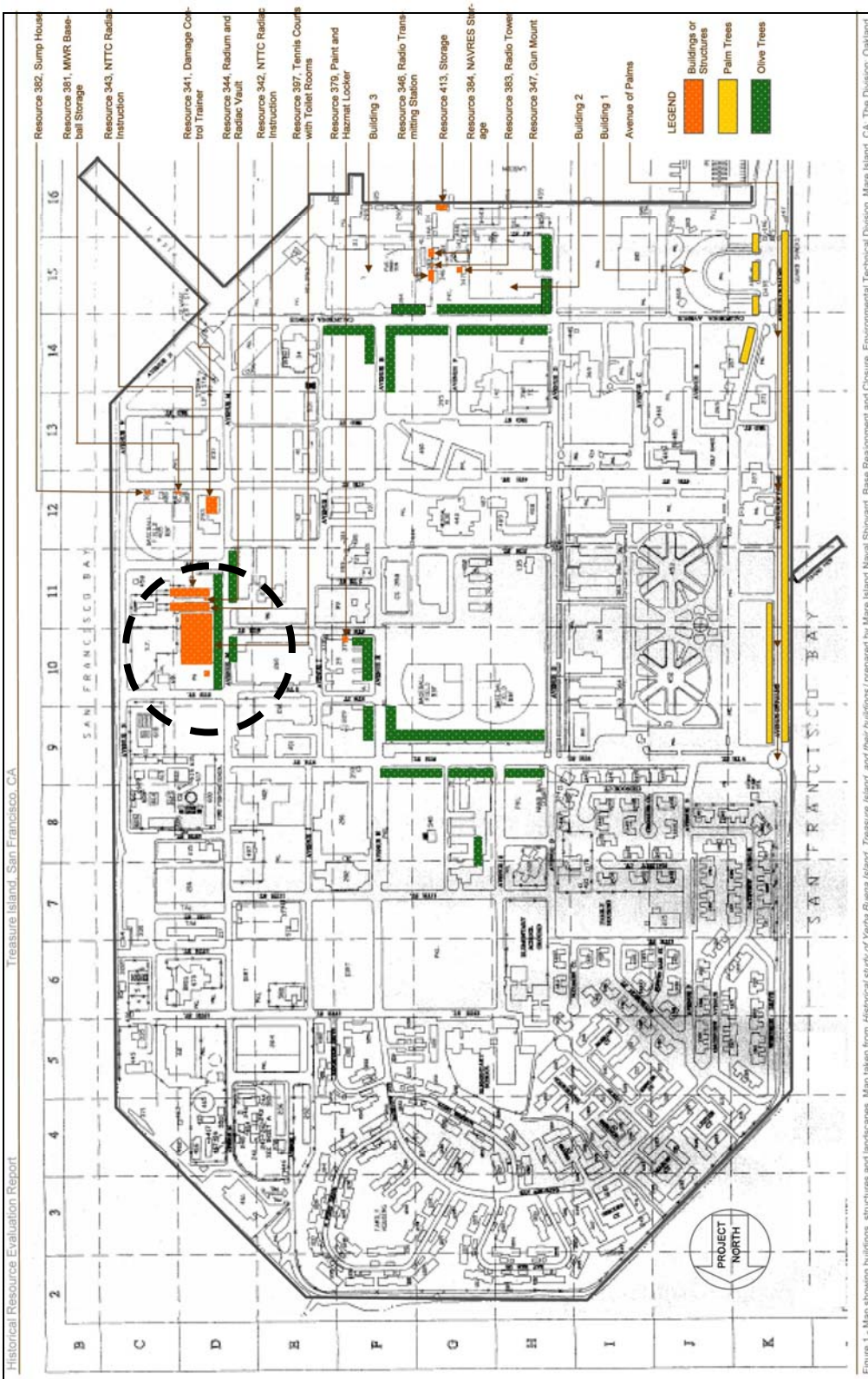


Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* prepared by Mare Island Naval Shipyard, Base Realignment and Closure, Environmental Technical Division, Mare Island, CA. The Division, Oakland, CA 1996.

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

*Resource Name or #: Storage Building

P1. Other Identifier: Building 413

*P2. Location: ☐ Not for Publication ■ Unrestricted
and
*a. County: San Francisco
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: X, Treasure Island City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data:

*P3a. Description:

Uses of the Building
The original use of the building is unknown but is assumed to be storage. It does not appear in the 1961 map listing by the Navy.

Physical Description of Site and Exterior
The site is the edge of the lagoon, known as Clipper Cove, which is flat to the north but slopes down to the water's edge just behind the building. the slope is covered in large rocks. It is located on the south edge of island, facing from the lagoon, and just south of the space between Buildings 2 and 3.

The building is a rectangular mass with a symmetrical low sloped roof whose ridgeline runs east to west. The north façade is symmetrical with the entry door centered in the façade which is flanked by windows. All of the window and door openings are boarded up. The siding is wood horizontal V-groove tongue and the roof is composition shingles. There is a cantilevered light fixture on the west façade near the roof's gabled peak.

Interior
The interior of this building was not accessible at the time of the survey.

Structure
The structure appears to be wood.

*P3b. Resource Attributes:
HP34 Military Property, HP39 Other--shed

*P4. Resources Present: ☐Building ■Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5b. Storage Building, 413 – View looking southeast with Clipper Cove and the San Francisco-Oakland Bay Bridge in the background. Photo by Knapp Architects, 2009.

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

1950-The construction date was established only by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**

U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

***P8. Recorded by:**

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**

February 3, 2010

***P10. Survey Type:**

Intensive

***P11. Report Citation:**

Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

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

LOCATION MAP

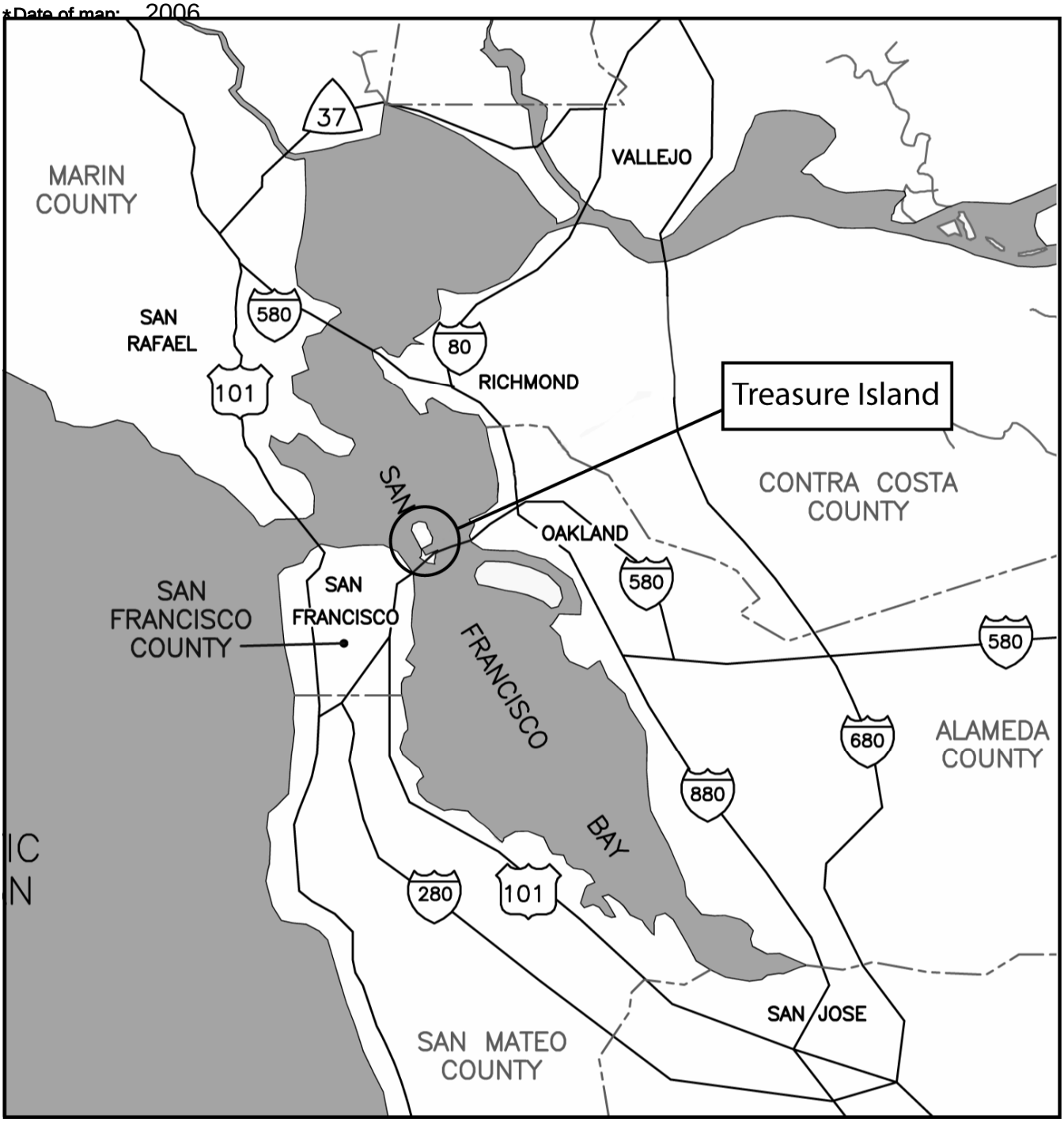
Primary #
HRI# _
Trinomial

Page 3 of 5 *Resource

Name Storage Building *Map

Name: Treasure Island Location Map *Scale: NTS

*Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

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

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Storage

B1. Historic Name: Same as

B2. Common Name: Building 413

B3. Original Use: Storage

B4. Present Use: None

*B5. Architectural Style: Vernacular

*B6. Construction History:

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

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco

Period of Significance: 1950-1991 Property Type: Storage Applicable Criteria: N/A

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

B11. Additional Resource Attributes:

HP34 Military Property, HP39 Other--storage

*B12. References:

Cultural Resource Inventory and Evaluation Investigation at: Yerba Buena Island and Treasure Island Naval Station, Treasure Island, San Francisco, CA, Engineering Field Activity, West Naval Facilities Engineering Command, March 1997, p. 3-9.

B13. Remarks:

*B14. Evaluator:

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:

February 3, 2010

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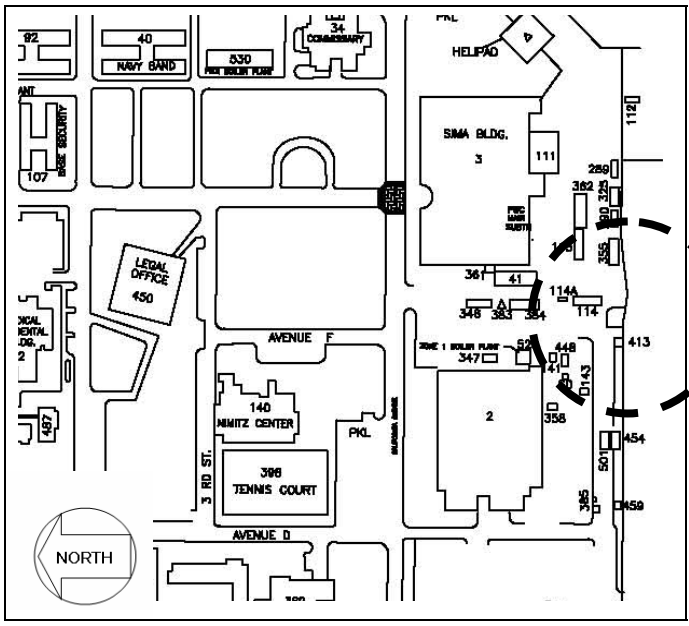
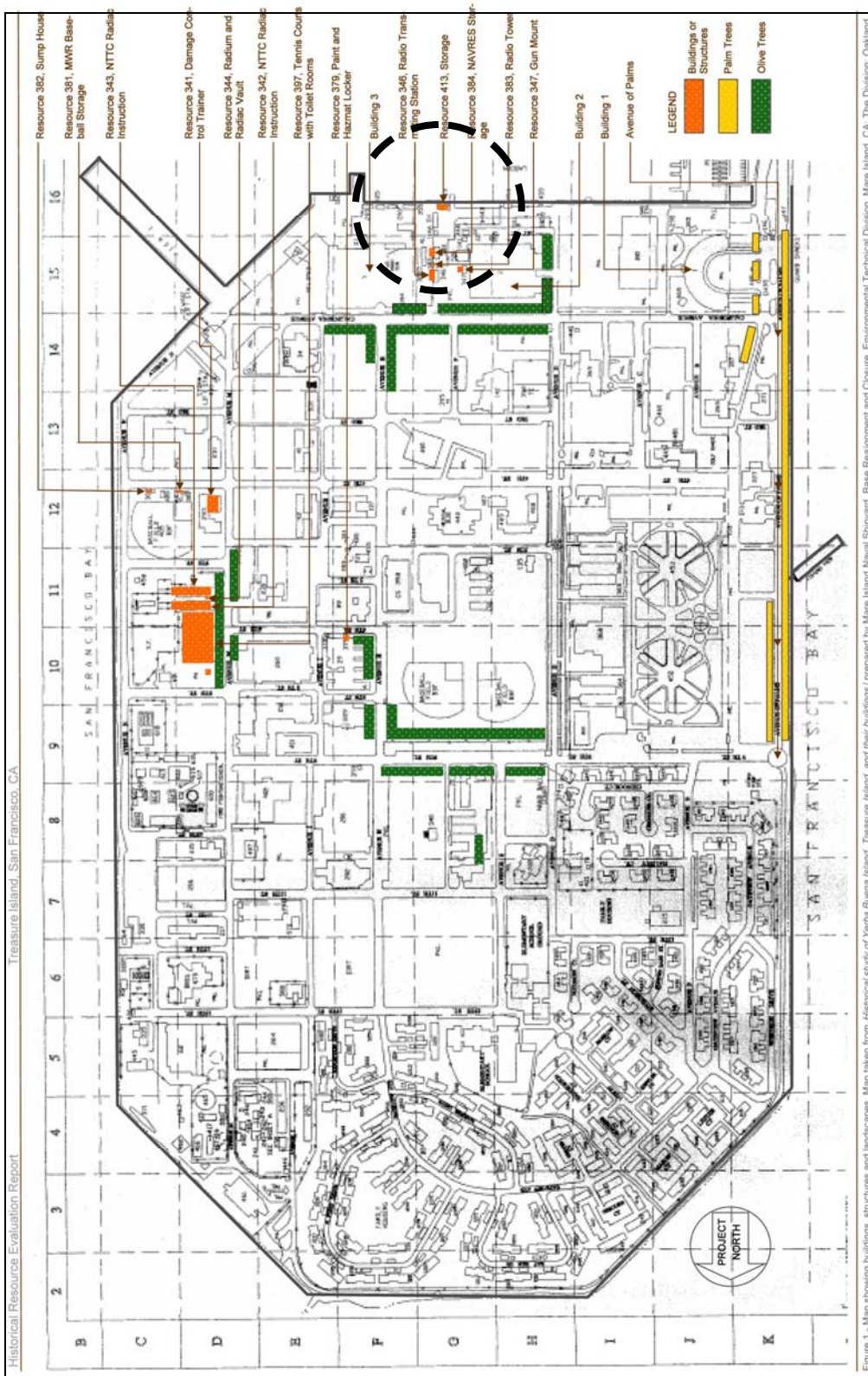


*Required information



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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 *Resource Name or #: (Assigned by recorder) Avenue of Palms

P1. Other Identifier: _____

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 1993 T ___; R ___; ___¼ of ___¼ of Sec ___; _____B.M.
c. Address Treasure Island City San Francisco Zip 94130
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)
west edge of island

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

The Avenue of Palms is located along the west edge of Treasure Island. It begins at the entrance gate and ends at 9th Street.

A row of 28 Canary Island date palms, planted at regular intervals of between 75 and 80 feet, are located along the west side of the road. Although there are a few missing trees in this row, these trees along the west side of the Avenue of Palms provide a consistent visual presence along the outer edge of the island.

The east side of the road has 5 palm trees located at the south end (immediately in front of Building 1), 5 palms that remain from the road's original 1939 curved alignment just north of California Avenue (now located in the lawn area adjacent to the Chapel), and 6 trees located at the north end.

*P3b Resource Attributes: (List attributes and codes) HP29 Landscape Architecture, HP37 Highway/Trail
*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 #)
View looking northwest along the Avenue of Palms. Photo by Knapp Architects, 2009.

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both
1939; The construction date was established by the study of dated maps and/or photographs.

*P7. Owner and Address:
U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

*P8. Recorded by: (Name, affiliation, and address)
Denise Bradley ASLA for Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*P9. Date Recorded: Sept 2009

*P10. Survey Type: (Describe)
Intensive

P11. Report Citation*: (Cite survey report and other sources, or enter "none".) *Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures, and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940.* (San Francisco: Knapp Architects, 2010)

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

Photos (continued)

2. View of the south end of the Avenue of Palms, at the vehicular entrance to Treasure Island. (2) Denise Bradley photo, 2009.

3. View north showing the west row of palms along the bayside and the remaining portion of the east row of palms that originally lined the entire east side of the Avenue of Palms. (6) Denise Bradley photo, 2009.

Photos (continued)

4. View of the remaining portion of the double row of palms at the north end of the street. (16) Denise Bradley photo, 2009.

Location of Palms shown in yellow. Source: Base map from *Historical Survey of Yerba Buena Island. Treasure Island and Their Buildings* (Mare Island Naval Shipyard Base Realignment and Closure, Environmental Technical Division, 1996.

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Avenue of Palms

B1. Historic Name: Avenue of Palms

B2. Common Name: Avenue of Palms

B3. Original Use: street and street trees B4. Present Use: street and street trees

***B5. Architectural Style:** NA

***B6. Construction History:** (Construction date, alterations, and date of alterations)

1939: road constructed and palm trees planted

1940-1947: Navy altered road's alignment and removed trees on east side of street

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

***B8. Related Features:** Alignment of street and row of palm trees located on both sides of street

B9a. Architect: GGIE Architectural Commission (site plan) and Julius Girod – Bureau of Horticulture of the Exposition (vegetation and planting plan) b. Builder: Bureau of Horticulture of the Exposition (vegetation and planting plan)

***B10. Significance: Theme** Golden Gate International Exposition **Area** San Francisco

Period of Significance NA **Property Type** site (designed landscape) **Applicable Criteria** NA

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

History

The Avenue of Palms was developed as part of the GGIE design. During the Exposition, it extended along the western edge of the island from the entrance gate, at the south end, to the parking lot area, at the north end. The road had a landscaped center island for most of its length. This center island widened in front (west) of the "Portals of the Pacific" to accommodate the "Sunset Bridge," and as a result the road's north-bound land had a slight curve.

A row of palm trees were planted along both sides of the Avenue of Palms, and their alignment paralleled that of the road. As a result, the row planted along the outer side of the north-bound lane originally curved slightly in front (west) of the "Portals of the Pacific" to accommodate the "Sunset Bridge." The row of palms that lined the south-bound lane curved slightly just north of the "Sunset Bridge." This row along the outside of the south-bound lane also marked the western edge of the island. The palms ended at the West Ferry Terminal (in the area where 9th Street intersects with the Avenue of Palms today.)

See continuation sheet

B11. Additional Resource Attributes: (List attributes and codes) HP29 Landscape Architecture, HP37 Highway/Trail

***B12. References:**

See continuation sheet.

B13. Remarks:

***B14. Evaluator:** Denise Bradley

Date of Evaluation: September 2009

(Sketch map with north arrow required)

(This space reserved for official comments.)

History (continued)

The Navy straightened the alignment of the road and removed the curve associated with the "Portals of the Pacific" and the "Sunset Bridge." They also removed the center islands except in the area between California Avenue and the entrance gate, in front (west) of Building 1. By 1947, the southern half of the expanded center island area associated with the "Sunset Bridge" was paved (and was now located on the east side of the new road alignment) and the northern half was grass (and also located on the east side of the new road alignment).

The palms that were along the east edge of the original curved alignment (i.e., along the outer edge of the north-bound lane) were removed as part of the Navy's realignment of the road so that only the north end of the Avenue of Palms had trees along both sides.

Existing Conditions and Integrity

Today, the alignment of the Avenue of Palms and the location of the palms along the sides of the road remain consistent with the changes made by the Navy in the 1940s. The original (GGIE-related) alignment of the road only remains at the north and south ends of the road; between California Avenue and the entrance gate (south end) and between 9th Street and the vicinity of Building 453 (north end). The configuration of the landscaped center islands in the area in front of Building 1 also dates from the changes made by the Navy in the 1940s.

During the field survey for this report, 28 of the original 31 palms (i.e. those planted as part of the GGIE) were identified along the west side of the Avenue of Palms. Sixteen of the original 28 along the east side were identified; this number includes the 5 palms located directly in front of Building 1 and 5 palms that remain from the original curved alignment just north of California Avenue (now located in the lawn area adjacent to the Chapel). The palms are planted at regular intervals of between 75 and 80 feet. There are a few gaps in the row along the west of the road, but for the most part this row still provides a consistent visual presence along the outer edge of the island. The original double rows of palms (one on either side of the road) only exist at the north and south ends of the street (in the areas where the original alignment of the road remains).

The palm trees planted along the Avenue of Palms represent the use of uniform plantings along the street system to reinforce the spatial organization of the GGIE's plan, and as such are tangible reminders of the GGIE and are artifacts of this event. Additionally, the street is a part of the original street system for the GGIE. The Navy altered the street's alignment, removed most of the landscaped center islands, and removed a portion of the palms on the east side of the street. The palm trees located along the Avenue of Palms are remaining examples of plant materials from the GGIE. In a diminished way (due to the loss of almost half of the trees along the east side of the street), they represent the original use of uniform rows of trees planted along the Exposition's streets as a way to reinforce the spatial organization of the GGIE plan. The palm trees retain enough of a presence to continue to signal the entry into the island and are a consistent visual presence along the outer edge of the island.

Evaluation

The Avenue of Palms is not individually significant under CRHR Criteria in relation to the GGIE. Rather its potential for significance would be as a contributing circulation and vegetation feature of the Exposition's designed landscape, However the overall design for the GGIE landscape does not appear to be eligible under the CRHR Criteria due to a lack of integrity. As a result, the Avenue of Palms does not appear to be eligible for the CRHR in relation to the GGIE under either Criteria 1 or 3.

Any potential for significance of the Avenue of Palms in relation to the Navy's use of the island would be as a contributing feature to a historic district, and as explained in a preceding section, there does not appear to be a Navy-related historic district on Treasure Island under the CRHR Criteria. So the Avenue of Palms does not appear to be eligible for the CRHR in relation to the Navy under either Criteria 1 or 3.

Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to qualify under Criterion 2. Additionally, it is unlikely that the Avenue of Palms would be significant for its information potential under Criterion 4 since this criterion is commonly understood to apply primarily to archaeological resources.

References

California Commission for the Golden Gate International Exposition. *Golden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*. Copy viewed at the "Treasure Island 1939: San Francisco's Pageant of the Pacific, " exhibit at the Presidio of San Francisco Officers' Club, Treasure Island Development Authority, 2009.

James, Jack and Earle Weller. *Treasure Island: 'Magic City', 1939-1940*. San Francisco: Pisani Press, 1941.

Neuhaus, Eugen. *The Art of Treasure Island, First-hand Impressions of the Architecture, Sculpture, Landscape Design, Color Effects, Mural Decorations, Illumination, and Other Artistic Aspects of the Golden Gate International Exposition of 1939*. Berkeley, CA: University of California Press, 1939.

Pacific Aerial Survey. Aerial photograph. 1939, 1940, 1940[1], 1940[2], 1940[3], 1947, 1969, 1985, 1991, 1993, and 2001.

Pipes, Jason. *San Francisco's Treasure Island*, Charleston, South Carolina: Arcadia Press, 2007.

Reinhardt, Richard. *Treasure Island, San Francisco's Exposition Years*. Mill Valley, CA: Squarebooks, 1978.

Schnoebelen, Anne. *Treasures: Splendid Survivors of the Golden Gate International Exposition*. Berkeley: GGIE Research Associates, 1991.

Treasure Island Development Authority. "Treasure Island 1939: San Francisco's Pageant of the Pacific, " exhibit at the Presidio of San Francisco Officers' Club, July 22-October 18, 2009.

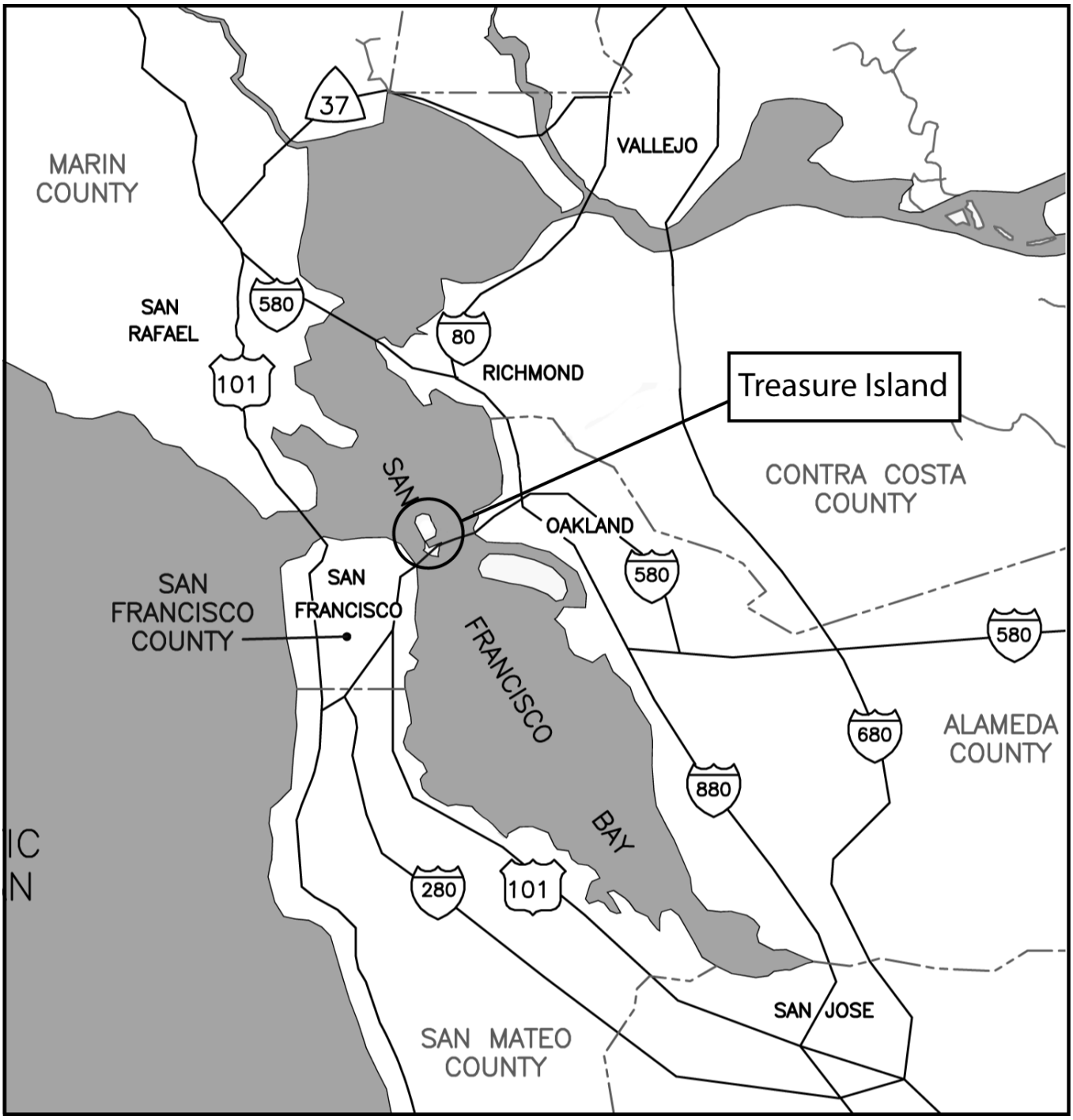
United States Geological Survey, Earth Resources Observation and Science (EROS) Center. Aerial photograph, flown 6-11-1952 (USGS Entity IDs: ARB031250020030 and ARB031250020031). http://edcsns17.cr.usgs.gov/EarthExplorer (accessed 31 August 2009).

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

LOCATION MAP

Primary # _____
HRI# _____
Trinomial# _____

Page 8 of 8 *Resource Name or # (Assigned by recorder) Avenue of Palms
*Map Name: Treasure Island Location Map *Scale: NTS *Date of Map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island - Final Environmental Impact Report (San Francisco Planning Department 2006)

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code Reviewer Date

 *Resource Name or #: (Assigned by recorder) Olive Trees on Treasure Island

P1. Other Identifier: _____

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 1993 T ___; R ___; ___¼ of ___¼ of Sec ___; _____B.M.
c. Address Treasure Island City San Francisco Zip 94130
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)

During the field survey for the HRER (Knapp Architects 2010), 128 olive trees were located. Of these, 114 olives trees remain as street trees in the following locations (see map on page 5 of DPR):

Location 1

- 8 trees on the east side of Avenue M between 5th Street and 8th Street
- 7 trees on the west side of Avenue M between 5th Street and 8th Street

(see continuation sheet)

*P3b Resource Attributes: (List attributes and codes) HP29 Landscape Architecture

*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 #)
View of the remaining portion of the double row of olive trees along California Avenue that are located between Avenue D and Avenue F. (Location 4 on map) (107) Denise Bradley photo, 2009.

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both
1939; The construction date was established by the study of dated maps and/or photographs.

*P7. Owner and Address:
U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

*P8. Recorded by: (Name, affiliation, and address)
Denise Bradley ASLA for Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*P9. Date Recorded: Sept 2009

*P10. Survey Type: (Describe) Intensive

P11. Report Citation*: (Cite survey report and other sources, or enter "none".)
Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures, and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

Description (continued)

Location 2
- 6 trees on the east side of Avenue H between 6th Street and 9th Street
- 8 trees on the west side of Avenue H between 6th Street and 9th Street
- 1 tree on the north side of 6th Street at the intersection with Avenue H

Location 3
- 3 trees on the east side of Avenue H between California Avenue and 3rd Street
- 9 trees on the west side of Avenue H between California Avenue and 3rd Street

Location 4
- 8 trees on the north side of California Avenue between Avenue D and Avenue F.
- 11 trees on the south side of California Avenue between Avenue D and Avenue F.
- 4 trees on the north side of California Avenue between Avenue F and Avenue H.
- 2 trees on the south side of California Avenue between Avenue F and Avenue H.
- 6 trees on the north side of California Avenue between Avenue H and Avenue I.

Location 5
- 12 trees on the north side of 9th Street between Avenue D and Avenue H (Note: 4 trees, located between Avenue D and Avenue E, were added by the Navy between 1991 and 1993; no trees existed in this location between 1947 and 1991.)
- 14 trees on the south side of 9th Street between Avenue D and Avenue H (Note: 5 trees, located between Avenue D and Avenue E, were added by the Navy between 1991 and 1993; no trees existed in this location between 1947 and 1991.)
- 2 trees on the east side of Avenue D at the intersection with 9th Street.

Location 6
- 3 trees on the east side of Avenue E between 9th Street and 11th Street

Location 7
- 9 trees on the east side of Avenue D in front of Building 2.
- 1 tree on the west side of Avenue D at the intersection with California Avenue.

The trees in Locations 1-7 were originally spaced approximately 36-40 feet apart, however, today there are now gaps in the rows caused by missing trees. There are only two locations were the trees are still planted along both sides of the street in a somewhat consistent row (i.e., without trees missing from the row). These include along a short section of California Avenue between Avenue D and Avenue F (Location 4) and along 9th Street between Avenue D and Avenue H (Location 5). Along the 9th Street location, the Navy replanted trees on the west end of the street between 1991 and 1993.

Location 8: Additionally, there are 14 trees located in the green space between the Chapel and the Library (Location 8). These trees were transplanted to this site after these buildings were constructed by the Navy. Today, there are 12 trees arranged in what appears to have originally been four rows (trees within each of the rows are now missing so that the original arrangement is difficult to identify). Two of these 12 trees are located in planters that are a part of the terrace on the south side of the library building. Additionally, there are two olives located at the northeast corner of the library building.

Photos (continued)

2. View of olive trees on west side of Avenue M near corner of 6th Street. (Location 1 on map) Photo by Knapp Architects, 2009.

3. View of the remaining portion of the double row of olive trees along 9th Avenue that are located between Avenue E and Avenue H. (Location 2 on map) (18) Denise Bradley photo, 2009.

Photos (continued)

4. View of olive trees located on the south side of the Library. The olives in this area were transplanted to this location by the Navy after the end of the GGIE. (Location 8 on map) (46) Denise Bradley photo, 2009.

5. View of the remaining olives in the rows on the south side of the Library. (Location 8 on map) (48). Denise Bradley photo, 2009.

Location of Olive trees shown in green. Base map from *Historical Survey of Yerba Buena Island. Treasure Island and Their Buildings* (Mare Island Naval Shipyard Base Realignment and Closure, Environmental Technical Division, 1996.

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Olives Trees on Treasure Island

B1. Historic Name: none

B2. Common Name: none

B3. Original Use: street trees B4. Present Use: street trees

***B5. Architectural Style:** NA

***B6. Construction History:** (Construction date, alterations, and date of alterations)

planted in 1939; by 1947over half of the original trees had been removed

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

***B8. Related Features:**

olive trees

B9a. Architect: GGIE Architectural Commission (site plan); Julius Girod/Bureau of Horticulture of the Exposition (vegetation and planting plan) Builder: Bureau of Horticulture of the Exposition (vegetation)

***B10. Significance: Theme** Golden Gate International Exposition **Area** San Francisco

Period of Significance NA **Property Type** site (designed landscape) **Applicable Criteria** NA

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

History

Olive trees were used as street trees along several of the streets during the Exposition. At least some of these olive trees were donated by Giuseppe Brucia, a San Franciscan who owned an olive ranch in Santa Clara. Donated trees were used throughout fair and helped to solve the logistics and costs associated with the need for large numbers of mature trees to create an established landscape for the exposition. According to the family history described in a *San Francisco Chronicle* article, Brucia, who was one of 10 Italian Americans who underwrote the San Francisco Opera in 1922, "was friendly with the city's arts and culture benefactors. They included people connected to the fair . . . When Giuseppe was asked to supply olive

See continuation sheet

B11. Additional Resource Attributes: (List attributes and codes) HP29 Landscape Architecture, HP37 Highway/Trail

***B12. References:**

See continuation sheet.

B13. Remarks:

***B14. Evaluator:** Denise Bradley

Date of Evaluation: September 2009

(Sketch map with north arrow required)

(This space reserved for official comments.)

History (continued)

trees for the exposition, he happily obliged"[1] and provided 250 trees. It is not known if the olives donated by Brucia accounted for all or only part of the olives that were planted for the Exposition. (Olives and palms were the two most used species of trees.[2])

The exact locations where the original olive trees were planted are not known. Based on the locations of trees shown on maps of the Exposition grounds (which are schematic and do not indicate species), a review of aerial photographs (1940, 1947, 1969, 1985, 1991, 1993, and 2000), and the locations of the surviving trees in 2009, it seems likely that olives were planted as street trees the following locations:

- Along California Avenue east of Avenue D,
- Along both sides of the section of Avenue D in front Building 2,
- At the south end of Avenue H (where it intersects with California Avenue),
- At the north end of Avenue H (where it intersects with 9th Street),
- Along Avenue M,
- Along 9th Street, and
- Along the section of 10th Street between Avenue M and Avenue N.[3]

In these locations, the trees were equidistantly spaced in rows along both sides of the street. The trees were also possibly planted in other focal areas throughout the fair, such as along the outer paths at the Enchanted Garden between the Administration Building and the Yerba Buena Clubhouse, in the "La Plaza" area, or around the Court of Pacifica. There also appears to have been a small grove in front of the Floriculture Building on California Avenue (between Avenue F and Avenue H).

By 1947, the trees in the vicinity of the Enchanted Garden area had been removed along with all other traces of this landscape feature, and this would have been the case for any other trees planted in conjunction with GGIE landscape features (i.e., La Plaza, the Court of Pacifica, etc.). The numbers of trees along the streets were reduced to the approximate locations and numbers that continue to exist today (the trees that remained were along streets that were incorporated into the Navy's street system).

Evaluation Under CRHR Criteria

The olive trees represent the use of uniform plantings along the street system to reinforce the spatial organization of the GGIE's plan. The olive trees are tangible reminders of the GGIE and are artifacts of this event. However, it is estimated that fewer than half of the olive trees that were planted along the street system are extant. The ones that remain exist in only short sections and have trees missing within their rows and so no longer serve their original function within the design.

The street tree plantings of olive trees are not individually significant under CRHR Criteria in relation to the GGIE. Rather their potential for significance would be as contributing features of the Exposition's designed landscape. However the overall design for the GGIE landscape does not appear to be eligible under the CRHR Criteria due to a lack of integrity. As a result, the street tree plantings of olive trees do not appear to be eligible for the CRHR in relation to the GGIE under either Criteria 1 or 3.

The olive trees planted in the vicinity of the Library and Chapel (south of Avenue B between California Avenue and 3rd Street) were transplanted into this area by the Navy and are not associated with the GGIE plan. These trees are not individually significant in relation to the Navy's use of landscaping. Any potential for significance of these olive trees in relation to the Navy's use of the island would be as a contributing feature to a historic district, and as explained in a preceding section, there does not appear to be a Navy-related historic district on Treasure Island under the CRHR Criteria. So the olive trees located in the vicinity of the Library and Chapel do not appear to be eligible for the CRHR in relation to the Navy under either Criteria 1 or 3.

Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to qualify under Criterion 2. Additionally, it is unlikely that the olive trees would be significant for their information potential under Criterion 4 since this criterion is commonly understood to apply primarily to archaeological resources.

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[1] Robert Selena, "World's Fair Olive Trees Still Thriving," *San Francisco Chronicle*, April 13, 2009.
[2] Eugen Neuhaus, *The Art of Treasure Island*. Berkeley, CA: University of California Press, 1939, p. 71.
[3] California Commission for the GGIE, *GGIE, Plot Plan Drawing No. D-101, Feb. 1939* and Pacific Aerial Survey 1940, 1947, 1969, 1985, 1991, 1993, and 2000.

References

California Commission for the Golden Gate International Exposition. *Golden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*. Copy viewed at the "Treasure Island 1939: San Francisco's Pageant of the Pacific, " exhibit at the Presidio of San Francisco Officers' Club, Treasure Island Development Authority, 2009.

James, Jack and Earle Weller. *Treasure Island: 'Magic City', 1939-1940*. San Francisco: Pisani Press, 1941.

Neuhaus, Eugen. *The Art of Treasure Island, First-hand Impressions of the Architecture, Sculpture, Landscape Design, Color Effects, Mural Decorations, Illumination, and Other Artistic Aspects of the Golden Gate International Exposition of 1939*. Berkeley, CA: University of California Press, 1939.

Pacific Aerial Survey. Aerial photograph. 1939, 1940, 1940[1], 1940[2], 1940[3], 1947, 1969, 1985, 1991, 1993, and 2001.

Pipes, Jason. *San Francisco's Treasure Island*, Charleston, South Carolina: Arcadia Press, 2007.

Reinhardt, Richard. *Treasure Island, San Francisco's Exposition Years*. Mill Valley, CA: Squarebooks, 1978.

Schnoebelen, Anne. *Treasures: Splendid Survivors of the Golden Gate International Exposition*. Berkeley: GGIE Research Associates, 1991.

Selana, Robert. "World's Fair Olive Trees Still Thriving", San Francisco Chronicle, April 13, 2009.

Treasure Island Development Authority. "Treasure Island 1939: San Francisco's Pageant of the Pacific, " exhibit at the Presidio of San Francisco Officers' Club, July 22-October 18, 2009.

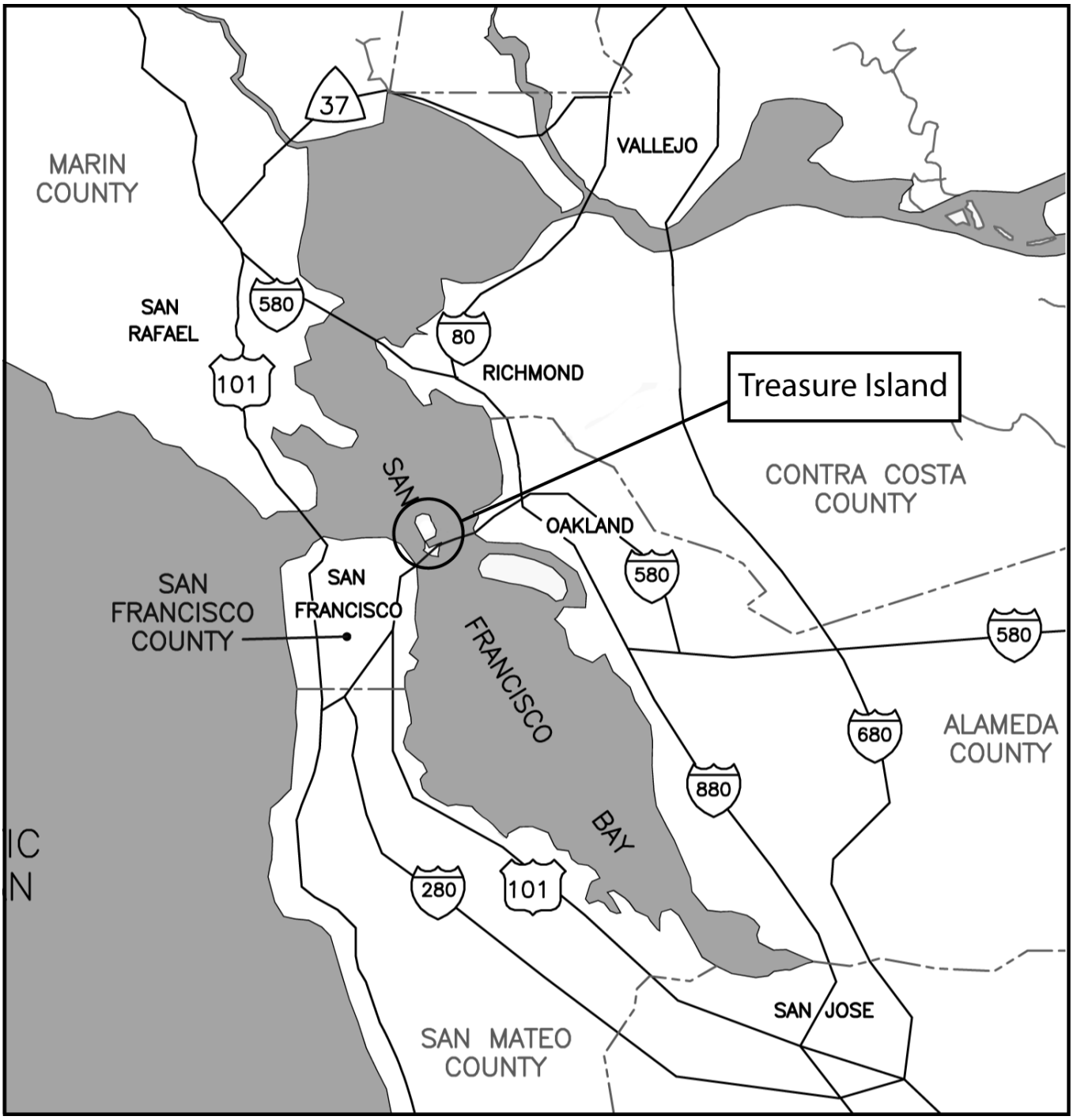
United States Geological Survey, Earth Resources Observation and Science (EROS) Center. Aerial photograph, flown 6-11-1952 (USGS Entity IDs: ARB031250020030 and ARB031250020031). http://edcsns17.cr.usgs.gov/EarthExplorer (accessed 31 August 2009).

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

LOCATION MAP

Primary # _____
HRI# _____
Trinomial# _____

Page 9 of 9 *Resource Name or # (Assigned by recorder) Olive Trees on Treasure Island
*Map Name: Treasure Island Location Map *Scale: NTS *Date of Map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island - Final Environmental Impact Report (San Francisco Planning Department 2006)

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 *Resource Name or #: (Assigned by recorder) Landscape around Building 1

P1. Other Identifier: _____

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 1993 T ___; R ___; ___¼ of ___¼ of Sec ___; _____B.M.
c. Address Treasure Island City San Francisco Zip 94130
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)

The primary entrance to the building is located on the west side and consists of an entrance drive and adjacent sidewalks that parallel the U shape of the building. There are two concrete retaining walls, with detailing that resembles that of the building, located on either side of the building, extending from the edge of the building to the Avenue of Palms. There is a secondary entrance road into the basement of the building located on the lower side of this retaining wall on both the north and south ends of the building. Vegetation features are located in the following areas: (1) a bed across the front of the entrance (created by the Avenue of Palms, the entrance drive to the building, and a wall), (2) beds located along the inside edge of the roads into the basement, (3) areas with lawns located on the outside edge of the roads into the basement, (5) groupings of shrubs and trees at the outside corners of the building, and (5) and a row of palms located next to the Avenue of Palms.

(See continuation sheet)

*P3b Resource Attributes: (List attributes and codes) HP29 Landscape Architecture
*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 Side of Building 1. View of landscape setting. Character-defining features include the location of this bed and the palms. (131). Denise Bradley photo, 2009.

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both
1939; The construction date was established by the study of dated maps and/or photographs.

*P7. Owner and Address:
U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

*P8. Recorded by: (Name, affiliation, and address)
Denise Bradley ASLA for Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*P9. Date Recorded: Sept 2009

*P10. Survey Type: (Describe)
Intensive

P11. Report Citation*: (Cite survey report and other sources, or enter "none".) *Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures, and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940*. (San Francisco: Knapp Architects, 2010)

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

Description (continued)

There is a narrow strip of landscaping on the north side of the building that contains large eucalyptus trees, Monterey cypress trees, and various species of large shrubs. There is also a narrow, concrete sidewalk that runs along the outer edge of the landscaped area.

There is a secondary entrance on building's east side. A concrete sidewalk leads to this entrance. There are landscaped beds along both sides of this sidewalk. Foundation plantings (composed of various species of large shrubs and small trees) are located along the base of the eastern side of the building. There is a paved parking area and turnaround located to the south of the entrance. Tall trees and large shrubs are planted to the west of this turnaround next to a tall chainlink fence.

There is a lawn on the south side of building. There are two entrances to the building on its south side. Both have concrete sidewalks that lead from the parking lot (located south of the lawn) to the entrance doors. Access to the sidewalk that leads to the entrance near the buildings is between two small buildings located at the edge of the lawn area (the Treasure Island Bar and Grill and the Treasure Island Yacht Club). There are various species of trees and shrubs located along the west side of the sidewalk near the building's west end (between the sidewalk and the brick wall). There is also a group of trees and shrubs located toward the east end of the building.

Photos (continued)

Photo 2. West Side of Building 1: Character-defining features include U-shaped entrance drive and entrance sidewalk and open area (now a parking lot). (26) Denise Bradley photo, 2010.

Photo 3. West Side of Building 1: Character-defining features include: Concrete retaining wall along the south side of the entrance to Building 1 and the entrance sidewalk. There is an identical wall on the north side. (130) Denise Bradley photo, 2009.

Photos (continued)

Photo 4. West Side of Building 1: Character-defining features include: the secondary entrance road and sidewalks, location of a planting bed between the retaining wall and road (but not these particular plant materials), and location of lawn on the south side of the road (but not the other vegetation). There are comparable features on the north end of the building. (132) Denise Bradley photo, 2009.

Photo 5. West Side of Building 1: View of lawn area. Location of lawn is a character-defining feature. All other vegetation is non-contributing. (135) Denise Bradley photo, 2009.

Photos (continued)

Photo 6. West Side of Building 1: Character-defining features include: the secondary entrance road and sidewalks, location of a planting bed between the retaining wall and road (but not these particular plant materials), and location of lawn on the north south side of the road (but not the other vegetation). (122) Denise Bradley photo, 2009.

Photo 7. West Side of Building 1: Location of lawn is a contributing feature. All other vegetation and the sidewalk across the lawn are non-contributing. (118) Denise Bradley photo, 2009.

Photos (continued)

Photo 8. North side of Building 1: Character-defining features include the location of narrow strip of landscape and lawn. All other vegetation and the sidewalk located in this area are non-contributing. (53) Denise Bradley photo, 2010.

Photo 9. North side of Building 1: Character-defining features include the location of narrow strip of landscape and lawn. All other vegetation and the sidewalk are non-contributing. (54) Denise Bradley photo, 2010.

Photos (continued)

Photo 10. East side of Building 1: The location of entrance pavement is a character-defining feature. Vegetation is non-contributing. (67) Denise Bradley photo, 2009.

Photo 11. East side of Building 1: The location of entrance pavement is a character-defining feature. Vegetation is non-contributing. (67) Denise Bradley photo, 2009.

Photos (continued)

Photo 12. East side of Building 1: The location of lawn (although smaller in area than during the GGIE) identifies the setting for the building and is a character-defining feature. All other vegetation is non-contributing. Sidewalk along east edge added by Navy and is non-contributing. (59) Denise Bradley photo, 2009.

Photo 13. East side of Building 1: Parking area and turnaround added by the Navy are non-contributing. (14) Denise Bradley photo, 2010.

Photos (continued)

Photo 14. South side of Building 1: The presence of the lawn (although smaller in area than during GGIE) identifies the setting for the building and is a character-defining feature. The sidewalk leading to entrance at west end of building is also a character-defining feature. (19) Denise Bradley, 2010.

Photo 15. South side of Building 1: Showing remaining portion of character-defining lawn. Area in the foreground of photo was paved by Navy and is not contributing. (7) Denise Bradley, 2010.

Photos (continued)

Photo 16. South side of Building 1: Showing former lawn area that was paved by Navy. (11) Denise Bradley, 2010.

Photo 17. South side of Building 1: Showing brick wall and vegetation located on west side of sidewalk (left side of photo) added by Navy. These are not contributing features. (1) Denise Bradley, 2010.

Photos (continued)

Photo 18. South side of Building 1: Lawn is a character-defining feature. Other vegetation and sidewalk were added by Navy and are non-contributing features. (18) Denise Bradley photo, 2010.

Photo 19. South side of Building 1: This sidewalk was added by the Navy and is a non-contributing feature. (15) Denise Bradley, 2010.

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3CS

***Resource Name or #** (Assigned by recorder) Landscape around Building 1

B1. Historic Name: none

B2. Common Name: none

B3. Original Use: designed landscape associated w/ Bldg. 1 B4. Present Use: designed landscape associated w/ Bldg. 1

***B5. Architectural Style:** NA

***B6. Construction History:** (Construction date, alterations, and date of alterations)

constructed 1939; altered by Navy after 1940 (removal of GGIE vegetation, addition of new vegetation, addition of parking area and turnaround (in former lawn area) on east side, removal of part of the lawn on east side, removal of part of lawn and addition of paving on south side, addition of brick wall south of building, addition of entrance sidewalk on south side)

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

***B8. Related Features:**

B9a. Architect: GGIE Architectural Commission (site plan) and Julius Girod Director of Bureau of Horticulture of the Exposition (vegetation and planting plan)

b. Builder: GGIE (hardscape) and Bureau of Horticulture of the Exposition (vegetation)

***B10. Significance: Theme** Golden Gate International Exposition **Area** San Francisco

Period of Significance 1939-1940 **Property Type** designed landscape **Applicable Criteria** CRHR 1

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

History

Building 1 was the "Administration Building" during the GGIE. It was located along the outer row of the Exposition's exhibits on the island's southern edge, between California Avenue and the Esplanade. (The other two permanent buildings, Buildings 2 and 3, were also located in this same row.) The building was located immediately adjacent to the vehicular entrance to the Exposition, and its primary entrance faced the Avenue of Palms. The secondary entrance to the building was on its east side and faced the Enchanted Garden area. There were distinctly delineated landscape areas around the building's west, north, east, and south sides which created a landscape setting for the building, defined the outdoor space associated with it, and provided a separation between the building and the adjacent circulation features (the Avenue of Palms, California Avenue, Marguerite Path, and the Esplanade). In general, the planting around the building was less elaborate than in the various Courtyards (which were key outdoor spaces for the Exposition). However, due to its highly visible location at the vehicular entrance to the GGIE, the landscape treatment for the front of the building was an integral part of its design.

See continuation sheet

B11. Additional Resource Attributes: (List attributes and codes) HP29 Landscape Architecture

***B12. References:**

See continuation sheet.

B13. Remarks:

(Sketch map with north arrow required)

See page 19

***B14. Evaluator:** Denise Bradley ASLA

Date of Evaluation: September 2009

(This space reserved for official comments.)

History (continued)

The landscape zone in front of the building, which provided a landscape setting in relation to the Avenue of Palms, had a symmetrical layout. The entrance drive and adjacent sidewalks paralleled the U-shape of the building. Two concrete retaining walls, on either side of the building, extended from the edge of the building along the outer edge of the sidewalk that lined the entrance drive. These walls framed the entrance and served as retaining walls for the grade change between the primary entrance and the two secondary entrance roads (one on either side of the building) that provided access to the basement. The material, form, and detailing of the walls also extended the stylistic features of the building into the landscape. There was a landscaped bed across the front of the entrance, created by the Avenue of Palms, the entrance drive to the building, and a wall. Beds (bounded by the sidewalk along the Avenue of Palms, the building, and the retaining wall) were also located along the inside edge of the drives into the basement; there appears to have been minimal planting in this area, either grass or a low groundcover with a grouping of palms at the end next to the building. A grouping of palms was also located at both outer corners of the two wings of the building. Palms (that were part of the Avenue of Palms street tree planting) extended in a row across the front edge of the landscape.

The landscape zone on the north side of the building consisted of a narrow strip of ground between the building and California Avenue. A tall wall bisected this landscape zone and extended across California Avenue, to connect to the Mines, Metals, and Machinery Building; this wall was part of the entrance gate feature across California Avenue. Three tall palms were located on the west side of the intersection of this wall and Building 1. Shrubs were planted along the portion of Building 1's foundation that was in front of this intersection with the wall. On the east side of this intersection (between the wall and Building 1), historical photographs show a mass of vegetation (with taller trees and shrubs) that was probably meant to mask what was, in effect, the back side of the wall/entrance gate feature.

Because this wall intersected the east side of Building 1 at a 45 degree angle, a mass of vegetation was planted on the south end of the east side of Building 1 at a similar angle so that these two plantings formed roughly symmetrical features in relation to the view to the building from the Enchanted Garden.

The landscape zone on the east side of the building included lawn between the building and the outer path (Marguerite Path) for the Enchanted Garden. A row of trees (possibly olives) were planted along the edge of this lawn; there was a matching row on the other side of Marguerite Path. There was a broad sidewalk that connected the building's entrance to Marguerite Path. Historical images do not provide a clear view of the landscape zone on this side of the building, but there were probably foundation plantings and vegetation on both sides of the entrance to frame this entry.

The landscape zone on the south side of the building included a lawn that extended out to the edge of the Esplanade. This lawn provided a landscape setting for the building in relation to the Esplanade, the circulation corridor along the edge of the island. There was likely a simple row of foundation planting along this side of the building. (The resolution of historical images makes it difficult to establish the extent of the plantings next to the building's foundation.) Two sidewalks provided connections between the building's entrances and the Esplanade. There were also temporary benches placed at the south edge of the lawn next to the Esplanade to provide seating.

Changes Made by the Navy

By 1947, several changes had occurred to the landscape zone around Building 1. All traces of the Enchanted Garden (located adjacent to Building 1 on its east side) had been removed. The wall that crossed California Avenue (and that intersected the building's north side) had also been removed. The Navy had added a paved parking area and turnaround just south of the building's entrance on the east side. The distinction between the edge of the lawn area on the building's south side and the Esplanade had become less delineated, and it appears that part of this area, along the outer edge, had been converted to a parking lot. This parking lot was eventually paved, and at some point, the Navy added two small buildings to the east end of this paved parking area.

Later, the vegetation features in the landscape zone in front of the building were altered, and the palms that were planted at both corners of the building were removed and replaced with other types of vegetation. Additional plantings were added to the lawn area on the south end to hide the brick wall that added by the Navy to this area.

History (continued)

Existing Conditions and Integrity

Today, the landscape zone remains largely intact in front of Building 1. Remaining features associated with the GGIE landscape design and the design of Building 1 include the following: (1) the entrance drive and adjacent sidewalks that parallel the U-shape of the building; (2) the two concrete retaining walls, on either side of the building, that extend from the edge of the building to the Avenue of Palms; (3) two secondary entrance roads into the basement of the building; (4) the location of the landscape bed across the front of the entrance, created by the Avenue of Palms, the entrance drive to the building, and a wall; (5) the location of the landscape bed located along the inside edge of the drives into the basement; (6) the location of lawns at the outer edges of the building; and (7) palms extending in a row across the front edge of the landscape (these trees are part of the Avenue of Palms street tree planting). The other trees, shrubs, and groundcovers have all been added by the Navy.

The landscape zone along the north side of the Building 1, between the building and California Avenue, remains in place. The date when the shrubs and trees (tall eucalyptus, Monterey cypress, overgrown leptospermum, etc.) were planted is not known. It is likely that they were added by the Navy. If they date from the GGIE planting, they no longer form a unified foundation planting, as would have been the intention of the planting in association with the GGIE landscape design. The narrow concrete sidewalk was added by the Navy.

The landscape zone on the east side of the Building 1 remains. The entrance feature (sidewalk and walls) to the building is clearly associated with the GGIE landscape design. However, the sidewalk that parallels the road was added by the Navy. Also, it is not clear if any of the vegetation on this side of the building was planted as part of the GGIE design. The extant vegetation features provide basically the same functions (foundation plantings and framing the entrance) that would have been present during the GGIE, but the appearance is not consistent with that during the Exposition (either because the plants are old and overgrown and/or because they were planted by the Navy). The row of olives at the edge of the lawn that paralleled Marguerite Path is missing. The paved parking area and turnaround just south of the building's entrance, which was added by the Navy in the 1940s, is still extant. The date when the tall trees and large shrubs located between this turnaround and on both sides of the chain-link fence were planted is not known. Some may date from the GGIE and would be a remnant of the mass that was planted at a 45-degree angle to match the one on the north end of the building (planted in relationship to the wall that extended across California Avenue).

On the south side of the building, over half of the lawn area that existed during the GGIE was paved by the Navy so that the size of the landscape zone and the size of the lawn area that existed during the Exposition have both been reduced. The original sidewalk that provided access to the west end of the building was shortened when the paved parking area was added. The original sidewalk at the east end of the building was removed, and the current alignment of the sidewalk (that extends to the area between the Treasure Island Bar and Grill and the Yacht Club) was added by the Navy in the 1940s.

Evaluation Under CRHR Criteria

I. LANDSCAPE FEATURES THAT CONTRIBUTE TO THE SIGNIFICANCE OF BUILDING1 UNDER CRHR CRITERION 1 (IN ASSOCIATION WITH GGIE):

Front (West) Side

1. *Primary entrance drive and adjacent sidewalks that parallel the U shape of the front of the building.*
2. *Two concrete retaining walls (that extend from the edge of the building to the Avenue of Palms along the outside of the entrance drive).*
3. *Two secondary entrance roads on the front (west) side of the building.*
4. *Location of a landscape bed across the front of the entrance (defined by the Avenue of Palms, the entrance drive to the building, and a wall).*
5. *Location of the planting bed on the inside of the secondary road into the basement (between the road and the retaining wall).*
6. *Grass in the landscape zones on the north and south ends of the building.*
7. *A row of palms that extend across the front of planting bed next to the Avenue of Palms (these trees are a part of the Avenue of Palms street tree planting).*

North Side

1. *Location of landscape zone between the side of the building and California Avenue.*

East Side

1. *Broad sidewalk leading to the secondary entrance on the east side of the building.*
2. *Landscape zone and lawn located between the building and the pavement.*

South Side

1. *Sidewalk leading to the entrance at the west end of the building.*
2. *Landscape zone with lawn across the south side extending from the building to the parking lot.*

II. NON-CONTRIBUTING LANDSCAPE FEATURES

Front (West) Side

1. *All vegetation other than the grass and Canary Island date palms located next to the Avenue of Palms.*
2. *The sidewalk that cuts across the section of lawn on the north end of the building.*
3. *The sidewalk along California Avenue.*

North Side

1. *All vegetation.*
2. *Sidewalk along California Avenue.*

East Side

1. *All vegetation other than the grass.*
2. *Turnaround and parking area located at the south end.*
3. *Chain-link fence located behind this turnaround area.*

South Side

1. *Pavement located in the area that was originally grass lawn.*
2. *All vegetation other than the grass lawn.*
3. *Brick wall.*
4. *Sidewalk leading to the entrance near the east end of the building.*
5. *Sidewalk aligned parallel to the building that runs between the two entrances to the building.*
6. *Chain-link fence located at the east end.*

Building 1 is individually listed on the National Register of Historic Places (NRHP) under Criterion A in association with the GGIE and under Criterion C as an example of Art Moderne-style of commercial architecture from the late 1930s. The boundary for this listing only included the "area immediately adjacent to the Administration Building;" this is shown on the boundary map as including the landscape zone in front of the building (to the edge of a line extending from the north edge of the building, to

Evaluation (continued)

the Avenue of Palms, and to the edge of a line extending from the south edge of the building). The boundary map in the NRHP nomination excluded the landscape zone and hardscape on the building's east side (facing the now non-extant Enchanted Garden) and the landscape zone on the building's south side that extended from the building to the Esplanade. The boundary justification in the NRHP nomination stated that these areas were excluded because they lacked integrity to the period of significance (1938-1940).[1]

Criterion 1 (Events) – The review of additional historical sources (including two contemporary accounts of the Exposition,[2] plans from the Exposition that show the landscape features at a schematic level, historical photographs, and historical aerial photographs[3]) that were not included in the NRHP nomination has provided a more detailed description of the landscape zone (i.e., the location of lawns or planted areas, the types of vegetation features, and the location of the hardscape features) associated with the Administration Building (Building 1) during the GGIE. This review has shown that there remains a distinct landscape zone around the building that contributes to the significance of Building 1 under CRHR Criterion 1 (in association with the GGIE). This remaining landscape zone still conveys the spatial organization that existed around the building during the GGIE. Additionally, this landscape zone continues to function as a landscape setting for Building 1 in the same way (functionally) as it did during the GGIE.

There have been changes to the landscape zone on the east and south sides of the building; the size of both has been reduced since the end of the Exposition by the addition of paving. The landscape zone on the north side remains but with vegetation whose appearance is different than during the Exposition. However, these landscape zones (on the north, east, and west sides of the building) appear to retain sufficient integrity along with the more intact landscape zone on the building's front side to contribute to the significance of Building 1 under the CRHR Criterion 1 (in association with the GGIE). The diagram at the end of the form shows the boundary of the CRHR significance in relation to the NRHP Nomination boundary.

The contributing and non-contributing features located in the landscape zone on each side of the building are listed at the beginning of this "Evaluation" section.

This evaluation of the significance of the building's landscape features under CRHR Criterion 1 does not alter the boundary for the NRHP nomination for Building 1.

The landscape zone does not extend to include the Esplanade and the area along the waterfront south of the building since these were related to the overall function of the island during the exposition and not to that of Building 1. Building 1, which served as the Administration Building for the exposition, was sited so that it would be in close proximity to the vehicular entrance to the exposition. Neither the design of the building nor its associated landscape setting focused on the waterside, and the significance and integrity of Building 1 under the CRHR Criteria 1 (in association with the GGIE) and 3 (as an example of the Art Moderne-style of commercial architecture from the late 1930s) do not depend on this waterside setting.

Criterion 2 (Persons) – Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to qualify under Criterion 2.

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[1] Toni Webb (JRP Historical Consulting), *Administration Building (Building 1), Treasure Island, National Register of Historic Places Registration Form*, not dated.

[2] *The Art of Treasure Island, First-hand Impressions of the Architecture, Sculpture, Landscape Design, Color Effects, Mural Decorations, Illumination, and Other Artistic Aspects of the Golden Gate International Exposition of 1939* was prepared by Eugen Neuhaus in 1939 to serve as both an analysis of the various components of the plan (architecture, sculpture, plant materials, murals, color, and lighting) and a guidebook. *Treasure Island: 'Magic City', 1939-1940* prepared by Jack James and Earle Weller in 1941 provided information on the process involved in the creation of the island and the installation of the landscape.

[3] California Commission for the Golden Gate International Exposition. G*olden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*; the "Ground Plan of the Exposition with Guide to Courts and Buildings, in the appendix of *The Art of Treasure Island . . .* by Eugen Neuhaus (Berkeley, CA: University of California Press, 1939); and Pacific Aerial Survey 1939, 1940, 1947, 1969, and 1971.

Evaluation (continued)

Criterion 3 (Design) – The NRHP nomination included a portion of the landscape zone in front of the building on the NRHP boundary map.[4] (See the diagram at the end of the DPR form) This portion of the landscape zone on the front (west) side of the building that corresponds with that included on the NRHP boundary map (to the edge of a line extending from the north edge of the building, to the Avenue of Palms, and to the edge of a line extending from the south edge of the building) contributes to the significance of the building under CRHR Criterion 3 (as an example of Art Moderne-style of commercial architecture from the late 1930s).

The portion of the landscape zone on the west side outside of the NRHP boundary and the remaining landscape zone on the north, east, and south sides do not contribute to the Building 1's significance under CRHR Criterion 3 (as an example of the Art Moderne-style of commercial architecture from the late 1930s).

Criterion 4 (Information Potential) – Additionally, it is unlikely that the landscape for Building 1 would be significant for its information potential under Criterion 4 since this criterion is commonly understood to apply primarily to archaeological resources.

[4] Toni Webb (JRP Historical Consulting), *Administration Building (Building 1), Treasure Island, National Register of Historic Places Registration Form*, not dated.

References

California Commission for the Golden Gate International Exposition. *Golden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*. Copy viewed at the "Treasure Island 1939: San Francisco's Pageant of the Pacific, " exhibit at the Presidio of San Francisco Officers' Club, Treasure Island Development Authority, 2009.

James, Jack and Earle Weller. *Treasure Island: 'Magic City', 1939-1940*. San Francisco: Pisani Press, 1941.

Neuhaus, Eugen. *The Art of Treasure Island, First-hand Impressions of the Architecture, Sculpture, Landscape Design, Color Effects, Mural Decorations, Illumination, and Other Artistic Aspects of the Golden Gate International Exposition of 1939*. Berkeley, CA: University of California Press, 1939.

Pacific Aerial Survey. Aerial photograph. 1939, 1940, 1940[1], 1940[2], 1940[3], 1947, 1969, 1985, 1991, 1993, and 2001.

Pipes, Jason. *San Francisco's Treasure Island*, Charleston, South Carolina: Arcadia Press, 2007.

Reinhardt, Richard. *Treasure Island, San Francisco's Exposition Years*. Mill Valley, CA: Squarebooks, 1978.

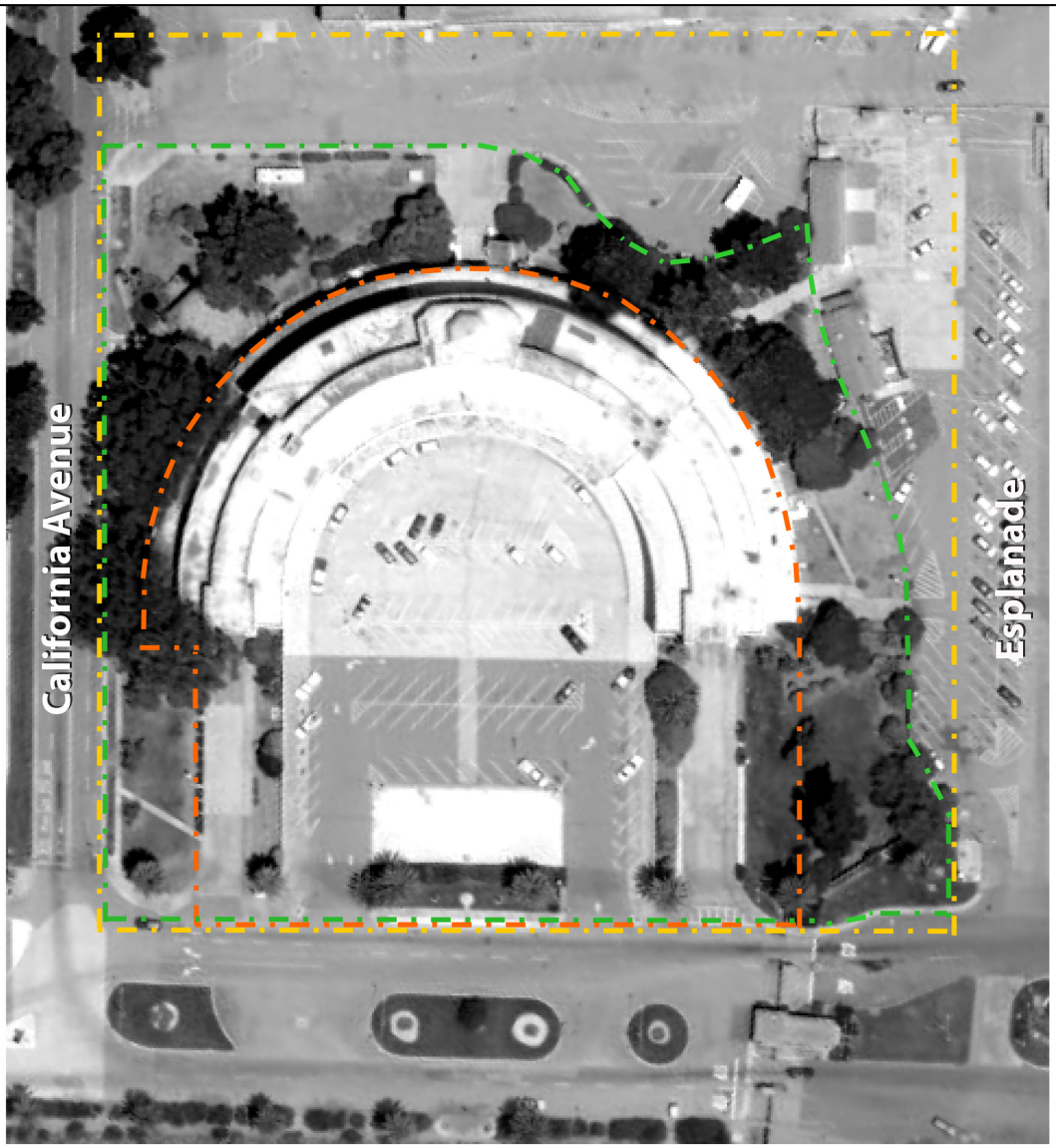
Schnoebelen, Anne. *Treasures: Splendid Survivors of the Golden Gate International Exposition*. Berkeley: GGIE Research Associates, 1991.

Treasure Island Development Authority. "Treasure Island 1939: San Francisco's Pageant of the Pacific, " exhibit at the Presidio of San Francisco Officers' Club, July 22-October 18, 2009.

Webb, Toni (JRP Historical Consulting). *Administration Building (Building 1), Treasure Island, National Register of Historic Places Registration Form*, no date.

United States Geological Survey, Earth Resources Observation and Science (EROS) Center. Aerial photograph, flown 6-11-1952 (USGS Entity IDs: ARB031250020030 and ARB031250020031). http://edcsns17.cr.usgs.gov/EarthExplorer (accessed 31 August 2009).

1. Photo of Building 1 in 1940 near the end of the GGIE. Source: Pacific Aerial Surveys-Oakland, CA.



LEGEND

General footprint of landscape setting for building during Golden Gate International Exposition

National Register Listing boundary

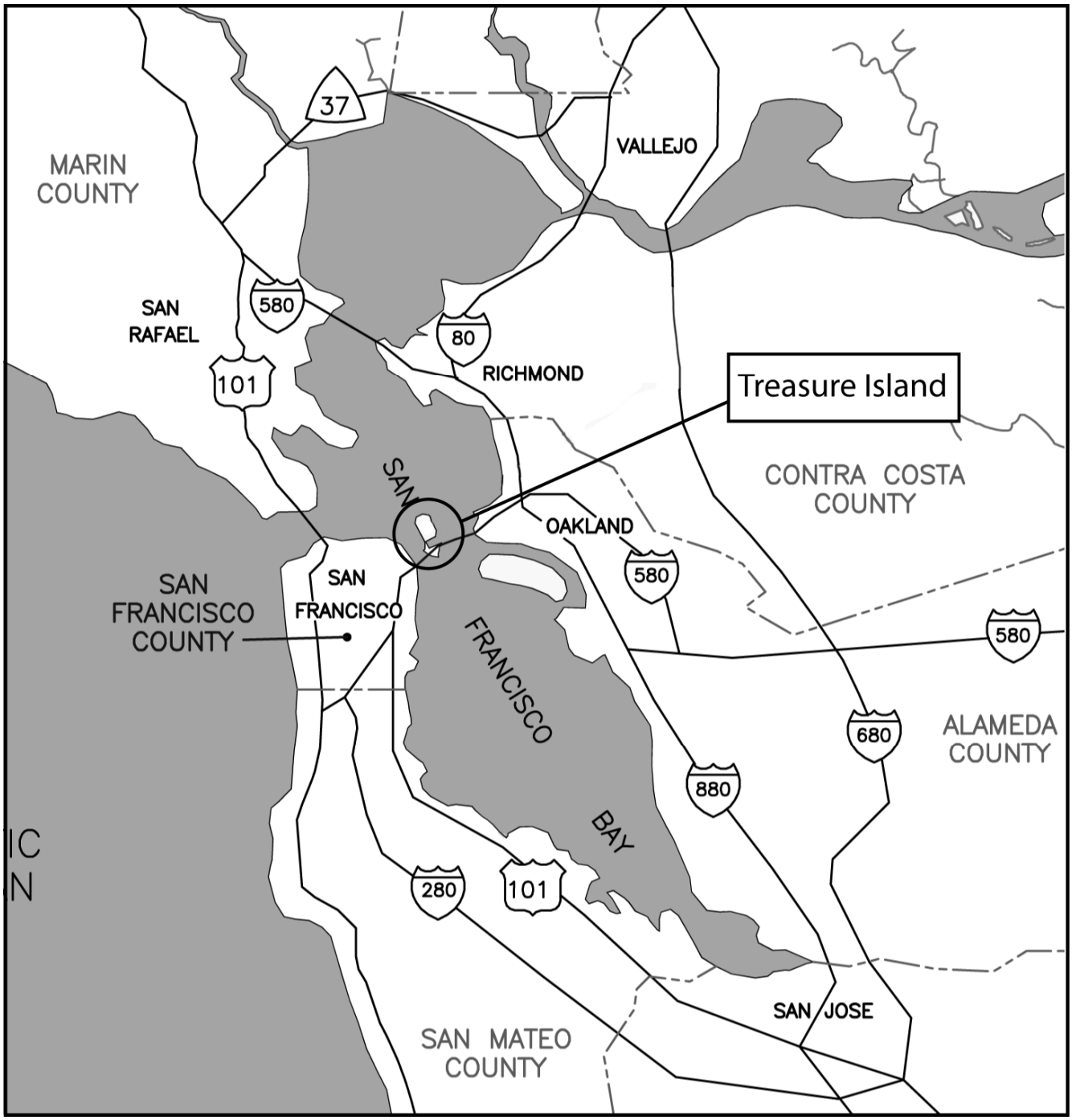
Location of remaining Golden Gate International Exposition landscape setting that contributes to CRHR significance of building

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

LOCATION MAP

Primary # _____
HRI# _____
Trinomial# _____

*Resource Name or # (Assigned by recorder) Landscape around Building 1
*Map Name: Treasure Island Location Map *Scale: NTS *Date of Map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island - Final Environmental Impact Report (San Francisco Planning Department 2006)

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 *Resource Name or #: (Assigned by recorder) Landscape around Building 2

P1. Other Identifier: _____

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 1993 T ___; R ___; ___¼ of ___¼ of Sec ___; _____B.M.
c. Address Treasure Island City San Francisco Zip 94130
d. UTM: (Give more than one for large and/or linear resources) Zone x ____; _____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)

The primary entrance to the building is located on the west side. A paved sidewalk (approximately 25 feet wide) connects the entrance door to Avenue D and creates an entrance plaza in front of the building. The west end of this pavement splits into two paths so that in plan view the pavement resembles an inverted "Y." The area on either side of this pavement is planted with grass and is maintained as a lawn. There is a row of olive trees located along the outer (west) edge of the lawn. A group of large shrubs and trees are located at the north and south corners of the building.

On the north side of the building, the area between the building and the sidewalk along California Avenue is planted with grass and maintained as a lawn. A row of trees is planted mid-way between the building and the street, and a variety of shrubs are planted next to the building's foundation.

(See continuation sheet)

*P3b Resource Attributes: (List attributes and codes) HP29 Landscape Architecture
*P4. Resources Present: ☐ Building ☒Structure ☐ Object ☒ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)
P5b. Description of Photo: (View, date, accession #) West Side of Building 3. View of the landscape setting. Lawn and a portion of the concrete entry sidewalk are character-defining features. The split or "V" portion of the concrete sidewalk was added by the Navy and is non-contributing feature. (92) Denise Bradley photo, 2009.

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

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both
1939; The construction date was established by the study of dated maps and/or photographs.
*P7. Owner and Address:
U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101
*P8. Recorded by: (Name, affiliation, and address)
Denise Bradley ASLA for Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918
*P9. Date Recorded: Sept 2009

P10. Survey Type: (Describe) Intensive P11. Report Citation: (Cite survey report and other sources, or enter "none".)
Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures, and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

Description (continued)

The area along the east side of the building is paved with concrete.

The area immediately adjacent to the south side of the building is paved. However, there is a grassed area located about 75 feet south of the building. This grassed area is approximately the same length as the building and about 50 feet wide. There are a few trees located at its west end.

Photos (continued)

Photo 2. West Side of Building 2.

Row of olive trees in front of the west side of Building 2, next to Avenue D, continues to relate to the landscape in front of Building 2 and is a character-defining feature in relation to defining the landscape setting on the west side of Building 2. (The row on the other side of Avenue D is non-extant). Denise Bradley photo, 2009. (85)

Photos (continued)

Photo 3. North side of Building 2. View of the landscape setting. Location of lawn and row of olives are character-defining features. The sidewalk (aligned parallel to California Avenue) and the other vegetation (trees and shrubs) were added by the Navy and are non-contributing features. (93) Denise Bradley photo, 2009.

Photos (continued)

Photo 4. North Side of Building 2.

The section of pavement at the east end of lawn was added by the Navy and is a non-contributing feature to the landscape setting on this north side of Building 2.

During the GGIE, the row of olive trees, along the edge of the lawn next to California Avenue, defined the edge of the landscape in front of Building 2 and was a part of the street tree planting that extended along California Avenue. This row of trees continues to relate to the landscape in front of Building 2 and is a character-defining feature in relation to defining the landscape setting on the north side of Building 2.

However, the overall street tree planting along California lacks integrity due to missing trees. Denise Bradley photo, 2009. (100)

Photos (continued)

Photo 5. North side of Building 2. Location of sidewalk leading to entrance is a character-defining feature. (The asphalt was added by the Navy is non-contributing.) (50) Denise Bradley photo, 2010.

Photos (continued)

Photo 6. East side of Building 2.

During the GGIE, the east side of the building was paved with concrete and was originally intended for parking of seaplanes. There was a docking area and ramp located directly south of this area at the island's edge.

The north side of this paved area ended at a line that was parallel with the north wall of Building 2. (The area between the end of the concrete and California Avenue may have been asphalt; the resolution of historical photographs makes it difficult to determine this for certain.) A narrow strip of grass and the row of olive trees located on the north side of Building 2 (shown in Photos 3 and 4) extended to the edge of the street that separated Building 2 and Building 3.

The GGIE design for this area has been altered. The distinction between the original concrete pavement and the streets (Esplanade and unnamed street between Buildings 2 and 3) that was evident during the GGIE has been lost. The Navy removed the olives and added a sidewalk along California. The small structures located along the south and east sides of this paved area, on the east of Building 2, were also added by the Navy. The result has been a loss of integrity for the landscape setting on the east side of Building 2. Denise Bradley photo, 2010. (49)

Photos (continued)

7. South side of Building 2. View from east end.

The strip of grass identifies the outer edge of the original landscape setting for the building during the GGIE.

The GGIE design for this area has been altered. The Navy added the pavement between the grass and Building 2 and in doing so removed a portion of the lawn and GGIE sidewalks. They also added the structures at the east end (right side of photo) and the trees at the west end (background area of photo). The result has been a loss of integrity for the landscape setting on the south side of Building 2. Denise Bradley photo, 2010. (45)

Photos (continued)

Photo 8. South side of Building 2. View from west end.

The strip of grass identifies the outer edge of the original landscape setting for the building during the GGIE.

The GGIE design for this area has been altered. The Navy added the pavement between the grass and Building 2, the trees at the west end (left side of photo), and the structures at the east end (background in the photo). The result has been a loss of integrity for the landscape setting on the south side of Building 2. Denise Bradley photo, 2010. (48)

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3CS

***Resource Name or #** (Assigned by recorder) Landscape around Building 2

B1. Historic Name: none

B2. Common Name: none

B3. Original Use: designed landscape associated w. Bldg. 2 B4. Present Use: designed landscape associated w. Bldg. 2

***B5. Architectural Style:** NA

***B6. Construction History:** (Construction date, alterations, and date of alterations)

constructed 1939; altered by Navy after 1940 (removal of GGIE vegetation, addition of new vegetation, alteration of entrance sidewalk on west side, removal of part of lawn area on west side, removal of sidewalks and lawn on south side and replacement with paving)

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

***B8. Related Features:**

B9a. Architect: GGIE Architectural Commission (site plan) and Julius Girod Director of Bureau of Horticulture of the Exposition (vegetation and planting plan) b. Builder: GGIE (hardscape) and Bureau of Horticulture of the Exposition (vegetation)

***B10. Significance: Theme** Golden Gate International Exposition **Area** San Francisco

Period of Significance 1939-1940 **Property Type** site (designed landscape) **Applicable Criteria** CRHR 1

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

History

Building 2 was the "Hall of Transportation" during the GGIE. It was located along the outer row of the Exposition exhibits on the island's southern edge between California Avenue and the Esplanade. (The other two permanent buildings, Buildings 1 and 3, were also located in this same row.) The primary entrance to Building 2 was on its west side facing what is now Avenue D. There were distinctly delineated lawn areas on the building's west, north, and south sides which created a landscape setting for the building, defined the outdoor space associated with it, and provided a separation between the building and the adjacent circulation features (Avenue D, California Avenue, and the Esplanade). In general the plantings around the building was less elaborate than those in the various Courtyards (which were the key outdoor spaces for the Exposition) and the focus was on the exhibits within Building 2, not on the outdoor spaces that surrounded it.

The main entrance to Building 2 was located on its west side. A concrete plaza connected this entrance to Avenue D. On either side of this plaza were lawn areas, approximately 95 feet deep, which extended to the corners of the building. A tall

See continuation sheet

B11. Additional Resource Attributes: (List attributes and codes) HP29 Landscape Architecture

***B12. References:**

See continuation sheet.

B13. Remarks:

(Sketch map with north arrow required)

see page 19

***B14. Evaluator:** Denise Bradley ASLA

Date of Evaluation: September 2009

(This space reserved for official comments.)

History and Analysis (continued)

columnar evergreen flanked each side of the entrance. There were foundation plantings, composed of a grouping of plants (rather than the simple row that was found along the south side) that wrapped around each corner of the building. A row of olive trees was planted along the outer edge of this lawn area; these trees both defined the edge of the landscape zone associated with the building and were part of the street tree planting along Avenue D (matching a similar row on the opposite side of Avenue D).

Along the California Avenue side of Building 2, a lawn area, approximately 70 feet deep, ran the length of the building. A sidewalk led from California Avenue to the entrance door located in the middle of the north wall of the building. A row of olive trees was planted along the outer edge of this lawn area; these trees both defined the edge of the landscape zone associated with the building and were part of the street tree planting that lined both sides of California Avenue. Historical images do not show this side clearly enough to distinguish other vegetation, but there was probably vegetation planted next to the building's foundation.

The area on the east side of Building 2 was paved with concrete and was apparently originally intended for parking seaplanes; there was a ramp and dock located directly south at the island's edge. (An aerial photograph taken in 1939 shows a plane parked on the east side of the building.)

There was a lawn area, approximately 125 feet deep that stretched across the south side of Building 2. This lawn provided a landscape setting for the building in relation to the Esplanade, the circulation corridor along the edge of the island. A concrete sidewalk, oriented parallel to the building's south wall, ran down the middle of this lawn area and divided it into two sections. There were six doors on this side of the building, five of which were connected to this sidewalk by a walkway. There was a concrete plaza (approximately 45' x 45') located at the west end of the building, that connected to the door at the far west end. A simple row of shrubs were planted next to the building.

Changes Made by the Navy

In the landscape zone on the west side (that served as the primary entrance during the GGIE), the Navy reconfigured the shape of the entry plaza (so that in plan view it resembles an inverted "Y"), removed the columnar evergreens that flanked the entrance, and removed part of the lawn area next to Avenue D and approximately 3 olive trees so this area could be used for parking.

In the landscape zone on the north side of the building, the Navy added a sidewalk aligned parallel to California Avenue and some additional vegetation.

The originally intended function of the concrete-paved area on the east side of the building – as a parking area for seaplanes--quickly became obsolete. (The dock and ramp located south of this area was either removed or disappeared.) The Navy repaved this area and over the years, added a number of small structures in various locations along the edges.

The landscape zone on the south side appears largely intact in a historical photograph from 1955. However, by the late 1960s, its design had been altered. The lawn area next to the building and the original sidewalk system, that divided the lawn and that connected to doors on the south wall of the building, were removed and/or paved over. The Navy eventually added a number of small structures at the east end and planted some trees at the west end.

Existing Conditions and Integrity

Today, the landscape zone around Building 2 is still evident but with a number of changes.

Key components of the landscape zone along the west side of the building (the lawn, the paved connection to the building's primary entrance that divides the lawn area into two sections, and about 9 of the original 12 olive trees in the row along the edge of the landscape zone next to Avenue D) remain in place. All have been altered to some degree by the Navy (loss of columnar evergreens that flanked the entrance, alteration of one end of the entry plaza, and removal of a portion of the lawn and olive trees to provide for parking). The vegetation that remains at the corners of the building may include some original GGIE plants; however, if that is the case, the plants are now overgrown for their intended use, and no longer have the same appearance as during the GGIE.

History and Analysis (continued)

Key components of the landscape zone along the north side of the building (lawn, sidewalk leading to the entry in the middle of the building, row of olives along California Avenue) remain in place but all were altered to some degree during the years the Navy occupied the island. Most of the row of olives next to California Avenue remain; approximately 9 of the original 11 trees located directly in front of the building remain; two of the original 4 or 5 trees remain in the portion of the row located in front (north) of the paved area east of the building. A sidewalk leading to the entrance in the middle of the north wall remains extant (the asphalt was added by the Navy). The row of trees planted mid-way between the building and the street are not old enough to have been present during the Exposition. Also the shrubs in the row next to the building were most-likely added by the Navy; the haphazard placement of these shrubs suggests that some have died and were not replaced; their current appearance is more closely associated with the Navy, and the military's predilection for pruning, than with the general character or appearance of plantings associated with the GGIE. The sidewalk running parallel to California Avenue was added by the Navy.

The east side of the building remains paved. However, the GGIE design for this area has been altered. The distinction between the original concrete pavement and the streets (the Esplanade and the unnamed street between Buildings 2 and 3) that was evident during the GGIE has been lost. The small structures located along the south and east sides of this paved area were also added by the Navy. Additionally, the Navy removed two olives in the portion of the row along California (immediately in front/north of the pavement) and added a sidewalk along California.

In the landscape zone on the south side of Building 2, the pavement added by the Navy around the late-1950s or 1960s to the area immediately adjacent to the building remains in place. Although, the plant materials and original pavement from the Exposition have been removed, the delineation between the landscape zone for the building and the Esplanade continues to be discernable due to the remaining strip of grassed area. (There is also some curbing embedded in the pavement that help to distinguish the extent of the original landscape zone.) Based on a review of historical aerial photographs, the trees located at the west end of this area appear to have been planted by the Navy.

Evaluation Under CRHR Criteria

I. LANDSCAPE FEATURES THAT CONTRIBUTE TO THE SIGNIFICANCE OF BUILDING 2 UNDER CRHR CRITERION 1 (in association with GGIE):

West side of Building 2:

1. *Location of the lawn between the building and Avenue D that provides a landscape setting in front of the west side of the building. (Note: A portion of the lawn along the outer/west edge has been removed and paved.)*

2. *Row of olive trees that define the outer edge of the landscape zone on the west side of Building 2. (Note: Three of the original 12 trees are missing in this row.)*

3. *Location of the concrete sidewalk that leads to entrance door. (Note: The split portion of the concrete sidewalk was added by the Navy and is not a contributing feature.)*

North side of Building 2:

1. *Location of the lawn between the building and the edge of the California Street sidewalk.*

2. *Location of the sidewalk leading to the entrance to the building. (Asphalt was added by the Navy.)*

3. *Row of olive trees that define the outer edge of the landscape zone in front of the building. (Note: Two of the original 11 trees are missing in this row.)*

II. NON-CONTRIBUTING FEATURES

West side of Building 2:

1. *Split portion of the concrete sidewalk leading to the entrance.*

2. *Vegetation planted next to the foundation of the building.*

North side of Building 2:

1. *Row of trees planted mid-way between the building and California Avenue.*

2. *Row of shrubs next to the building.*

3. *Sidewalk running parallel to California Avenue.*

4. *Portion of the row of olives trees consisting of 2 trees located in front (north) of the paved area due to the loss of integrity of this area. (Note: Only 2 of the original 4 or 5 trees remain.)*

East side of Building 2:

1. *Existing configuration of the pavement.*

2. *Individual structures located along the south and east edges.*

South side of Building 2:

1. *Pavement located between the building and the outer strip of grass.*

2. *Structures located at the east end.*

3. *Trees located at the west end.*

Building 2 is individually listed on the National Register of Historic Places (NRHP) under Criterion A in association with the GGIE and under Criterion C as an example of the Art Moderne-style of commercial architecture from the late 1930s. The boundary for the NRHP listing only included the "area immediately adjacent to the Hall of Transportation", and the boundary

Evaluation Under CRHR Criteria (continued)

justification stated that these areas were excluded from the boundary because they lacked integrity to the period of significance (1938-1940).[1] The boundary map in the NRHP nomination included only the landscape zone immediately in front of the west side of the building within the NRHP boundary. The landscape zone and hardscape adjacent to the other sides of Building 2 were excluded from the NRHP boundary. (See diagram on page 20 for the location of the NRHP boundary)

Criterion 1 (Events) – A review of additional historical sources (including two contemporary accounts of the Exposition,[2] plans from the Exposition that show the landscape zone and features at a schematic level, historical photographs, and historical aerial photographs[3]) that were not included in the NRHP nomination has provided a more detailed description of the landscape zone (i.e., the location of lawns or planted areas, the types of vegetation features, and the location of the hardscape features) associated with the Hall of Transportation during the GGIE. This review has shown that there remains a distinct landscape zone along the west and north sides of the building that contributes to the significance of Building 2 under CRHR Criterion 1 (in association with the GGIE).

The landscape zone on the west and north sides of the building continues, even with the changes made during the Navy's tenure, to convey the spatial organization that existed on these sides of the building during the GGIE. Additionally, the landscape zone on the west and north sides of the building continues to function as a landscape setting for Building 2 in the same way (functionally) as during the GGIE. The diagram on page 20 shows the proposed CRHR boundary in relation to the NRHP Nomination boundary.

The contributing and non-contributing features located in the landscape zone on each side of the building are listed at the beginning of this "Evaluation" section.

This evaluation of the significance of the building's landscape features under CRHR Criterion 1 does not alter the boundary for the NRHP nomination for Building 2.

The landscape zone for Building 2 does not extend to include the Esplanade and the area along the waterfront south of the building since these were related to the overall function of the island during the Exposition and not to that of Building 2. The Architectural Commission's plan for the GGIE located the more functional aspects of the exposition at the southern and northern ends of the island. At the south end of the island, this layout was also a response to the intended future use of the island as an airport for San Francisco. The three permanent buildings that were intended to serve as the airport's terminal (Building 1) and hangars for seaplanes (Buildings 2 and 3) were located in a row at the south end of the island, and after the Exposition, the area to the north was to provide the space for the airport's runways and other future airport development. However, the airport never became a reality. Neither the design of Building 2, which served as an exhibition hall during the Exposition, nor its associated landscape setting focused on the waterside, and the significance and integrity of Building 2 under the CRHR Criterion 1 (in association with the GGIE) do not depend on this waterside setting.

Criterion 2 (Persons) – Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to qualify under Criterion 2.

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[1] Toni Webb (JRP Historical Consulting), *Hall of Transportation (Building 2), Treasure Island, National Register of Historic Places Registration Form*, not dated.

[2] *The Art of Treasure Island, First-hand Impressions of the Architecture, Sculpture, Landscape Design, Color Effects, Mural Decorations, Illumination, and Other Artistic Aspects of the Golden Gate International Exposition of 1939* was prepared by Eugen Neuhaus in 1939 to serve as both an analysis of the various components of the plan (architecture, sculpture, plant materials, murals, color, and lighting) and a guidebook. *Treasure Island: 'Magic City', 1939-1940* prepared by Jack James and Earle Weller in 1941 provided information on the process involved in the creation of the island and the installation of the landscape.

[3] California Commission for the Golden Gate International Exposition. G*olden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*; the "Ground Plan of the Exposition with Guide to Courts and Buildings, in the appendix of *The Art of Treasure Island . . .* by Eugen Neuhaus (Berkeley, CA: University of California Press, 1939); and Pacific Aerial Survey 1939, 1940, 1947, 1969, and 1971.

Evaluation Under CRHR Criteria (continued)

Criterion 3 (Design) – The NRHP nomination included a portion of the landscape zone in front of the west side building on the NRHP boundary map.[4] (See the diagram on page 20.) This portion of the landscape zone on the west side of the building that corresponds with that included on the NRHP boundary map (to the edge of a line extending from the north side of the building, to a line located at the end of the original alignment of the entry sidewalk and parallel with the west side of the building, and to the edge of a line extending from the south side of the building) contributes to the significance of the building under CRHR Criterion 3 (as an example of Art Moderne-style of commercial architecture from the late 1930s).

The portion of the landscape zone on the west side outside of the NRHP boundary and the landscape zone on the north, east, and south sides do not contribute to the Building 3's significance under CRHR Criterion 3 (as an example of the Art Moderne-style of commercial architecture from the late 1930s).

Criterion 4 (Information Potential) – Additionally, it is unlikely that the landscape for Building 2 would be significant for its information potential under Criterion 4 since this criterion is commonly understood to apply primarily to archaeological resources.

[4] Toni Webb (JRP Historical Consulting), *Hall of Transportation (Building 2), Treasure Island, National Register of Historic Places Registration Form*, not dated.

References

California Commission for the Golden Gate International Exposition. *Golden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*. Copy viewed at the "Treasure Island 1939: San Francisco's Pageant of the Pacific, " exhibit at the Presidio of San Francisco Officers' Club, Treasure Island Development Authority, 2009.

James, Jack and Earle Weller. *Treasure Island: 'Magic City', 1939-1940*. San Francisco: Pisani Press, 1941.

Neuhaus, Eugen. *The Art of Treasure Island, First-hand Impressions of the Architecture, Sculpture, Landscape Design, Color Effects, Mural Decorations, Illumination, and Other Artistic Aspects of the Golden Gate International Exposition of 1939*. Berkeley, CA: University of California Press, 1939.

Pacific Aerial Survey. Aerial photograph. 1939, 1940, 1940[1], 1940[2], 1940[3], 1947, 1969, 1985, 1991, 1993, and 2001.

Pipes, Jason. *San Francisco's Treasure Island*, Charleston, South Carolina: Arcadia Press, 2007.

Reinhardt, Richard. *Treasure Island, San Francisco's Exposition Years*. Mill Valley, CA: Squarebooks, 1978.

Schnoebelen, Anne. *Treasures: Splendid Survivors of the Golden Gate International Exposition*. Berkeley: GGIE Research Associates, 1991.

Treasure Island Development Authority. "Treasure Island 1939: San Francisco's Pageant of the Pacific, " exhibit at the Presidio of San Francisco Officers' Club, July 22-October 18, 2009.

Webb, Toni. *Hall of Transportation (Building 2), Treasure Island, National Register of Historic Places Registration Form*, no date.

United States Geological Survey. Aerial photograph. 1946. Located on Google Earth.

United States Geological Survey, Earth Resources Observation and Science (EROS) Center. Aerial photograph, flown 6-11-1952 (USGS Entity IDs: ARB031250020030 and ARB031250020031). http://edcsns17.cr.usgs.gov/EarthExplorer (accessed 31 August 2009).

1. View of south side of Building 2 in 1940 near the end of the GGIE. Source: Pacific Aerial Surveys-Oakland, CA.

2. View of north side of Building 2 in 1940 near the end of the GGIE. Source: Pacific Aerial Surveys-Oakland, CA.

3. View of north side of Building 2 in 1939 showing seaplane parked in paved area on the east side of the building.
Source: Pacific Aerial Surveys-Oakland, CA.

LEGEND

General footprint of landscape setting for building during Golden Gate International Exposition

National Register Listing boundary

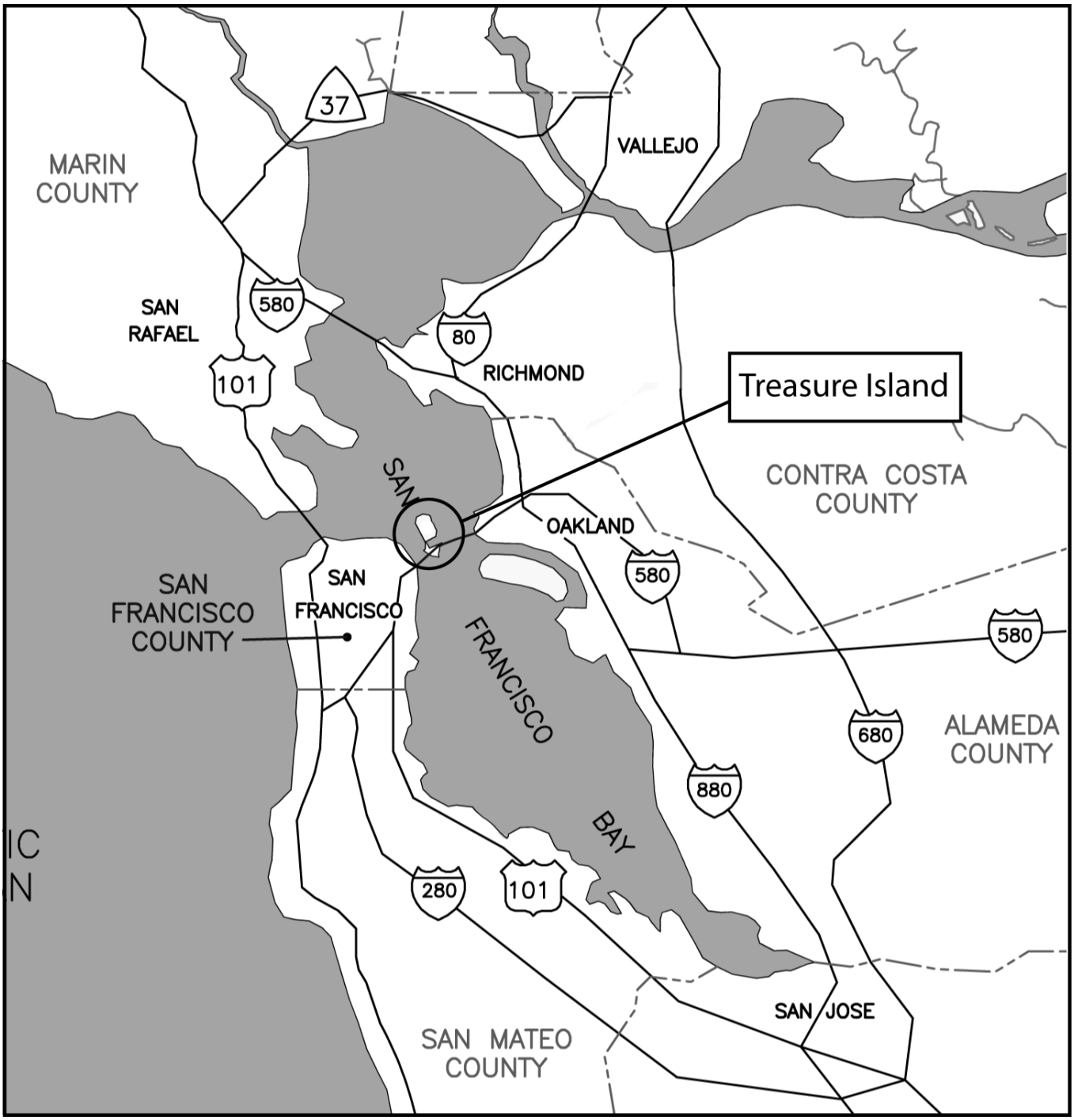
Location of remaining Golden Gate International Exposition landscape setting that contributes to CRHR significance of building

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

LOCATION MAP

Primary # _____
HRI# _____
Trinomial# _____

*Resource Name or # (Assigned by recorder) Landscape around Building 2
*Map Name: Treasure Island Location Map *Scale: NTS *Date of Map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island - Final Environmental Impact Report (San Francisco Planning Department 2006)

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 *Resource Name or #: (Assigned by recorder) Landscape around Building 3

P1. Other Identifier: _____

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 1993 T ___; R ___; ___¼ of ___¼ of Sec ___; _____B.M.
c. Address Treasure Island City San Francisco Zip 94130
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)

On the north side of the Building 3 there is a narrow strip of ground located between the building and California Avenue. A sidewalk that parallels California Avenue bisects this strip. The area between this sidewalk and the building contains grass and a row of shrubs, planted next to the building. There are two olive trees, near the west end of the building, and grass located in the area between the sidewalk and California Avenue.

The pavement extends up to the building on its east, south, and west sides.

There is a rectangular section of grass (approximately 100 feet long by 25 feet wide) located about 100 feet south of the southwest corner of the building. A Monterey cypress tree is located in the west end of this section of grass.

*P3b Resource Attributes: (List attributes and codes) HP29 Landscape Architecture
*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 Side of Building 3. View of the former landscape area on the west side of Building 3. Pavement was added by Navy, and there are no extant character-defining landscape features on this side of the building. (99) Denise Bradley photo, 2009.

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both
1939; The construction date was established by the study of dated maps and/or photographs.

*P7. Owner and Address:
U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

*P8. Recorded by: (Name, affiliation, and address)
Denise Bradley ASLA for Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*P9. Date Recorded: Sept 2009 *P10. Survey Type: (Describe) Intensive

P11. Report Citation*: (Cite survey report and other sources, or enter "none".) *Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures, and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940.* (San Francisco: Knapp Architects, 2010)

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

Photos (continued)

2. North Side of Building 3. View of the landscape setting.

Location of this landscape area in the strip next to the building was part of the GGIE landscape.

Remaining GGIE-related character-defining landscape features include the presence of this green space and the grass.

The two olive trees are the remains of a once longer row of trees that included about 12 trees immediately in front of Building 3 during the GGIE. This non-extant row defined the edge of the landscape in front of Building 3 and was a part of the street tree planting that extended along California Avenue. These two olive trees are tangible reminders of the GGIE and are artifacts of this event. However, the lack of integrity for this row of trees in front of Building 3 results in the two olives being non-contributing features.

The sidewalk and shrubs were added by the Navy and are non-contributing landscape features. (98) Denise Bradley photo, 2009.

Photos (continued)

3. North side of Building 3. View of the entrance.

The red pavement located in front of this entrance was added in the early 1990s and is a non-contributing landscape feature. (102) Denise Bradley photo, 2009.

Photos (continued)

4. East side of Building 3.

Pavement has been extended up to the building, and there are no extant character-defining landscape features on this side of the building. (33) Denise Bradley photo, 2010.

Photos (continued)

5. South side of Building 3.

Pavement has been extended up to the building, and there are no extant character-defining landscape features on this side of the building. (31) Denise Bradley photo, 2010.

Photos (continued)

6. South side of Building 3.

The strip of grass and Monterey cypress tree, located approximately 100 feet south of the southwest corner of the building, were added by the Navy and are non-contributing landscape features. (38) Denise Bradley photo, 2010.

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3CS

***Resource Name or #** (Assigned by recorder) Landscape Around Building 3

B1. Historic Name: none

B2. Common Name: none

B3. Original Use: Designed landscape associated w/ Bldg. 3 B4. Present Use: Designed landscape associated w Bldg. 3

***B5. Architectural Style:** NA

***B6. Construction History:** (Construction date, alterations, and date of alterations)

constructed 1939; altered by Navy after 1940 (removal of GGIE vegetation, addition of new vegetation, removal of entire landscaped area (vegetation and hardscape features) on west, east, and south sides and replacement with paving)

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

***B8. Related Features:**

B9a. Architect: GGIE Architectural Commission (site plan) and Julius Girod Director of Bureau of Horticulture of the Exposition (vegetation and planting plan)

b. Builder: GGIE (hardscape) and Bureau of Horticulture of the Exposition (vegetation)

***B10. Significance: Theme** Golden Gate International Exposition **Area** San Francisco

Period of Significance 1939-40 **Property Type** site (designed landscape **Applicable Criteria** CRHR 1

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

History and Analysis

Building 3 was the "Palace of Fine and Decorative Arts" during the GGIE. It was located along the outer row of the Exposition exhibits on the island's southern edge between California Avenue and the Esplanade. (The other two permanent buildings, Buildings 1 and 2, were also located in this same row.) Its primary entrance was on California Avenue and aligned with Avenue H, one of the main north-to-south oriented circulation corridors for the Exposition. There were distinctly delineated landscape zones around Building 3 that created a landscape setting for the building, defined the space associated with it, and provided a separation between the building and the adjacent circulation features (the unnamed street between Buildings 2 and 3, California Avenue, Argonaut Place, and the Esplanade). In general the planting around the building was less elaborate than that in the various Courtyards (which were the key outdoor spaces at the Exposition) because the focus was on the exhibits within Building 3 and not on the outdoor spaces that surrounded the building.

See continuation sheet

B11. Additional Resource Attributes: (List attributes and codes) HP29 Landscape Architecture

***B12. References:**

See continuation sheet.

B13. Remarks:

(Sketch map with north arrow required)

See page 12

***B14. Evaluator:** Denise Bradley ASLA

Date of Evaluation: September 2009

(This space reserved for official comments.)

History (continued)

On the north (California Avenue) side, there was a narrow strip of grass (approximately 10 feet wide). Historical images do not show this side clearly enough to distinguish any other vegetation. However, because the primary entrance to the building was on the California Avenue side, it seems likely that there was some type of foundation planting. There also may have been a large plant in the planters that are located on both sides of the door to frame this entrance (like the columnar evergreens that framed the entrance to Building 2); these planters were a part of the building's structure. A row of olive trees, part of the street tree planting along California Avenue, extended along the outer edge of the lawn in front of the building.

On the east side, there was a narrow strip landscape zone (approximately 15 feet wide). Historical images do not show this side clearly enough to distinguish any vegetation. There was an entrance to the west side of the building and a paved sidewalk that connected this entrance to Argonaut Place. Again, there were likely foundation plantings along this side of the building and some type of planting to frame the entrance.

On the south side of Building 3, the landscape zone consisted of lawn, approximately 40 feet wide, that provided a landscape setting for the building in relation to the Esplanade, the circulation corridor along the edge of the island. The outer edge of this lawn was parallel to the outer wall of Building 111, the fire station. There was vegetation next to the entrances to the building and fire station and a short row of trees located along the outer edge of the west end of the lawn.

On the west side of Building 3, the landscape zone between the building and the asphalted street was approximately 50 feet wide. Within this landscape zone was a lawn and a row of trees (likely olives) along the lawn's outer edge. There was an entrance on this side of the building, and a paved entrance walk or plaza that connected this entrance to the street. Historical images do not show this west side clearly enough to distinguish any other vegetation, although there were likely foundation plantings along this side of the building and some type of planting to frame the entrance.

Changes Made by the Navy

By 1947, the Navy had removed the landscape features (lawns, other vegetation, and sidewalks) from all but the California Avenue side of the building and had extended the pavement up to the building on its east, south, and west sides. They also added the sidewalk along California Avenue; this sidewalk bisected the narrow landscape zone located on the building's north side. The row of olive trees along California Avenue had been reduced to only two trees by this date. At some later date, a row of shrubs were planted next to the building's north wall.

Existing Conditions and Integrity

Today, the narrow strip of ground between the building and California Avenue is the only portion of the original landscape zone around Building 3 that remains. The two olive trees in the landscape zone on the north side of the building are the remains of a once longer row of trees that included about 12 trees immediately in front of Building 3 during the GGIE. This non-extant row defined the edge of the landscape zone in front of Building 3 and was a part of the street tree planting that extended along California Avenue. These two remaining olive trees are tangible reminders of the GGIE and are artifacts of this event. However, the lack of integrity for this row of trees in front of Building 3 results in the two olives being non-contributing features.

The pavement that was added by the Navy to the landscape zone on the east, south, and west sides of Building 3 remains in place. The strip of grass and Monterey cypress tree located approximately 100 feet south of the southwest corner of the building were also added by the Navy. (See Figure 108) The landscape zone on the building's east, south, and west sides no longer retains integrity due to the removal of the lawns and other vegetation and the loss of any distinction between the these areas and the surrounding pavement.

Evaluation Under CRHR Criteria

I. Landscape Features that Contribute to the Significance of Building 3 under CRHR Criterion 1 (in association with GGIE):

North side of Building 3

1. *Presence of the landscape zone in the area between the north side of the building and California Avenue. The grass is the only contributing vegetation in this landscape zone.*

II. Non-Contributing Landscape Features

North side of Building 3

1. *Sidewalk aligned parallel to California Avenue*
2. *Shrubs.*
3. *Two olive trees (due to the loss of integrity of the original row)*

East, South, and West sides of Building 3

1. *Pavement*

Building 3 is individually listed on the National Register of Historic Places (NRHP) under Criterion A in association with the GGIE and under Criterion C as an example of the Art Moderne-style of commercial architecture from the late 1930s. The boundary for the NRHP listing only included the "area immediately adjacent to the Palace of Fine and Decorative Arts." While the boundary map in the NRHP nomination appears to include the landscape zone on the north side of the building, the boundary justification stated that "remaining landscaping and hardscape adjacent to the building no longer retain integrity to the period of significance and are excluded" from the boundary.[1]

Criterion 1 (Events) – The review of additional historical sources (including two contemporary accounts of the Exposition,[2] plans from the Exposition that show the landscape features at a schematic level, historical photographs, and historical aerial photographs[3]) that were not included in the NRHP nomination has provided a more detailed description of the landscape zone (i.e., the location of lawns or planted areas, the types of vegetation features, and the location of the hardscape features) associated with the Palace of Fine and Decorative Arts (Building 3) during the GGIE. This review has shown that the narrow landscape zone on the north side of the building is the only portion of the original landscape setting around the building that retains sufficient integrity to contribute to the significance of building under CRHR Criterion 1 (in association with the GGIE). This area still conveys the spatial organization that existed on the north side of the building during the GGIE. Additionally, this landscape zone continues to function as a landscape setting for Building 3 in the same way (functionally) as it did during the GGIE. As such, the landscape zone on the north side of Building 3 contributes to the significance of building under CRHR Criterion 1 (in association with the GGIE). See diagram at the end of the DPR form that shows the proposed CRHR boundary in relation to the NRHP Nomination boundary.

The contributing and non-contributing features located in the landscape zone on each side of the building are listed at the beginning of this "Evaluation" section.

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[1] Toni Webb (JRP Historical Consulting), *Palace of Fine and Decorative Arts (Building 3), Treasure Island, National Register of Historic Places Registration Form*, not dated.

[2] *The Art of Treasure Island, First-hand Impressions of the Architecture, Sculpture, Landscape Design, Color Effects, Mural Decorations, Illumination, and Other Artistic Aspects of the Golden Gate International Exposition of 1939* was prepared by Eugen Neuhaus in 1939 to serve as both an analysis of the various components of the plan (architecture, sculpture, plant materials, murals, color, and lighting) and a guidebook. *Treasure Island: 'Magic City', 1939-1940* prepared by Jack James and Earle Weller in 1941 provided information on the process involved in the creation of the island and the installation of the landscape.

[3] California Commission for the Golden Gate International Exposition. G*olden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*; the "Ground Plan of the Exposition with Guide to Courts and Buildings, in the appendix of *The Art of Treasure Island . . .* by Eugen Neuhaus (Berkeley, CA: University of California Press, 1939); and Pacific Aerial Survey 1939, 1940, 1947, 1969, and 1971.

Evaluation Under CRHR Criteria (continued)

This evaluation of the significance of the building's landscape features under CRHR Criterion 1 does not alter the boundary for the NRHP nomination for Building 3.

The landscape zone for Building 3 does not extend to include the Esplanade and the area along the waterfront south of the building since these were related to the overall function of the island during the Exposition and not to that of Building 3. The Architectural Commission's plan for the GGIE located the more functional aspects of the exposition at the southern and northern ends of the island. At the south end of the island, this layout was also a response to the intended future use of the island as an airport for San Francisco. The three permanent buildings that were intended to serve as the airport's terminal (Building 1) and hangars for seaplanes (Buildings 2 and 3) were located in a row at the south end of the island, and after the Exposition, the area to the north was to provide the space for the airport's runways and other future airport development. However, the airport never became a reality. Neither the design of Building 3, which served as an exhibition hall during the Exposition, nor its associated landscape setting focused on the waterside, and the significance and integrity of Building 3 under the CRHR Criterion 1 (in association with the GGIE) does not depend on this waterside setting.

Criterion 2 (Persons) – Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to qualify under Criterion 2.

Criterion 3 (Design) – The landscape zone on the north side of Building 3 does not contribute to the building's significance under CRHR Criterion 3 (as an example of the Art Moderne-style of commercial architecture from the late 1930s).

Criterion 4 (Information Potential) – Additionally, it is unlikely that the landscape area around Building 3 would be significant for its information potential under Criterion 4 since this criterion is commonly understood to apply primarily to archaeological resources.

References

California Commission for the Golden Gate International Exposition. *Golden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*. Copy viewed at the "Treasure Island 1939: San Francisco's Pageant of the Pacific, " exhibit at the Presidio of San Francisco Officers' Club, Treasure Island Development Authority, 2009.

James, Jack and Earle Weller. *Treasure Island: 'Magic City', 1939-1940*. San Francisco: Pisani Press, 1941.

Neuhaus, Eugen. *The Art of Treasure Island, First-hand Impressions of the Architecture, Sculpture, Landscape Design, Color Effects, Mural Decorations, Illumination, and Other Artistic Aspects of the Golden Gate International Exposition of 1939*. Berkeley, CA: University of California Press, 1939.

Pacific Aerial Survey. Aerial photograph. 1939, 1940, 1940[1], 1940[2], 1940[3], 1947, 1969, 1985, 1991, 1993, and 2001.

Pipes, Jason. *San Francisco's Treasure Island*, Charleston, South Carolina: Arcadia Press, 2007.

Reinhardt, Richard. *Treasure Island, San Francisco's Exposition Years*. Mill Valley, CA: Squarebooks, 1978.

Schnoebelen, Anne. *Treasures: Splendid Survivors of the Golden Gate International Exposition*. Berkeley: GGIE Research Associates, 1991.

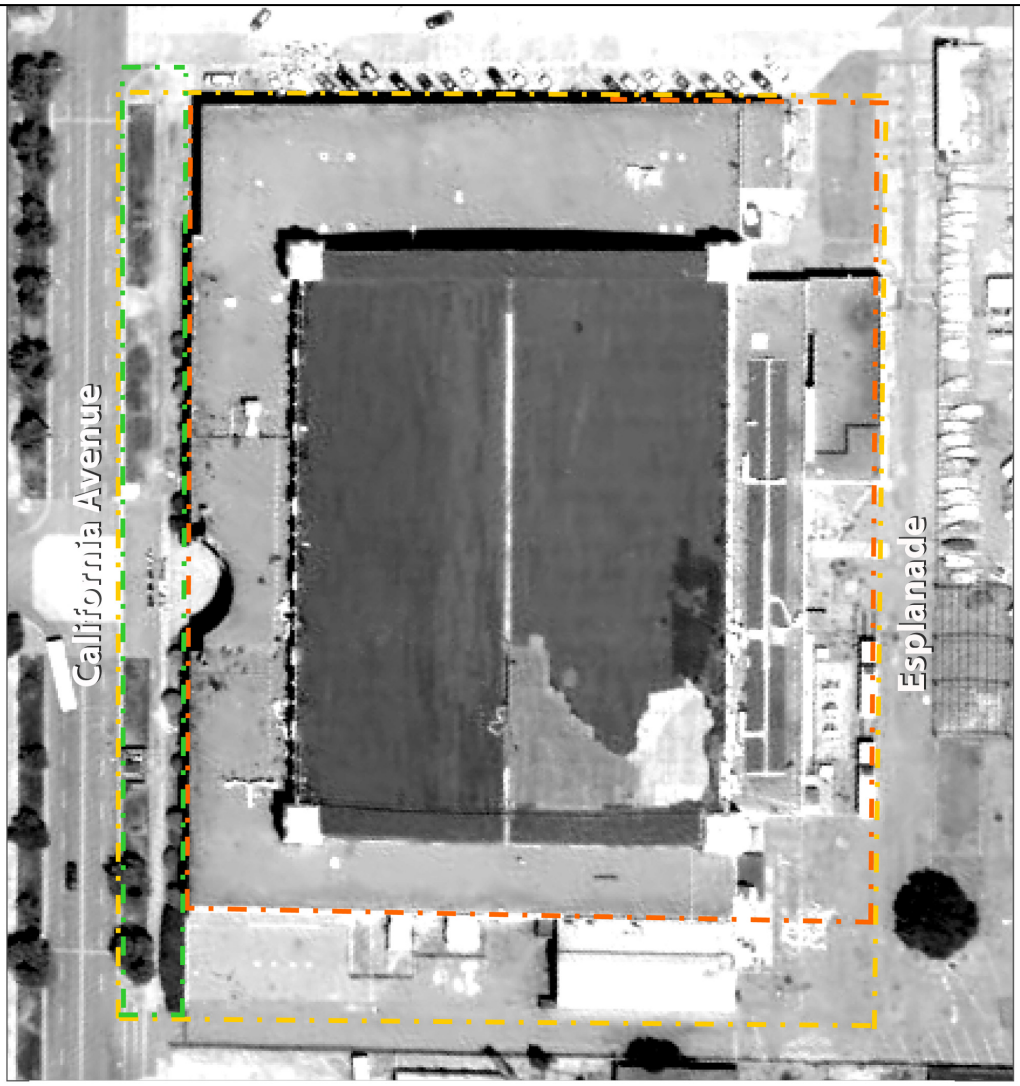
Treasure Island Development Authority. "Treasure Island 1939: San Francisco's Pageant of the Pacific, " exhibit at the Presidio of San Francisco Officers' Club, July 22-October 18, 2009.

Webb, Toni (JRP Historical Consulting). *Palace of Fine and Decorative Arts (Building 3), Treasure Island, National Register of Historic Places Registration Form*, no date.

United States Geological Survey. Aerial photograph. 1946. Located on Google Earth.

United States Geological Survey, Earth Resources Observation and Science (EROS) Center. Aerial photograph, flown 6-11-1952 (USGS Entity IDs: ARB031250020030 and ARB031250020031). http://edcsns17.cr.usgs.gov/EarthExplorer (accessed 31 August 2009).

1. Photo of Building 3 in 1940 near the end of the GGIE. Source: Pacific Aerial Surveys-Oakland, CA.



LEGEND

General footprint of landscape setting for building during Golden Gate International Exposition

National Register Listing boundary

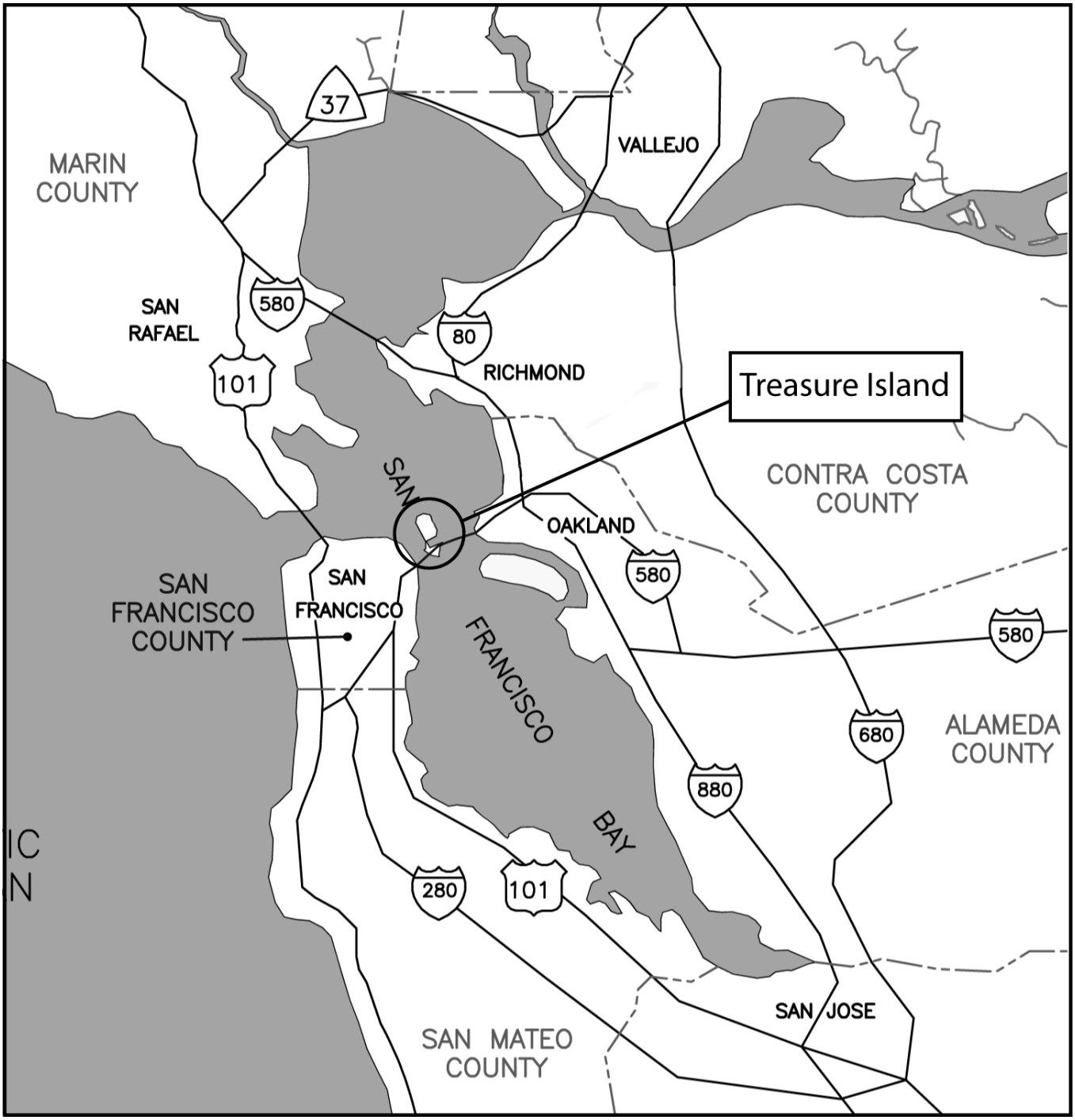
Location of remaining Golden Gate International Exposition landscape setting that contributes to CRHR significance of building

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

LOCATION MAP

Primary # _____
HRI# _____
Trinomial# _____

*Resource Name or # (Assigned by recorder) Landscape around Building 3
*Map Name: Treasure Island Location Map *Scale: NTS *Date of Map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island - Final Environmental Impact Report (San Francisco Planning Department 2006)

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 *Resource Name or #: (Assigned by recorder) Treasure Island Landscape

P1. Other Identifier: _____

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 1993 T ___; R ___; ___¼ of ___¼ of Sec ___; ___B.M.
c. Address Treasure Island City San Francisco Zip 94130
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)

Treasure Island is an artificial island that is located just north of Yerba Buena Island in the middle of San Francisco Bay between San Francisco and Berkeley. It is connected to the mainland via a causeway at its southwest corner that leads to connections to the Bay Bridge located on Yerba Buena Island.

The island's man-made origins are apparent from its shape and topography. It is shaped like a long rectangle (roughly one mile long by two-thirds mile wide) with four clipped corners and has a uniformly level topography. The island contains approximately 403 acres and is designated as Block 1939/Lot 001 by the City and County of San Francisco's Assessor-Recorder's Office.

(see continuation sheet)

*P3b Resource Attributes: (List attributes and codes) HP29 Landscape Architecture, HP37 Highway/Trail
*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 #)
Aerial view of Treasure Island's landscape in 2009. Source: Google Earth Pro.

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both
1939; The construction date was established by the study of dated maps and/or photographs.

*P7. Owner and Address:
U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

*P8. Recorded by: (Name, affiliation, and address)
Denise Bradley ASLA for Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*P9. Date Recorded: Sept 2009

*P10. Survey Type: (Describe)
Intensive

P11. Report Citation*: (Cite survey report and other sources, or enter "none".) *Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures, and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940.* (San Francisco: Knapp Architects, 2010)

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

Description (continued)

The spatial organization of the landscape is created by the layout of the streets. For all but the northwestern quadrant, the streets are laid out in a grid system. The lots created by the street system contain a variety of building types and styles that are used for a variety of uses (residential, offices, industrial, etc.). Characteristic vegetation features include lawns in the open spaces around buildings and on open lots or recreational fields, the use of a variety of trees and shrubs around the entrances to buildings and along foundations, and the use of street trees (e.g. . palms along the Avenue of Palms on the west edge of the island and along Avenue N on the east edge of the island, olives along 9th Street, and red flowering gum and olives along California Avenue). The open areas along the south edge and in the northeastern quadrant of the island are dominated by paving.

The alignment of the street system in the northwest quadrant of the island is different than the grid system found on the rest of the island. Similarly, though, the alignment of the streets establishes the organization of the landscape, the building arrangement, and the location of open, green space. Gateway Avenue's alignment, beginning at 9th Street and ending at the intersection of 13th Street and Avenue H, curves in a gentle arc that follows the edge of island. Short drives, providing access to parking lots for groupings of apartment buildings, and looped streets are laid out along both sides of Gateway Avenue. The northwest quadrant of the island is primarily a residential area, and the repetitive arrangement and similar appearance of the buildings provides a uniform character to the landscape of this area. Characteristic vegetation features include lawns in the open spaces around the apartment buildings and the use of a variety of trees and shrubs to mark the entrances to parking lots to the apartment complexes and along the foundations of the buildings.

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Treasure Island Landscape

B1. Historic Name: none

B2. Common Name: none

B3. Original Use: designed landscape associated GGIE B4. Present Use: designed landscape

***B5. Architectural Style:** NA

***B6. Construction History:** (Construction date, alterations, and date of alterations)

constructed 1939; altered by Navy after 1940 (removal of GGIE buildings, roads, lagoon, vegetation, fountains, and courts and addition of new roads, buildings, and vegetation)

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

***B8. Related Features:**

streets, sidewalks, lawns, street trees, and vegetation planted around buildings

B9a. Architect: GGIE Architectural Commission (site plan) and Julius Girod Director of Bureau of Horticulture of the Exposition (vegetation and planting plan) b. Builder: GGIE (hardscape) and Bureau of Horticulture of the Exposition (vegetation)

***B10. Significance: Theme** Golden Gate International Exposition **Area** San Francisco

Period of Significance NA **Property Type** site (designed landscape) **Applicable Criteria** NA

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

History

History of the Landscape Design for the GGIE

The plan for the GGIE was prepared by the members of its Architectural Commission, which included, at its initial stage, architects Arthur Brown Jr., W. P. Day, Lewis P. Hobart, William G. Merchant, Timothy L. Pflueger, and Ernest E. Weihe, and the chairman George Kelham, who, according to Eugen Neuhaus in his book *The Art of Treasure Island*, deserved a large share of the credit for the design. (Following Kelham's death in 1937, Brown was appointed chairman.) The man-made shape of Treasure Island, a long rectangle with its four corners clipped, and its level topography helped to dictate the formal nature of the plan for the exposition, and the local climatic conditions helped to determine where different components were located on the island. The Architectural Commission's plan determined the overall spatial organization and character for the landscape design by designating the location of buildings, the key outdoor spaces, and the circulation system. The

See continuation sheet

B11. Additional Resource Attributes: (List attributes and codes) HP29 Landscape Architecture, HP37 Highway/Trail

***B12. References:**

See continuation sheet.

B13. Remarks:

***B14. Evaluator:** Denise Bradley ASLA

Date of Evaluation: September 2009

(Sketch map with north arrow required)

(This space reserved for official comments.)

History (continued)

architecture, sculpture, plant materials, water features, murals, color, and lighting all functioned within the framework of the Architectural Commission's plan to support the creation of a very specific environment for the exposition.[1]

Neuhaus provided the following succinct description of the Architectural Commission's plan in his book, which served as both an analysis of the various components of the plan (architecture, sculpture, plant materials, murals, color, and lighting) and a guidebook:

"*In the main, the plan of the Exposition is developed upon the use of two main axes, one running almost north and south and the other, shorter at right angles to it, from east to west. These two major lines intersect at a point emphasized by the central court and the tower of the Exposition. The main buildings on the outside are tied together by plain, relatively low, solid, enclosing, horizontal walls, spaced on either side of these two axes in such a way to create protected areas of ample size for a succession of garden courts and outdoor recreational and pleasure areas. As it is an established tradition to cast aspersions upon the climate of San Francisco, it will not be amiss to note here that the buildings are designed in such a way as to offer a maximum of shelter from the prevailing summer winds and that they take the fullest advantage of the sun, which during the middle of the day shines into the long north-south axis.*

"*The plan, although formal, is not bisymmetrical like that of the Panama-Pacific Exposition . . . It is essentially monumental and is vaguely recognizable in the grand plan of Paris or Versailles, which is used with many local modifications at Washington, D.C., and indeed anywhere in the world that a monumental impressive decorative effect is desired. It is best appreciated from a great height, as modern aviation has revealed so instructively . . .*

"The areas outside of this nucleus have been connected with it by wide, tree-lined arteries, which give access to the grounds where stand buildings such as those belonging to the Federal government, the countries of the Pacific area, other foreign countries, California, and other states of the Union."[2]

The key outdoor spaces for the exposition were the "courts" along the major axes[3], two formal gardens[4], the tree-lined circulation arteries, the showy, expansive planting of ice plant along the western edge of the island (called the "Magic Carpet"), and a series of three man-made lakes (collectively called the "Lagoon") that stretched across the eastern side of the Exposition.[5] In contrast to the formality and geometry of the courts, gardens, and circulation paths, the Lagoon (also labeled as the "Lake of the Nations" on an earlier plan) had a meandering informal design. "The picturesque values which have resulted from this change" provided a "striking succession of delightful vistas created by the union of a naturalistically shaped body of water and man-made elements in terms of exotic buildings surrounded by gardens."[6]

The more functional aspects of the exposition were grouped at the southern and northern ends of the exposition's plan. The administrative building and the two other permanent buildings were located in a row at the south end, and a large entertainment and amusement park or midway, called "Gayway" and the outdoor auditorium, the "Cavalcade of the Golden West," stretched across the northern end. The expansive parking area (for buses, taxis, and automobiles) was hidden from

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[1] Eugen Neuhaus, *The Art of Treasure Island, First-hand Impressions of the Architecture, Sculpture, Landscape Design, Color Effects, Mural Decorations, Illumination, and Other Artistic Aspects of the Golden Gate International Exposition of 1939* (Berkeley, CA: University of California Press, 1939), p. 11. More specific analysis on each of these components is provided in the Neuhaus book.
[2] Neuhaus 1939, p. 12.
[3] The Court of Honor was located at the intersection of the two major axes. The Court of Pacifica was located at the north end of the north-south axis and the Enchanted Garden at its south end. Between these were the Court of the Seven Seas and the Court of Moon and Stars. The Court of Nations was located at the east end of the east-west axis, and the Court of Reflections, Court of Flowers, and Lagoon were located between it and the Court of Honor along this axis.
[4] The Enchanted Garden was located between the Administration Building and the Yerba Buena Clubhouse at the southern end of the north-to-south axis. The planting design for this garden was by Isabella Worn, a noted San Francisco floral designer who had also worked on the planting design for Filoli and San Simeon and would work again with architect William Wurster (who designed the adjacent Yerba Buena Clubhouse) on the landscape design of Stern Hall at the University of California's campus in Berkeley in the early 1940s. There was another garden (labeled as the "Commonwealth Nurseries Exhibit" on a 1939 plot plan) located west of the Floriculture Building and across California Avenue from the Hall of Transportation.
[5] The Lagoon was located between California Avenue (on the south), the Pacific Promenade/H Street (on the west), the Avenue of Olives/9th Street (on the north), and the Concourse of the Commonwealths/M Street (on the east).
[6] Neuhaus 1939, p. 12.

History (continued)

view to the north by of this group of features, as were the California Livestock Barns where the various livestock used in the performances at the Cavalcade were quartered.[7] Access to the exposition was provided by a causeway from Yerba Buena Island that connected to the vehicular entrance at the southwest corner of the island and by two ferry terminals, one each on the east and west sides of the island.

The purpose of the planting design was to provide "decorative enhancement and to frame the buildings and sculptural features and to provide a counterpoint to the architectural framework of the site."[8] The two major considerations that governed the selections for plants materials were their color and exposure needs, although the impact of fragrance was also considered. The "separate courts of the elaborate architectural plan were given separate color schemes, carried out by the bloom and the foliage of all forms of growth. Seasonal blooms [annuals and bulbs] were changed three or four times during the 40 weeks of the fair."[9] The colors of the flowers (annuals and perennials) were used to complement and reinforce the color schemes of the buildings and courts.[10] For example, the Court of Flowers was predominantly gold in color and included 45,000 plants of 46 different varieties.[11] The "Magic Carpet," one of the most talked about vegetation features, was meant to be highly visible "welcome mat" in the area between the water and buildings all along the western frontage of the island and was planted with varieties of ice plant, a groundcover succulent, in a "harmonious juxtaposition of tints" – pink, yellow, dark pink, orange, red, and scarlet – to form a carpet that resembled an "Oriental rug."[12] A broad range of tree and shrub species from the various "Pacific climates and nations" were selected to fit within the exposition's theme "A Pageant of the Pacific".[13]

Julius L. Girod was the supervising horticulturist for the GGIE and oversaw the work of the Bureau of Horticulture of the Exposition. Girod, a native of San Francisco, was the assistant to Golden Gate Park Superintendent John McLaren, and had worked for McLaren since 1929. (He was appointed as superintendent of the park in 1943, following McLaren's death, and continued in this capacity until his own death on 25 November 1957.) [14] Neuhaus stated in his book that the park department's (and John McLaren's) experience in creating the landscape for the 1915 Panama Pacific International Exposition "gave an incalculable advantage" in planning and orchestrating the development of the GGIE grounds,[15] which included growing or storing the 4,000 trees, 60,000 shrubs, 800,000 annuals, and 400,000 bulbs that were used in the planting design. The San Francisco Park Department's 28-acre Balboa Park nursery was the headquarters for all of this work. Mature trees were acquired from "widely scattered points in California" and acclimated at the Balboa Park nursery. Others that were obtained from within the Bay Area were shipped directly to Treasure Island from their original sites.[16] Jack James and Earle Weller, in their book *Treasure Island, "Magic City" 1939-1940*, stated that "these trees were donated by owners."[17]

Before a large-scale transplanting effort could begin, the issue of the high salinity content of the bay silt, used as fill in creating the island, had to be resolved. Heavy rainfall during the winter of 1937-1938 helped to lower the soil's saline content, and the soil was amended by adding calcium sulphate and ammonium sulphate and aluminum sulphate in planting areas where plants required a higher acid content. Soil from the Sacramento River delta was also brought in and added on top of the bay silt.[18]

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[7] Neuhaus 1939, p. 13 and California Commission for the Golden Gate International Exposition. *Golden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*.
[8] Neuhaus 1939, p. 64.
[9] Jack James and Earle Weller, *Treasure Island "Magic City" 1939-1940, The Story of the Golden Gate International Exposition* San Francisco: Pisani Printing and Publishing, 1941, p. 22.
[10] Neuhaus 1939, p. 95.
[11] Treasure Island Development Authority. "Treasure Island is a Pageant of the Pacific in Growing Things," panel, *Treasure Island 1939: San Francisco's Pageant of the Pacific* exhibit at the Presidio of San Francisco Officer's Club (2009).
[12] Ibid. and Neuhaus 1939, p. 72. The current genus is *Carpobrotus* but the plants are referred to as "mesembryanthemums" in descriptions of the exposition since this was the genus name at that time.
[13] A list of plants used within the major courts and areas of the fair and a schematic plan for the fair is provided in Appendix III: Planting Lists in The Art of Treasure Island (Neuhaus 1939, p. 159-189).
[14] "Golden Gate Park Benefactor [Julius Girod] Dies, *Daily Review* [Hayward, CA], 26 November 1957, p. 11 and "Julius Girod Given John McLaren's Place", *San Mateo Times*, January 26, 1943, p.10.
[15] Neuhaus 1939, p. 71.
[16] Neuhaus 1939, p. 69 and 71; Treasure Island Development Authority. "Treasure Island is a Pageant of the Pacific in Growing Things," panel; and Jack James and Earle Weller, *Treasure Island "Magic City" 1939-1940, The Story of the Golden Gate International Exposition* (San Francisco: Pisani Printing and Publishing, 1941), p. 21-22.
[17] James and Weller 1941, p. 22.
[18] Neuhaus 1939, p. 68.

History (continued)

Installation and transplanting began in May 1938, just as soon as this process was completed. Barges, moving "across the Bay like small floating sections of forest,"[19] transported the trees from the San Francisco, Redwood City, and Berkeley waterfronts. Olive trees and palms, the two most widely used species in the plan, were the first to be brought in.[20] The large trees were transplanted at a rate of about 40 to 50 per day, and then the smaller trees, shrubs, and, finally, flowering plants were added.[21]

The irrigation water for the intensively planted gardens and outdoor spaces was supplied by a system that brought water from San Francisco through a "flexing pipeline" located between the decks of the Bay Bridge to a 3,000,000-gallon reservoir on Yerba Buena Island. The water flowed from there by gravity across the 900-foot causeway that connected the two islands to a distribution system that included over 26 miles of pipe for the sprinkler systems within the planted areas.[22]

Changes to the Landscape Design by the Navy

After the fair closed at the end of September 1940, plans for the local airport at Treasure Island were postponed, and by early 1941, the Navy was using Treasure Island for its war planning in conjunction with their already established facility at Yerba Buena Island. After the attack on Pearl Harbor on December 7, 1941, the base's mission was fundamentally redefined to supply armed uniformed guards for merchant marine vessels sailing in the Pacific Ocean, and the island became the temporary homeport for the thousands of sailors awaiting assignment to vessels headed to battle in the Pacific.[23]

The Exposition dismantled some of its buildings soon after the fair closed but others that remained on the site were adapted to meet the Navy's immediate needs. The Exposition's permanent structures, built for the future airport, were also used by the Navy for military functions. There were 109 buildings and structures (ranging from the grand exhibit palaces to small utility sheds) on the island in 1941 when the Navy acquired Treasure Island. Sixty two of these were demolished when the Navy took possession, and the remaining 43 were re-used but re-painted. A fire in 1947 destroyed three of the remaining Exposition palaces, and as a result, the Navy demolished 37 of the remaining 40 re-used GGIE buildings. (A few survived into the 1960s.).[24]

The setting and character of Treasure Island were changed dramatically during this period, and the constructed environment from the GGIE (comprised of its architecture, statuary, murals, plant materials, and the use of color, illumination, and water) was replaced by the utilitarian character of the new Navy facility. When the main exhibition halls were lost in the 1947 fire, the spatial organization from the GGIE's plan along the two central axes was lost. The Navy added at least 90 permanent and temporary naval buildings during the war,[25] and as a result of this construction, the amount of open space on the island that had originally existed within the GGIE plan decreased. The Navy added rows of new buildings, along the western edge of the island, in the area that had been the Magic Carpet during the GGIE, and to the area north of 9th Street that had been the location of Gayway.

After the war, both Treasure and Yerba Buena islands served as a major center for thousands of Navy personnel returning from the War, reportedly the Navy's second largest separation facility at that time. In 1946, Treasure Island was designated Naval Station (NAVSTA) Treasure Island, a designation it retained for the next 38 years. During this era, the Navy constructed over 75 additional buildings on Treasure Island, half of which were built during the 1960s and 1970s. New housing was completed in 1966 in the northwest quadrant of the island. Over 40 additional buildings were constructed on the station through the 1980s and 1990s.[26]

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[19] James and Weller 1941, p. 23.
[20] Ibid, p. 22-23 and Neuhaus 1939, p. 71.
[21] James and Weller 1941, p. 23.
[22] James and Weller 1941, p. 20-21.
[23] Toni Webb, (JRP Historical Consulting), *Administration Building (Building 1), Treasure Island, National Register of Historic Places Registration Form* , undated, Section 8, p. 14-15.
[24] JRP Historical Consulting Services, *Cultural Resource Inventory and Evaluation Investigations: Yerba Buena Island and Treasure Island Naval Station, Treasure Island, San Francisco, CA, March 1997, Appendix 3: World War II Era and Cold War Buildings and Structure* (1997), p. 3-3.
[25] Webb (undated), Section 8, p. 15.
[26] Webb (undated), Section 8, p. 15-16.

History (continued)

The basic grid alignment of the circulation arteries was retained when the Navy converted these to streets; however, some were realigned (e.g., Avenue of the Palms) or extended (e.g., 4th Street), and new east-to-west-oriented cross streets were added to connect between the north-to-south-aligned avenues. The alignment of 4th Street was along the main east-to-west axis for the fair; however the alignment of the main north-to-south axis was not incorporated into the Navy's road system. All of the street system north of 9th Street, except for the perimeter road, was added by the Navy.

The alignment of the street system, organization of the landscape, building arrangement, and location of open, green space in the northwest quadrant of the island is related to the construction of housing in 1966 and differs from that of the rest of the island (that was retrofitted into the original GGIE grid layout). Gateway Avenue's alignment, beginning at 9th Street and ending at the intersection of 13th Street and Avenue H, curves in a gentle arc that follows the edge of island. Short drives, providing access to parking lots for groupings of apartment buildings, and looped streets are laid out along both sides of Gateway Avenue.

By 1947, the Lagoon's system of three lakes had been drained and filled, and buildings and cross streets (3rd, 4th, 5th, 6th, and 8th streets) had been added to this area between Avenues H and M.[27]

The vibrant color displays from the annual and perennial beds disappeared with the closing of the fair. Many, if not most, of the Exposition's trees and shrubs were removed during the initial demolition of the GGIE buildings and structures by the Navy in 1941. Some of the major trees remained on the island either in their original location (e.g., the palms along the Avenue of Palms and about half of the olives that had been used as street trees during the GGIE) or were transplanted to new locations (e.g., Canary Island date palms and Mexican fan palms located at various locations on the island or the olives in the area east of the Chapel). However, most traces of the plantings in the various Courts and in the Enchanted Garden were gone by 1947. (A very simplified planting at the north end of the north-south oriented axis, in the area that had been the Court of Pacifica, remained as a traffic circle near the west end of 9th Street through 1985.) The Magic Garden became the site of rows of barracks. Over the next four decades, plantings were added (primarily street tree or plantings around the foundations of new buildings) as the Navy continued to adapt the island to meet its needs.

Evaluation

Evaluation of Island-Wide GGIE Landscape Under CRHR Criteria
The designed landscape (the primary components of which were the spatial organization of the landscape, its circulation system, and plant materials) was a component of the Architectural Commission's overall plan for the GGIE and its significance would be as a contributing component to this overall plan (under CRHR Criterion 1 and/or CRHR Criterion 3). However, there is no integrity to the overall island-wide design or plan for the GGIE. The foundation of the GGIE plan was its spatial organization.[28] The two central axes that intersected at the Court of Honor (the primary one oriented north-to-south and the secondary one oriented east-to-west) and the arrangement of the Exposition's primary buildings along these were the basic components of this organization. The secondary buildings and the circulation arteries were arranged in a grid system in relation to these axes. The use and location of vegetation supported this organization (e.g., through the use of uniform street tree plantings, the use of trees around the edges of courtyards, the use of plants to frame entries to buildings). The spatial organization that resulted from the arrangement of the GGIE's buildings, circulation system, and vegetation is no longer evident on the island. The overwhelming majority of the original buildings have been removed from the island, and the street system has been altered. The majority of the vegetation materials are no longer extant, and feeling created through the use of plant materials, color, water, and lighting that characterized the landscape during the fair is missing. As a result of these losses, there is no integrity of design, materials, workmanship, setting, feeling, or association related to the GGIE landscape. Due to this lack of integrity, the GGIE's designed landscape does not appear to be eligible for the CRHR under Criteria 1 or 3. Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to qualify under Criterion 2. Additionally, it is unlikely that the landscape would be significant for its information potential under Criterion 4 since this criterion is commonly understood to apply primarily to archaeological resources.

[27] Pacific Aerial Survey image, 1947.
[28] Spatial organization refers to the three-dimensional organization and the patterns of space in a landscape and is analogous to the arrangement of rooms in a house. The organization of features in the landscape defines and creates spaces and often is closely related to land use. The functional and visual relationship between these spaces within the landscape is integral to the historic character of a property (National Park Service, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* [Washington, D.C., 1996], p. 15.)

Evaluation (continued)

Additionally, any remaining individual components or features from the landscape design – primarily street alignments and examples of vegetation – are not individually significant; rather their significance would be as contributing features within the overall designed landscape of the GGIE, and as explained in the preceding paragraph, the designed landscape for the GGIE does not appear to be eligible for the CRHR because of a lack of integrity. Consequently, any remaining landscape features from the Exposition are not historic resources under the CRHR criteria.

The remaining identifiable examples of the GGIE landscape design – the Avenue of Palms, examples of olives planted as street trees, and landscape zones around Buildings 1, 2, and 3 – are documented in more detail on separate DPR records. Additionally, the landscapes zones around Buildings 1, 2, and 3 are evaluated for their contribution to the individual significance of each respective building on separate DPR records.

Evaluation of Island-Wide Navy Landscape Under CRHR Criteria
Most of the features from the GGIE landscape design were removed by the Navy during or immediately after World War II. A portion of the circulation system from the GGIE design was adapted for use in the Navy's circulation system, and in limited instances some of the vegetation was left in place or was transplanted to new locations, when it did not conflict with the Navy's use of the island. The landscape design that resulted from the Navy's use of the island between 1941 and 1991 developed in an incremental fashion and shared characteristics that were typical to other Navy establishments on the West Coast (i.e., changes to the landscape were ongoing and were carried out in conjunction with changes made to the facilities to meet changing mission requirements, the types of plants that were used, and having an utilitarian appearance). Any potential for an island-wide significance of the landscape design that resulted from the Navy's use of Treasure Island would be as a contributing feature to a historic district related to the Navy's use of the island, and based on a previous evaluation such a district does not appear to exist. A 1997 cultural resources inventory and evaluation of the buildings prepared by JRP Historical Consulting Services concluded that there was no National Register-eligible historic district on Treasure Island comprised of either World War II or Cold War buildings,[29] and the same would appear to be the case for eligibility under the CRHR Criteria.

Any potential for significance of individual Navy-related landscape features on Treasure Island (including those from the GGIE that were adapted by the Navy) would also be as contributing features to a historic district related to the Navy's use of the island, and as explained in the preceding paragraph, there does not appear to be a Navy-related historic district on Treasure Island under the CRHR Criteria.

As a result, neither the Navy-related island-wide landscape design nor any of its individual landscape features are historic resources under the CRHR Criteria.

Evaluation of Potential for a Historic District for Buildings 1, 2, and 3

The Architectural Commission's plan for the GGIE located the more functional aspects of the exposition at the southern and northern ends of the island. At the south end of the island, this layout was also a response to the intended future use of the island as an airport for San Francisco. The three permanent buildings that were intended to serve as the airport's terminal (Building 1) and hangars for seaplanes (Buildings 2 and 3) were located in a row at the south end of the island, and after the Exposition, the area to the north was to provide the space for the airport's runways and other future airport development. However, the airport never became a reality.

Today, Buildings 1, 2, and 3 are the only remaining examples of buildings from the GGIE. However, while Buildings 1, 2, and 3 and the remaining portions of their individual landscape settings are tangible reminders of the GGIE and are artifacts of this event, they do not constitute a historic district in relation to the Exposition under CRHR Criteria. There was no ceremonial progression or circulation axis that connected these three buildings to each other within the GGIE plan, and individually, they were not designed to relate to each other but to the larger GGIE plan. The buildings' relationships to the Avenue of Palms, California Avenue, and the Esplanade – all components of the GGIE circulation system – are still evident. However, other components of the GGIE design (buildings, circulation features, and vegetation features) that were originally located around and adjacent to Buildings 1, 2, and 3 are no longer extant. These non-extant features include the Yerba Buena Club and the Enchanted Garden, both originally located in the area between Buildings 1 and 2. Additionally all of the Exposition features

[29] JRP Historical Consulting Services, *Cultural Resource Inventory and Evaluation Investigations: Yerba Buena Island and Treasure Island Naval Station, Treasure Island, San Francisco, CA, March 1997, Appendix 3: World War II Era and Cold War Buildings and Structure* (1997), p. 3-38.

Evaluation (continued)

located on the north side of California Avenue are gone. Any potential significance for Buildings 1, 2, and 3 and their remaining landscape settings under the CRHR Criteria would be as contributing features within the overall GGIE plan; however, the GGIE plan does not appear to be eligible for the CRHR because of a lack of integrity.

Research has not uncovered substantial evidence that these resources possess association with the life of any important historical figure sufficient to qualify under Criterion 2. Additionally, it is unlikely that they would be significant for their information potential under Criterion 4 since this criterion is commonly understood to apply primarily to archaeological resources.

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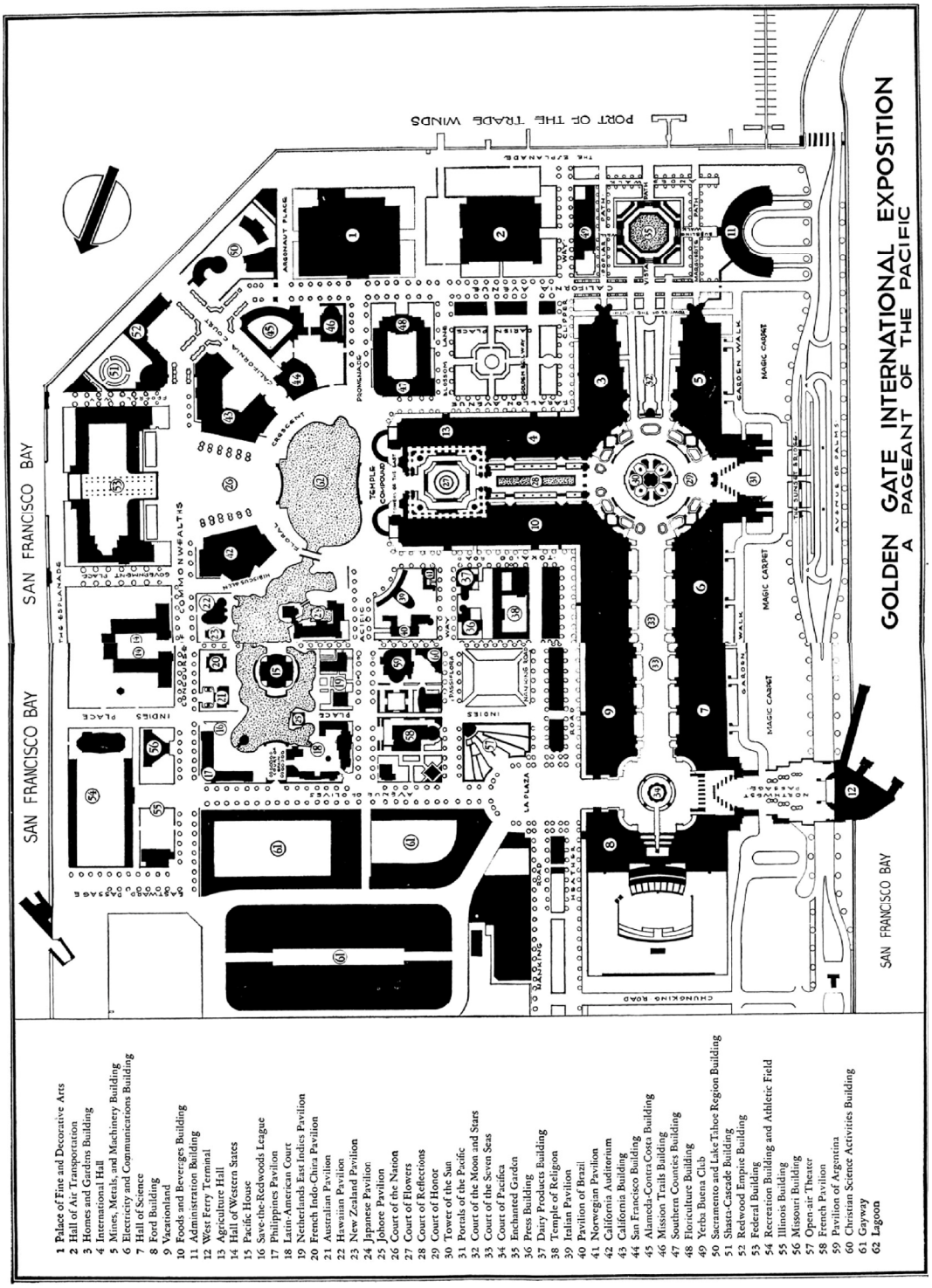
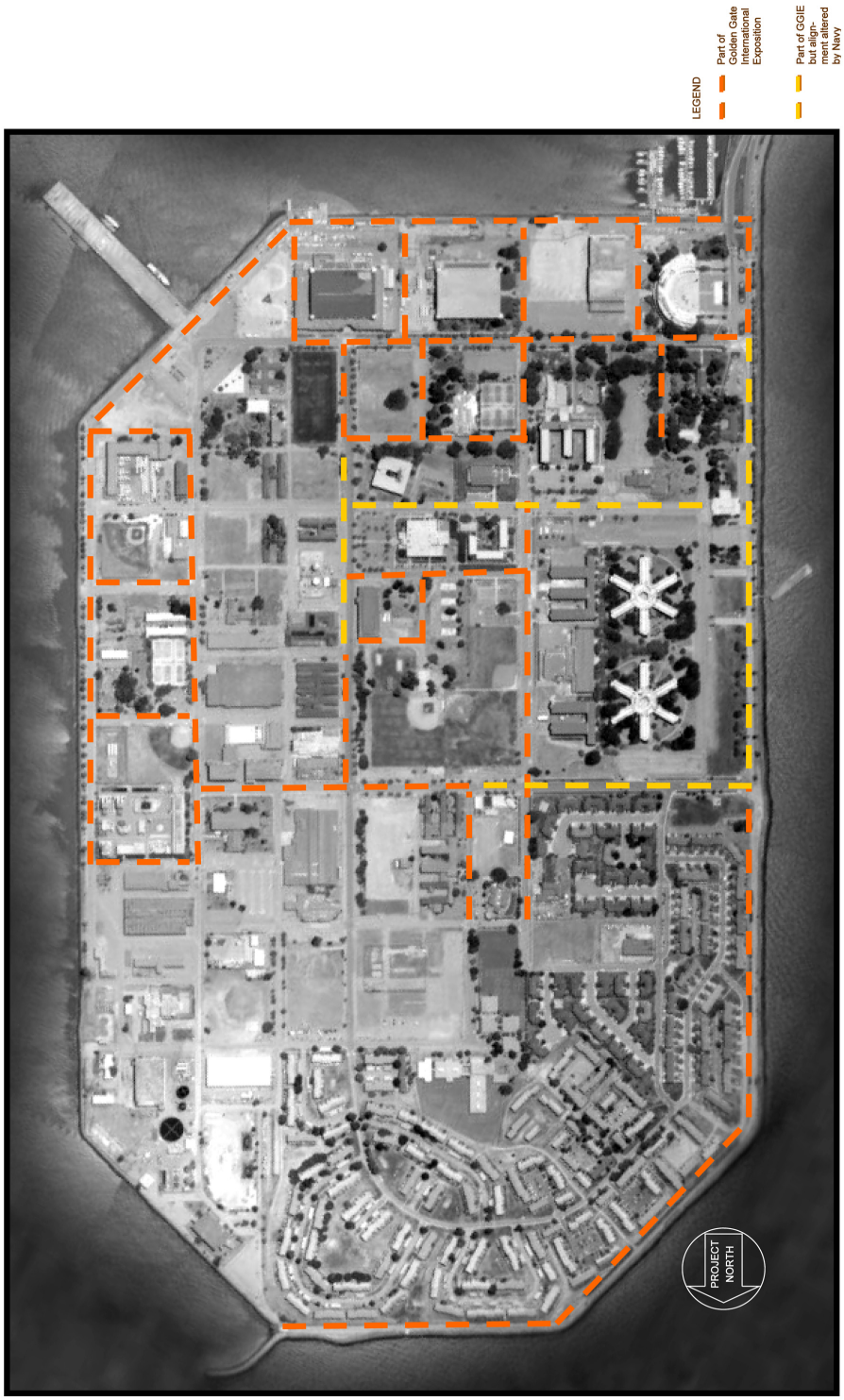


Schematic Plan of GGIE.
Source: *Official Guidebook: Golden Gate International Exposition, World's Fair on San Francisco Bay*. First Edition. San Francisco: The Crocker Company. 1939.



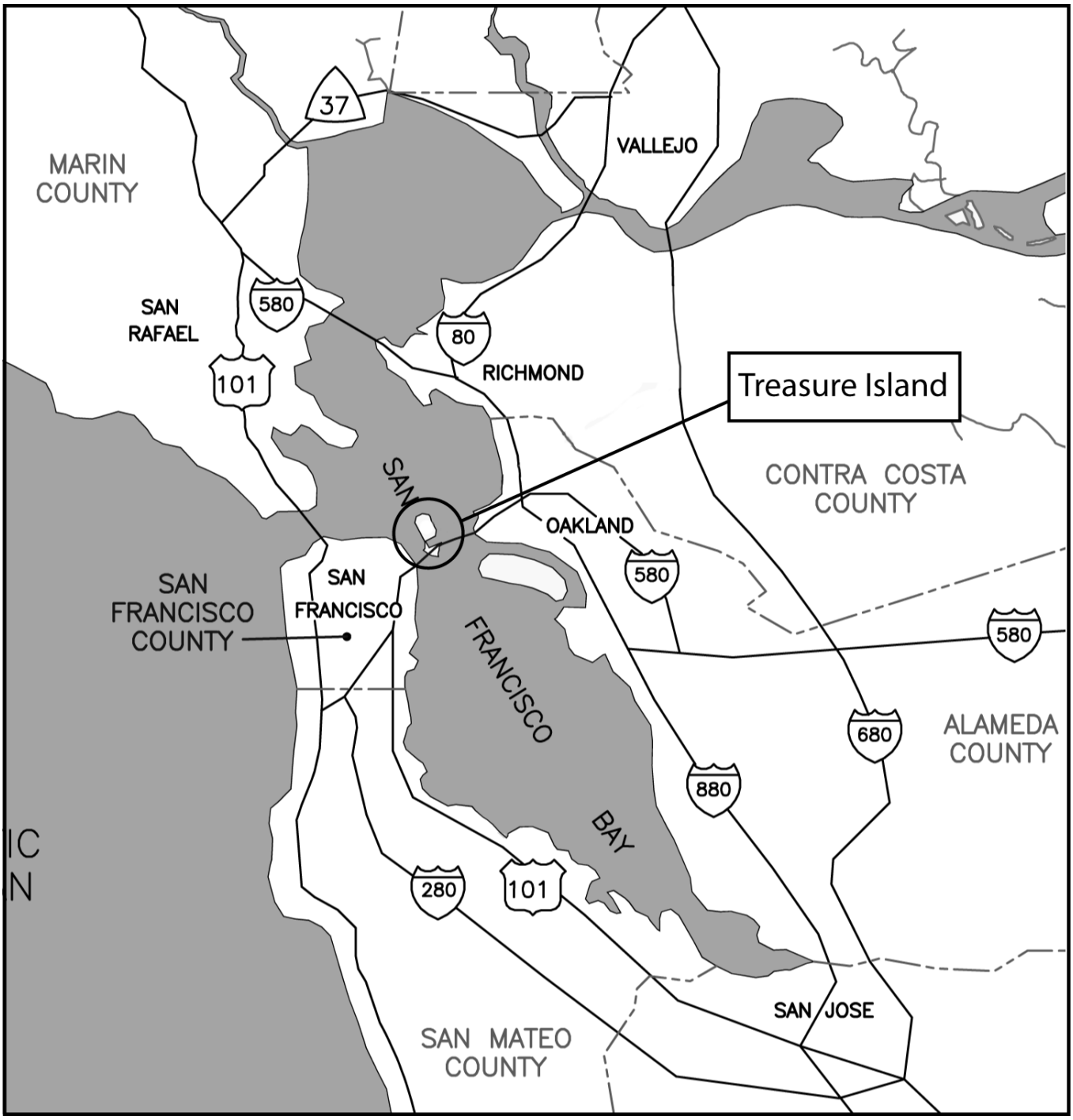
Alteration of the GGIE street system by Navy.

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

LOCATION MAP

Primary # _____
HRI# _____
Trinomial# _____

Page 12 of 12 *Resource Name or # (Assigned by recorder) Treasure Island Landscape
*Map Name: Treasure Island Location Map *Scale: NTS *Date of Map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island - Final Environmental Impact Report (San Francisco Planning Department 2006)

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III. APPENDICES

A. MAPS AND DIAGRAMS

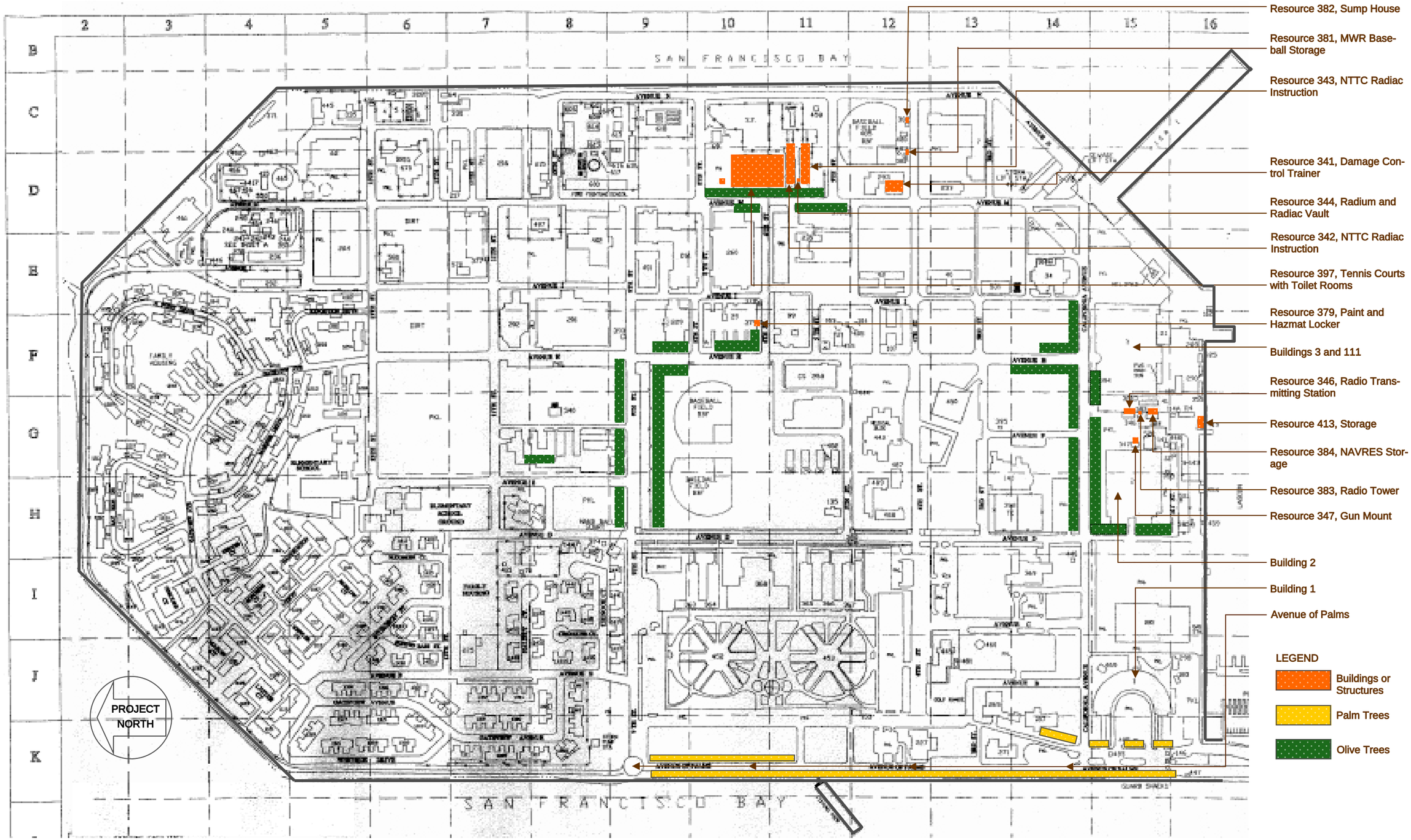


Diagram 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* / prepared by Mare Island Naval Shipyard, Base Realignment and Closure, Environmental Technical Division. Mare Island, CA: The Division; Oakland, CA:1996.

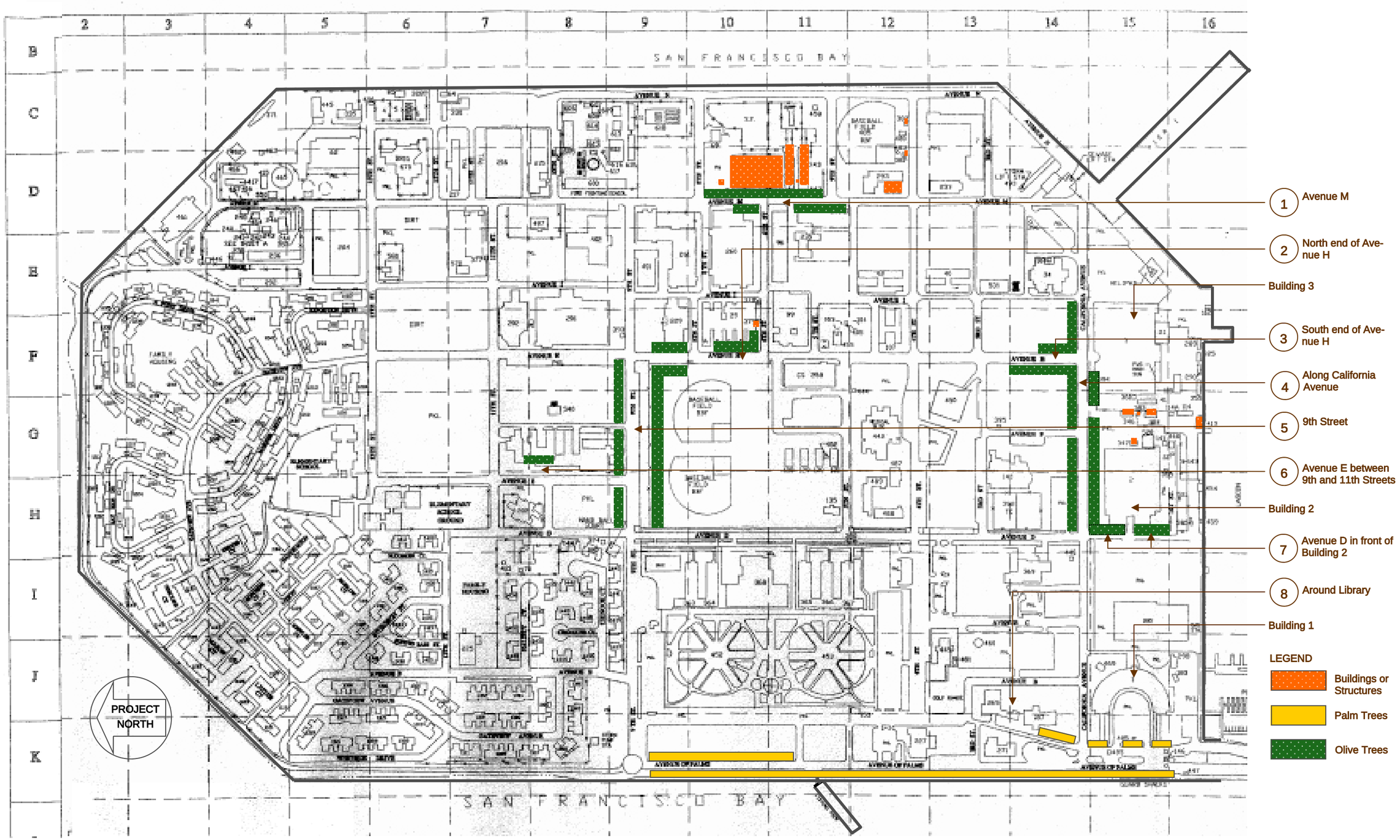
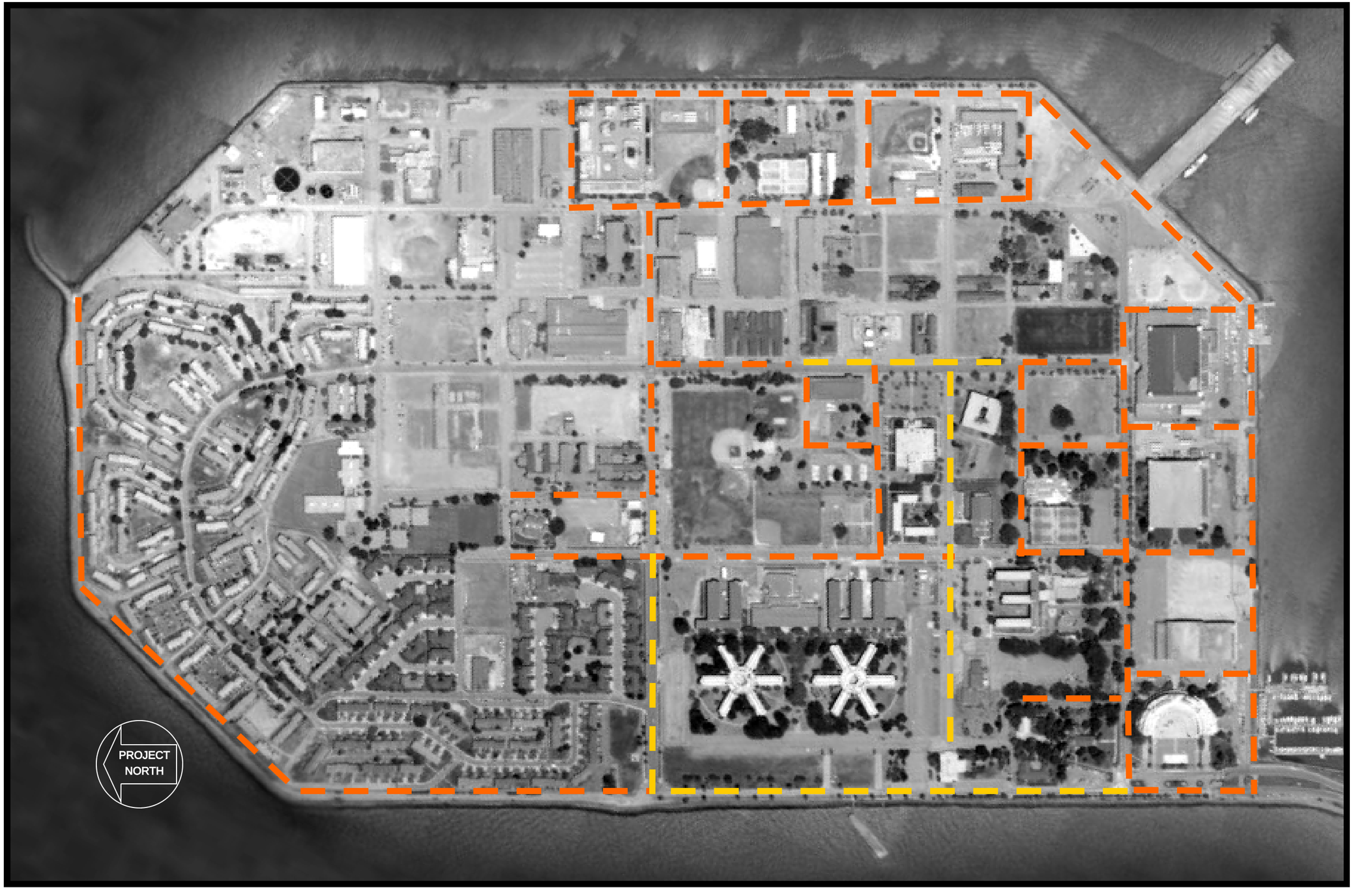


Diagram 2 - Map locating landscape details. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* / prepared by Mare Island Naval Shipyard, Base Realignment and Closure, Environmental Technical Division. Mare Island, CA: The Division; Oakland, CA:1996.

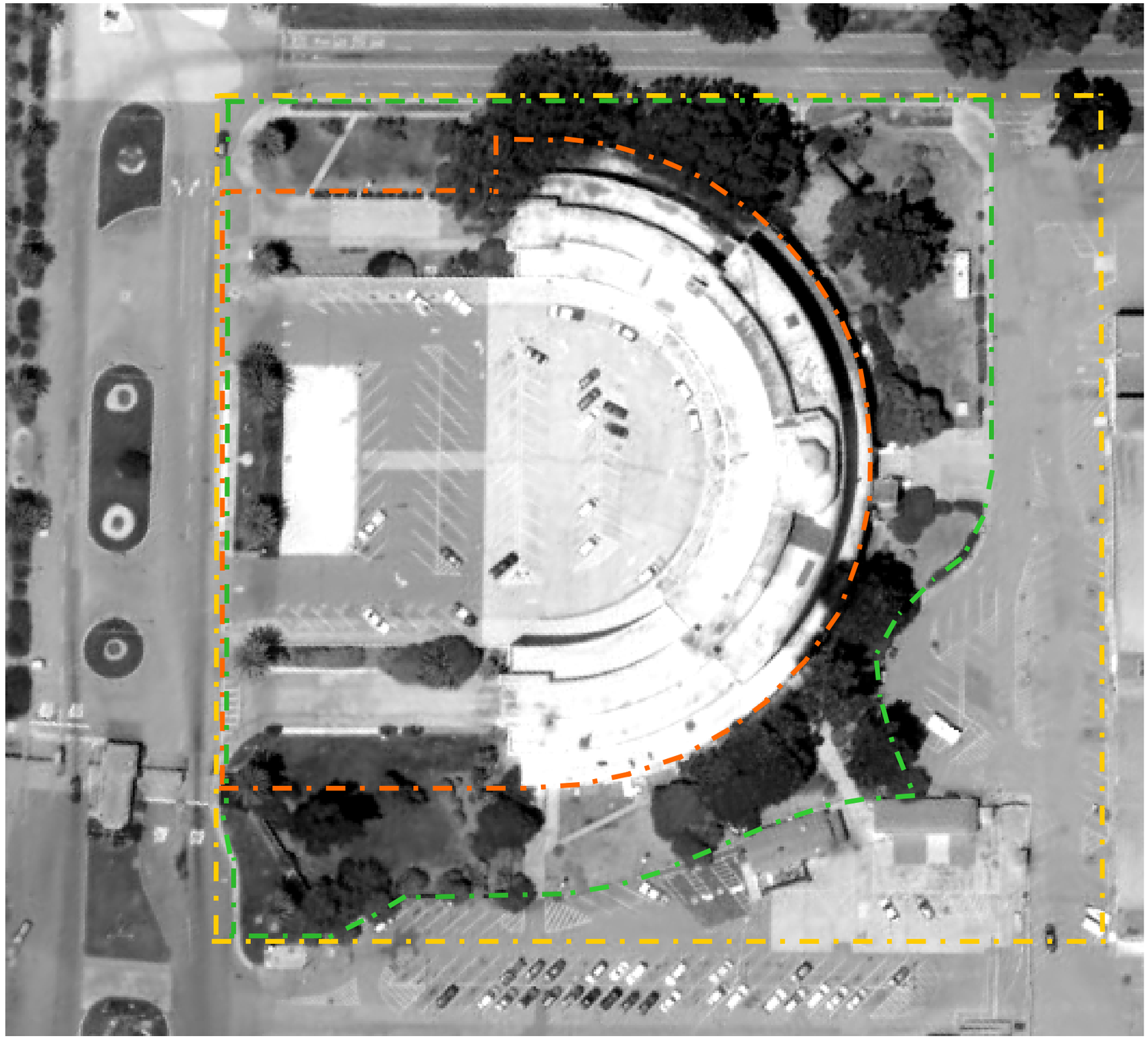


LEGEND

Part of Golden Gate International Exposition

Part of GGIE but alignment altered by Navy

Diagram 3 - Circulation Diagrams. Aerial photo courtesy of Google Earth Pro, 2009.



LEGEND

General footprint of landscape setting for building during Golden Gate International Exposition

National Register Listing boundary

Location of remaining Golden Gate International Exposition landscape setting that contributes to CRHR significance of building (Proposed CRHR boundary)

Diagram 4 - Diagram showing boundaries around Building 1. Aerial photo courtesy of Google Earth Pro, 2009.

LEGEND

General footprint of landscape setting for building during Golden Gate International Exposition

National Register Listing boundary

Location of remaining Golden Gate International Exposition landscape setting that contributes to CRHR significance of building (Proposed CRHR boundary)

Diagram 5 - Diagram showing boundaries around Building 2. Aerial photo courtesy of Google Earth Pro, 2009.

LEGEND

General footprint of landscape setting for building during Golden Gate International Exposition

National Register Listing boundary

Location of remaining Golden Gate International Exposition landscape setting that contributes to CRHR significance of building (Proposed CRHR boundary)

Diagram 6 - Diagram showing boundaries around Building 3. Aerial photo courtesy of Google Earth Pro, 2009.

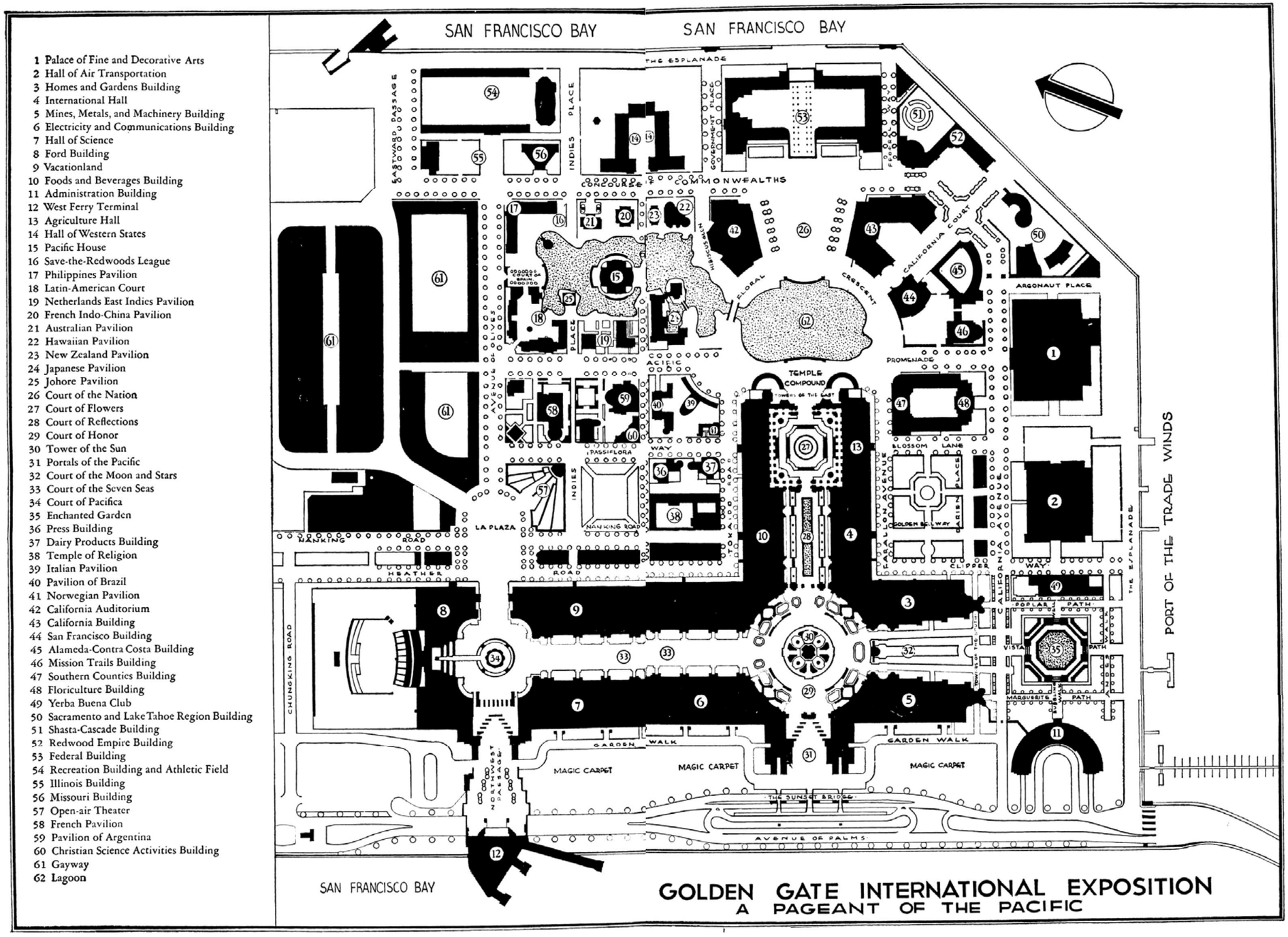


Diagram 7 - Map of the Golden Gate International Exposition from *Official Guidebook: Golden Gate International Exposition, World's Fair on San Francisco Bay.* First Edition. San Francisco: The Crocker Company, 1939.

B. HISTORIC DEVELOPMENT OF MILITARY BASES IN CALIFORNIA

B. Historic Development of Military Bases in California

The following information is being presented as a basis to assess the relative historic significance of the Navy's resources on Treasure Island from World War II through 1960.

Coastal naval facilities of various types were once clustered around Puget Sound in Washington State; in Southern California at San Diego, and Long Beach, while most were located in Northern California in the many harbors of the Bay Area.

Currently, the Navy's largest complex is located inland in Southern California at China Lake, Naval Air Weapons Station, which covers 1.1 million acres of land, or approximately one-third of the United States Navy's total land holdings. Naval Base San Diego, California is the principal stateside home to the Pacific Fleet. NAS North Island is located on the north side of Coronado Island, California and is home to Headquarters for Naval Air Forces and Naval Air Force Pacific, the bulk of the Pacific Fleet's helicopter squadrons, and part of the West Coast aircraft carrier fleet. The Naval Special Warfare Center is the primary training center for SEALS, and is also located on Coronado Island. The other major grouping of naval bases on the West Coast is in Puget Sound, Washington of which Naval Station Everett is one of the newer bases. Master Jet Bases are also located at NAS Lemoore, California and NAS Whidbey Island, Washington, while the carrier-based airborne early warning aircraft community and major air test activities are located at NAS Point Mugu, California.

Bay Area Military Presence

The first U.S. military facility in California was established in the Presidio of San Francisco when, after the United States took control of California in 1846, the Army decided to occupy the complex in 1847. The roots of the Presidio stem from 1776 when the Spanish sought a location to fortify the sea entry to San Francisco Bay. In the late 19th Century the facility became the headquarters for the Military Division of the Pacific. A camp was set up in Benicia in 1849 to be used as an Army supply depot. An adjunct to the Presidio was Fort Point, which was built between 1853 and 1861 by the Army to guard the Golden Gate. Fort Baker, at Sausalito in the Marin Headlands, was built between 1902 and 1910 and was an active military post up through World War II. Other Bay Area military facilities included Onizuka Air Force Station in Sunnyvale and Hamilton Air Force Base in Novato. The Marines, Coast Guard and National Guard also had a lesser presence here. Augmenting theses facilities were the coastal defense batteries on Angel Island which were opened during the Civil War period of the 1850s and 1860s and, also on Angel Island, Camp Reynolds which was opened in 1899 with the advent of the Spanish American War. On the bluffs of the Golden Gate are the remains of many strategically located batteries which date from World War II.

South entrance to the Presidio of San Francisco. Circa 1890.

Bay Area Navy Presence

The U.S. Navy's history in the San Francisco Bay Area began in 1853 when the Navy purchased Mare Island for use as a shipyard. It continued as the only Navy facility on the West Coast for decades.

Today we experience the annual Fleet Week held in October. But the largest showing of this type occurred in May of 1908 when the Great White Fleet sailed through the Golden Gate. The tour which sailed around the world had 16 U.S. Navy battleships, accompanied by escorts, with some 14,000 sailors aboard. The appearance of the fleet whetted the appetite of Senator James D. Phelan to lure the Navy to build bases, depot, stations, arsenals and academies in the Bay Area.

The United States Congress agreed to a two-ocean navy in 1919 which split the Navy's vessels between the East and West Coasts. Around 1920, San Francisco realized that it was losing population and it "sought a military multiplier to stimulate its own faltering pace of urbanization."[1] Over time the Bay Area became the largest military epicenter on the West Coast – a mammoth enterprise.

Just six months before the bombing of Pearl Harbor, the Navy had poured one billion dollars into resources around the Bay Area.[2]

In the East Bay there were the Moore Dry Dock, Bethlehem Steel's Alameda yard and United Engineering, all who also contributed ships to the war effort. On the Peninsula Barrett and Hilp (builders of the Golden Gate Bridge) and Western Pipe and Steel built ships and barges.

The Navy's connection with the Bay Area continued until the 1990s when the final series of base closures ended a nearly 150 year presence.[3] In January 1990 then U. S. Defense Secretary Dick Cheney published a list of military facilities to be shut down across the United States including six naval installations in the Bay Area. California had the most to lose but the Bay Area was hardest hit. At that time there were some 56,000 civilian and military personnel working for the Navy in the region.[4] Eventually most Navy, and other military installations, were shut down in Northern California, changing a pattern of culture and demographics. With all of these facilities now defunct they are being returned to their former owners, the cities where they occur, and converted to other uses, mostly residential housing and parks – once remediation of environmental contamination has occurred.

The Naval installations which were once located in the Bay Area include the following:

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[1] Lotchin, Roger W. *Fortress California 1910-1961*. Champaign-Urbana: University of Illinois Press, 1992, p. 42.
[2] Ibid, p. 63.
[3] http://www.pacificaerial.com/gallery-navy.html
[4] "Defense Cuts: Assessing the Casualties – Bay Area: Navy Pullouts could hit hard at many economic levels. Officials who had called for military cutbacks are an awkward position" *Los Angeles Times*, January 30, 1990, no page citation.

▫ Mare Island, Vallejo (established in 1854 and closed in 1996)
▫ Moffett Field Naval Air Station, Sunnyvale (1931-1994)
▫ Naval Air Station (1934-1997) and Naval Aviation Depot, Alameda (1934-1996)
▫ Naval Supply Depot, Oakland (1940-1999)
▫ San Francisco Naval Shipyard (1941-1994)
▫ Concord Naval Weapons Station, Concord (1942-1999)
▫ NFD (Naval Fuel Depot) Point Molate, Richmond (1943-1998)

An aerial view of the Suisun Bay mothball fleet.

Another still tangible remnant of the Navy's former presence lies in the East Bay's Suisun Bay where many battleships are mothballed.

Mare Island, Vallejo

The U.S. Navy acquired the site of Mare Island in 1852, two months after California became a state, where a naval shipyard was created. Selected for its seclusion from the ocean, this was the first permanent naval installation on the West Coast. Commodore David Glasgow Farragut became the first base commander in 1854. Huge drydocks were built over time, the first of granite in 1891, the second of concrete was completed in 1910 and the last, also of concrete, in 1941. In the early years the facility built some 500 ships but later focused on being a ship repair facility. Mare Island entered the atomic age in 1954 by building the first nuclear submarine on the West Coast, the *U.S.S. Sargo.* The shipyard went on to build a total of 17 nuclear-powered submarines, ending with the *U.S.S. Drum* in 1970.[5] The facility was functionally diverse with a major hospital, ammunition depot, Marine Corps barracks, radio school and miscellaneous other functions.

The Navy closed the yard in 1996.[6] Mare Island contains a California Register listed historic district.

Moffett Field Naval Air Station, Sunnyvale

The 1,000 acre parcel was acquired by the City of Sunnyvale in 1931 who turned over the bayside land to the U.S. Government for use as a home base for the Navy airship *U.S.S. Macon*, a dirigible. The base, a lighter-than-air station, was dedicated as NAS Sunnyvale that same year and two years later it was renamed NAS Moffett Field. The focus of the facility was the cavernous Hangar One. From 1935 until 1941 the Navy transferred use to the War Department under the control of the U.S. Army Air Corps. With the loss of the *Macon* in 1935 also

Aerial view of Moffett Field.

[5] http://www.visitvallejo.com/about-vallejo/mare-island-history.php
[6] http://www.mareislandhpf.org/

went the Navy's need for the facility. When the Navy again took control the facility was used for the development and deployment of several generations of land based anti-submarine warfare and maritime patrol aircraft. In August 1947, a blimp went down off the Cape of Mendocino. No lives were lost, but it would be the last flight for the LTA program at Moffett – that same month, the last blimp at Moffett Field was deflated. Decommissioned in 1994, the facility was transferred in 1999 to the National Air and Space Administration. The field is now administered by NASA Ames Research Center.

Moffett Field contains a California Register listed historic district.

Naval Air Station and Aviation Depot, Alameda

In 1934 the City of Alameda built an air strip called Benton Field on reclaimed land at the north end of the island.[7] The original use was as a landing site for Pan American Airways but the long range goal was to attract the Navy to take root there. The Army initially shared the airfield with Pan Am but the military abandoned the site and it was turned entirely to Navy use. Construction by the Navy commenced in 1938 and by 1945 the base had 3,600 officers and 29,000 enlisted personnel. The base had two local outlying fields, Concord Outlying Field on the grounds of the Concord Naval Weapons Station and Half Moon Bay Outlying Field. The base provided services and support to the aviation activities of the Pacific Fleet. The Naval Aviation Depot, formerly known as the Assembly and Repair Department, was the largest activity on the base but was a tenant of the air station. The Aviation Depot was closed down in 1996 and the station was closed the following year. In late 2006 a deal was struck between the City of Alameda and the Navy to reacquire the land for $108 million. Residential housing is slated to be constructed on the site.

Aerial view of Naval Air Station Alameda.

Naval Air Station and Aviation Depot contains a California Register listed historic district.

Naval Supply Depot, Oakland

The depot had its origin in 1940 when the Navy purchased some 500 acres for the City of Oakland for $1.00. The Navy reclaimed the land and constructed large warehouses for supplies. It opened in 1941 and grew over time. In the late 1940s it was renamed Naval Supply Center, Oakland and was later renamed the Fleet Industrial Supply

[7] http://www.militarymuseum.org/NASAlameda.html

Center. It was closed in 1998, and in 1999, the Navy transferred the entire property to the Port of Oakland.[8]

The Navy Supply Depot contains a California Register listed historic district.

San Francisco Naval Shipyard

The San Francisco Naval Shipyard was originally a commercial shipyard which was established on a spit of land originally called Potrero Point in 1870 on the shore of San Francisco Bay. The Union Iron Works, which later turned into the Bethlehem Shipbuilding Company, expanded the site with their activities. During World War I the Navy temporarily appropriated the site for ship repairs. With the onset of World War II, in 1941, the Navy again reasserted itself and operated it as an annex to Treasure Island calling it Hunters Point Naval Shipyard. From 1941 to 1974, the principal facility activities were ship building; naval ships and submarines were also modified, maintained, and repaired. In addition to repair activities, the facility was used for base housing, naval ordinance training exercises, radiological defense research, and research on exposure to radioactive fallout.[9] This continued until 1974 when it was turned back to private enterprise as a commercial ship repair facility. The base was officially closed in 1994 and is slated for reclamation as residential housing.

All of the buildings in the San Francisco Naval Yard have been recorded and evaluated but no historic district was found.

Concord Naval Weapons Station, Concord

In 1942, at the beginning of World War II, the Navy built an annex to Mare Island, located near Concord which was called Port Chicago, after the nearby town. The explosives depot was rapidly built up to support the war demands in the Pacific. In July 1944, it was the scene of a massive ammunition detonation which killed 320 people – the largest stateside disaster of the war. Ammunition was still needed for the war effort and Port Chicago was rapidly returned to service. In 1957, the depot was renamed the U.S. Naval Ammunition Depot, Concord. With the advent of modern-day weaponry, the station's mission changed and expanded. The base was redesiginated Naval Weapons Station, Concord in 1963. Due to changes in military operations, the inland area of the base was mothballed in 1999.

Aerial View of Concord Naval Weapons Station.

In November 2005, the Base Realignment and Closure (BRAC) Commission announced that the Inland Area of the base was approved for closure. The Tidal Area would remain in operation as a port under the command of the Army. The BRAC legislation stipulated that the Navy would retain property ownership of the Inland Area,

[8] http://en.wikipedia.org/wiki/Naval_Supply_Depot,_Oakland
[9] http://www.fas.org/man/company/shipyard/hunters_point.htm

but would have to make some provision for the Army to acquire a portion of the Inland Area to support its port operations in the Tidal Area. In 2006, the Department of Defense designated the Concord City Council to serve as the Local Reuse Authority. The LRA has launched a three-phase, multi-year process to develop a reuse plan for the property.[10]

All of the buildings in the Concord Naval Weapons Station have been recorded and evaluated but no historic district was found.

Naval Fuel Annex, Point Molate, Richmond

Historic view of Point Molate. Photo courtesy of Pt. Richmond History Association, I-7-125-DC.

Point Molate has had a history both as a private winery as well as a major fuel storage depot for the U.S. Navy. The Navy, once it had established a presence at Point Molate, used many of the existing winery buildings, changing very little over time. The significance of the structures at Point Molate almost entirely dates back to its earlier history as Winehaven, as most construction was completed circa 1907-1910. Winehaven ceased production with the advent of Prohibition and the grounds were mostly unused from 1920 until the late 1930s when a mining company, the San Pablo Quarries Company, opened a quarry on the northern point. In 1941 the land was sold to an oil company and subsequently leased and in turn sold to the Navy. By 1943, Point Molate was commissioned as a fuel depot and was in full operation during World War II. In 1960, the site became a Naval Fuel Annex, and was the NFD (Naval Fuel Depot) Point Molate until it ceased operations in 1998. Its use is slated for use as residential development and a public beach.

[10] http://www.concordreuseproject.org/history/

C. SUPPLEMENTARY INFORMATION ABOUT THE BUTLER MANUFACTURING COMPANY

C. Butler Manufacturing Company History[1]

Several of the buildings in this report were constructed by Butler Manufacturing. The following is an overview history.

Butler Manufacturing Company continues as a supplier of building systems, specialty components, and construction services for the nonresidential construction market. Butler Buildings are assembled onsite of metal parts made at their own factories and have offered a expedient solution to industrial, military, and commercial users seeking storage or manufacturing space.

Emanuel Norquist, along with brothers Charles and Newton Butler, founded Butler Manufacturing Company in Kansas City in 1901. A few years earlier, Charles and Emanuel had worked together on building an improved livestock watering tank, and, during the early 1900s, along with Newton Butler, the men designed and built several agricultural products, particularly grain storage bins. By 1908, Butler's headquarters included a staff of 14. Sales boomed throughout the 1910s and 1920s.

Although Butler would become famous for its grain storage bins, or "Butler bins," during the early and mid-1900s, the company began branching out into new sideline businesses early in the century. For example, in 1909, the company erected its first metal building, an all-steel garage. That simple structure would help to lay the foundation for what would eventually become Butler's bread-and-butter business. Other major ventures included metal farm implements and oil field equipment.

Butler survived the 1930s, buoyed mainly by its oil equipment operations. The grain bin industry was susceptible to the cyclicality of the overall agriculture business. Butler's bin sales had languished during much of the early and mid-1930s. However, that would soon change as the result of an incident that would be highlighted in company annals throughout the century.

The year 1938 turned out to be a very good one for crops, and 1939 was even better. As bumper crops were harvested, the nation's storage capacity was stressed. The U.S. Department of Agriculture, realizing the urgency of the situation, announced in July 1939 that it would accept bids on 30,666 steel storage bins.

Butler's two plants in the Midwest were already operating at full capacity, so Butler executives were split over whether to bid for the government work. Determined to capture a portion of the massive government job, managers embarked on a tenacious search for an abandoned plant that they could convert. They found an acceptable, though dilapidated, plant in Galesburg, Illinois. As Butler scrambled to reclaim the facility, it also began preparing a bid to supply 14,500 bins, or about half of the entire contract. Butler's bid was hand carried to Washington and opened on August 2, 1939. Butler, the low bidder, was awarded the job.

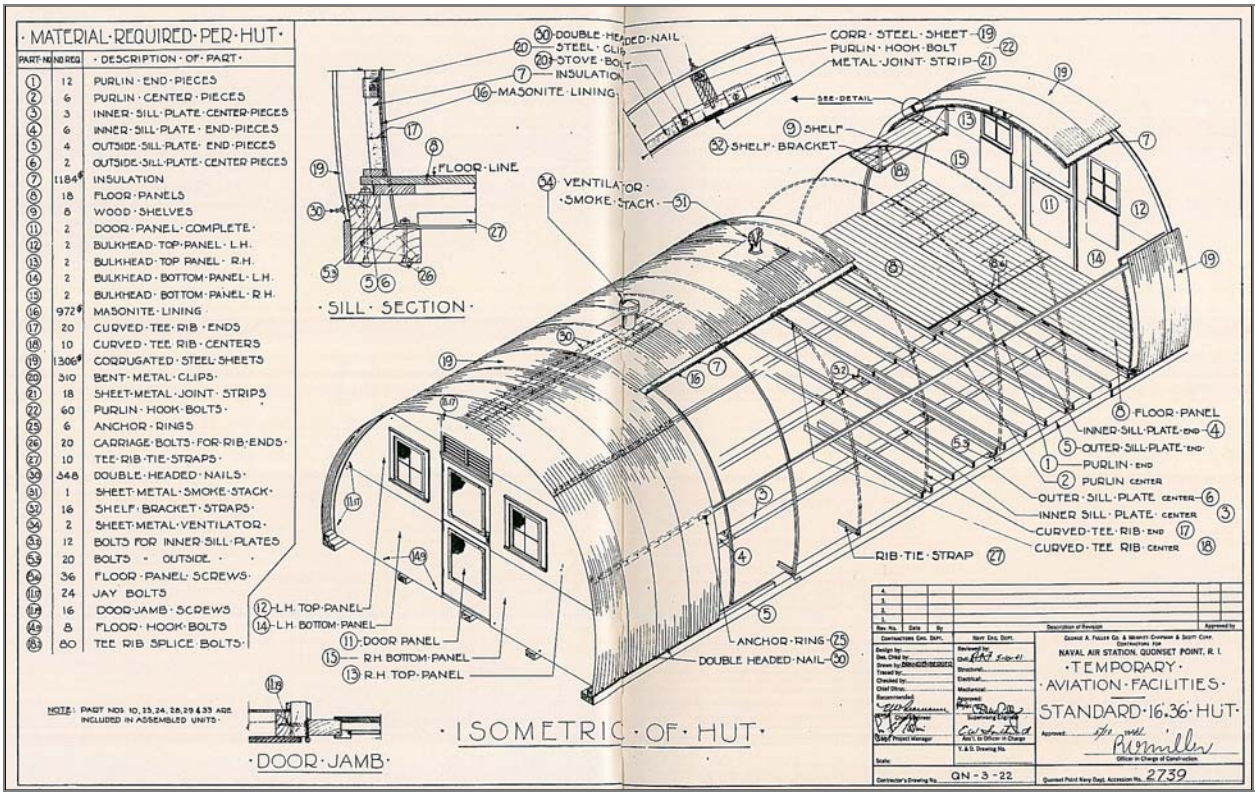
[1] http://www.fundinguniverse.com/company-histories/Butler-Manufacturing-Company-Company-History.html

Butler used the government contract in 1939 as an opportunity to add a new production facility to its organization. The Galesburg plant was converted for year-round use in 1940 and began manufacturing steel buildings following World War II. Butler manufactured its first "rigid-frame" building design in 1939. Demand for its popular single-story, rigid-frame structures flourished during the postwar U.S. economic boom.

In the 1950s, the company stepped up its efforts in the metal building market when it shifted to the production of metal buildings to reduce Butler's susceptibility to volatile agricultural markets. Butler's goal was to create two major markets for its products – agricultural and construction – that would provide a more stable pattern of income. The scheme proved effective and the two markets were rarely down at the same time through the 1960s and 1970s.

D. SUPPLEMENTARY INFORMATION ABOUT THE QUONSET HUT

D. Supplementary Information about the Quonset Hut



Isometric drawing of a T-rib Quonset Hut, May 10, 1941 by Fuller and Merritt-Chapman and Scott Corporation. Image courtesy of *Quonset Hut*, p. 10.

In 1937 President Franklin D. Roosevelt began to prepare the United States for war. Congress authorized increased appropriations including the construction of a Naval base built in Quonset Point, Rhode Island.

U.S. Government photo of Quonset Huts in front of Laguna Peak, Point Mugu, CA, 1946. Image courtesy of http://en. wikipedia. org/wiki/File:Quonset.jpg

Due to the urgency of the circumstances there would need to be a way to house people quickly and store materials at far-flung bases. A building had to be inexpensive, lightweight, and portable so it could be shipped anywhere and put up quickly using hand tools.

The genesis of the Quonset Hut was a design that the British had developed during World War I, a light prefab structure called a *Nissen Hut*. In early 1941, the U. S. Military looked at the Nissen design, but felt the design could be improved.

In March 1941 the military asked the George Fuller Company to design and produce a hut to U.S. specification within two months.

The design was adapted from the British design using corrugated steel and semi-circular steel arched ribs. The Anderson Sheet Metal Company of Providence, RI solved the technical problem of bending the corrugated sheets into a usable form. The two ends were covered with plywood, which had doors and windows. Major improvements over the Nissen Hut were an interior lining of Masonite (pressed wood), insulation, and a one-inch tongue and groove plywood floor on a raised metal framework.

The first design was semi-circular, 16 feet wide by 36 feet long and constructed out of heavy 1-inch thick steel "T" shaped steel and angle iron arches and covered in corrugated metal. Known as "T-Rib Hut," it took a crew of eight to erect in a day.

In June of 1941 the Navy made its first shipment of Quonset Huts overseas. There was concern that since the curve line of the sidewalls began at the floor, there was a loss of effective width of the hut. A second series, the "Quonset Redesigned Huts," were the same size but included a 4 feet high vertical sidewall (knee wall).

Although several thousand of these T-Rib Huts were produced, they were awkward to crate and too heavy for shipping. Engineers soon found a faster, cheaper way to assemble huts using an existing building product for the rib. Known as Stran-Steel, it was developed in the early 1930s by Great Lakes Steel Corporation, but had never caught on due to the premium price. It was a welded steel strip 2 by 3 5/8 inches – actually two lightweight channels welded back to back -- with a wavy center groove that held special nails with lead seals.

The "Quonset Stran-Steel Hut" was so simple to erect that anyone who could hammer a nail could set it up. A crew of just six experienced men could build a hut in a single day.

The Quonset Hut soon evolved into a third design to reduce shipping space and tonnage. The third design incorporated lighter, curved corrugated, galvanized sheets for covering. The arch-rib again became semi-circular with a four-foot high knee wall. The new hut was larger, 20 feet by 48 feet and lighter, using three and one half tons of steel instead of four tons.

Later there was a fourth design. The Navy eliminated the knee wall and returned to a full semi-circular design, 20 by 48 feet in size when it was realized that at this dimension no space was actually lost along the outer edge of the building. Huts were designed with and without dormer windows.

The fifth evolution of the hut returned to the full semi-circular design and size (20 by 48 feet) but used flat corrugated siding mounted horizontally but retained the curved plates for the separate roof ridge. This arrangement reduced the need for special manufacturing of curved corrugated siding panels. Dormer windows were replaced by either translucent corrugated panels or flat steel framed windows.

As finally developed, the Quonset Hut required less shipping space than did tents with wood floors and frames, when equal numbers of men were to be accommodated.

The flexible open interior space of a Quonset Hut allowed them to be used for hundreds of applications including barracks, offices, medical and dental offices, isolation wards, bakeries, chapels, theaters, and latrines. In all, 86 approved interior layout plans were prepared. In many cases it was necessary to develop special interior equipment, such as special ovens, to fit the Quonset Hut side wall form.

To meet the growing demand, a number of other companies produced variations of the Quonset Hut for the military during the Second World War.

When the war ended, Quonset Huts were too good a resource to throw away, so the military sold them to civilians for about a thousand dollars each. They made serviceable single-family homes. Universities made them into student housing and returning veterans occupied Quonset Huts by choice.[1]

[1] *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps, 1940- 1946*. Vol.1. Washington: Government Printing Office, 1947.

E. California Register of Historical Resources

E. California Register of Historical Resources[1]

The State Historical Resources Commission has designed this program for use by state and local agencies, private groups and citizens to identify, evaluate, register and protect California's historical resources. The Register is the authoritative guide to the state's significant historical and archeological resources.

The California Register program encourages public recognition and protection of resources of architectural, historical, archeological and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding and affords certain protections under the California Environmental Quality Act.

Criteria for Designation

Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).

Associated with the lives of persons important to local, California or national history (Criterion 2).

Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).

Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation (Criterion 4).

Effects of Designation

Limited protection: Environmental review may be required under CEQA if property is threatened by a project.

Local building inspector must grant code alternatives provided under State Historical Building Code.

Local assessor may enter into contract with property owner for property tax reduction (Mills Act).

Owner Consent

Consent of owner is not required, but a resource cannot be listed over an owner's objections. The SHRC can, however, formally determine a property eligible for the California Register if the resource owner objects.

[1] http://ohp.parks.ca.gov/?page_id=21238

Local Government Notification

Local government must be given 90 days in which to comment on the application before it is sent to OHP.

F. NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORMS FOR BUILDINGS 1, 2 AND 3

NPS Form 10-900
(Oct.1990)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Administration Building, Treasure Island

other names/site number Building 1/Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters

2. Location

street & number _____ ☐ not for publication

city or town Treasure Island, San Francisco ☐ vicinity

state California code CA county San Francisco code 075 zip code 94130

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

_____
Signature of certifying official/Title Date

_____
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

_____
Signature of commenting or other official Date

_____
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

Signature of the Keeper | Date of Action

- ☐ entered in the National Register
  - ☐ See continuation sheet.
- ☐ determined eligible for the National Register
  - ☐ See continuation sheet.
- ☐ determined not eligible for the National Register
- ☐ removed from the National Register
- ☐ other (explain): _____

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☐ private
- ☐ public-local
- ☐ public-State
- ☒ public-Federal

Category of Property
(Check only one box)

- ☒ building(s)
- ☐ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions
(Enter categories from instructions)

RECREATION/Other: Office Building
TRANSPORTATION/Airport Terminal
COMMERCE/TRADE/Office Building
DEFENSE/Naval Facility: Headquarters

Current Functions
(Enter categories from instructions)

COMMERCE/Office Building
GOVERNMENT/Office Building

7. Description

Architectural Classification
(Enter categories from instructions)

MODERN MOVEMENT: Art Moderne/Streamline
MODERN MOVEMENT: Art Deco

Materials
(Enter categories from instructions)

foundation Reinforced Concrete
roof
walls Reinforced Concrete
other

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation sheet.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ B Property is associated with the lives of persons significant in our past.

☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations
(Mark "X" in all the boxes that apply.)

Property is:

☐ A owned by a religious institution or used for religious purposes.

☐ B removed from its original location.

☐ C a birthplace or a grave.

☐ D a cemetery.

☐ E a reconstructed building, object, or structure.

☐ F a commemorative property.

☐ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

Architecture
Entertainment/Recreation

Period of Significance

1938-1940

Significant Dates

1938

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Day, William Peyton
Kelham, George William

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested.
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # CA-2785, CA-2785-A, CA-2785-B
- ☐ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

10. Geographical Data

Acreage of Property

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	10	555429	4185479	3			
2				4			

☐ See continuation sheet.

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Toni Webb, Architectural Historian

organization JRP Historical Consulting date December 2, 2003

street & number 1490 Drew Avenue, Suite 110 telephone 530-757-2521

city or town Davis state CA zip code 95616

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets

Maps
A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner
(Complete this item at the request of the SHPO or FPO.)

name Base Realignment and Closure, Program Management Office West

street & number 1455 Frazee Road, Suite 900 telephone

city or town San Diego state CA zip code 92108-4310

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.0. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

Description (continued):

Building 1 is located on the southeast corner of Avenue of the Palms and California Avenue on Treasure Island, northeast of the main, gated entrance to the former Treasure Island Naval Station. This large, 148,000 square foot U-shaped building faces southwest overlooking the City of San Francisco, which is located approximately three miles west. The 400-acre island, a mile long and two-thirds a mile wide, was constructed by the Army Corps of Engineers between 1936 and 1938 and this building was completed by early 1938. Presently, a large paved parking lot fills the interior of the crescent. Landscaping includes median grass and shrubs of varying sizes, some of which date to the period of the Exposition.[1] Lining the main entrance are the only remaining six Pacific Unity sculptures that originally surrounded the Fountain of Western Waters in the Court of the Pacifica at 1939 Golden Gate International Exposition (GGIE). These cast concrete sculptures moved to the site around 1991 include Helen Phillip's Chinese musicians (**Photographs 1** and **2**) entitled "Blowing a Horn" and "Flutist," and Jacques Schnier's male and female sculptures, "The Orient," which symbolized the introspective spirit of India (**Photographs 3** and **4**). Two unidentified works shown in **Photographs 5** and **6**, were moved to this temporary site in 1997.[2]

Exterior

The Administration Building, now known as Building 1 and shown in **Photograph 7**, is a four-story, reinforced concrete, truncated U-shaped building that includes a full basement and an observation tower, which was originally constructed as a control tower. Visually and functionally the building can be divided into three sections: the central four-story section and two three-story flanking wings. The main section is stepped, with a four-story block sandwiched between three-story blocks on the east and west sides. Similarly, the wings include a three-story section surrounded by two-story elements. The building is predominantly Art Moderne in style, however Art Deco influences are found throughout the building.

The main, symmetrical façade (west side) is dominated by a band of eleven, two-story steel windows (**Photograph 8**) each with eight lights, evenly spaced along the façade between fluted pilaster strips and highlighted by a decorative ornamental copper grill. A full cantilevered stucco canopy decorated with scallop and beaded details strengthens the building's horizontality. The rusticated first-floor façade projects slightly from the top floors and is reminiscent of the Renaissance Revival and Beaux Arts styles. Located beneath the

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[1] "Treasure Island Exposition Site Dedicated," *Nevada State Journal*, November 24, 1937; Stephen D. Mikesell, JRP Historical Consulting Services, "Statement regarding potential significance for Treasure Island, as an engineering achievement," January 30, 1998; Sally B. Woodbridge, "Treasure Island Cultural Resource Survey Report," Prepared for Navy Public Works Center, San Francisco Bay, May 14, 1982; GGIE Research Associates. "Application for Registration of Historical Landmark." Treasure Island, Landmark No. 987. Prepared for Navy Public Works Center, San Francisco Bay. October 2, 1989.

[2] Anne Schnoebelen, *Treasures: Splendid Survivors of the Golden Gate International Exposition* (Berkeley: GGIE Research Associates, 1991), 5. Sculpture Conservation Studio preformed some conservation work on the Pacific Unity Sculptures in 1991, Tatyana M. Thompson, Column Editor, "Regional News: Greater Los Angeles and Santa Barbara,", Vol. 13, No. 3, WAAC Newsletter, September 1991, 7-12, online at http://palimpsest.stanford.edu/waac/wn/wn13/wn13-3/wn13-305.html; *Official Guidebook: Golden Gate International Exposition, World's Fair on San Francisco Bay*, First Edition (San Francisco: The Crocker Company, 1939).

canopy is the main public entrance to the building, which consists of three glazed bronze swinging triple doors with fixed transoms. Four sets of three-light casement windows with fixed lights above are evenly spaced on both sides of this entrance. At the eastern end of the central sections are bronze glazed double doors with transoms that serve as secondary entrances. Fenestration on the wings, shown in **Photographs 9** and **10**, is symmetrical with eight second-floor windows (each ten-light steel casements) evenly spaced and offset by the surrounding recessed panel with fluted detail centered below and above dentils. These windows were replaced after 1976 but closely resemble the original windows.[3] Seven deeply recessed first-floor casement windows (three light with fixed upper sashes) lacking decoration are sited along either wing, directly below second-floor windows. An original glazed, swinging double door with transom is found at the westernmost end of the northern wing. On the southern wing, this door has been replaced with anodized aluminum glazed doors.

The western ends of the wings project about 5'– 6" from the attached two-story elements and include access to the basement parking level via concrete ramps. Cast iron wheel guards protect the building at the garage entrance. These end walls have corner pilasters separated by dentils above two tall, two-story twenty-light windows consisting of a mixture of fixed sash surrounded by casement windows. The focal point is the bas-relief depicting a mythical male figure kneeling while holding an airplane. Two smaller steel casement windows flank this relief, shown in **Photograph 11**.

Unlike the plain and austere east side of the main section (shown in **Photograph 14**) the outside facades of the two wings, shown in **Photographs 12** and **13**, are visually more interesting. Basement windows, mainly six-light steel casements, are sited just at ground level. The outside two-story section of both wings are enclosed by a one-story element that include bands of three-light casement sash surrounding six-light fixed window with fixed upper sash that are only separated by fluted strips and interrupted intermittently by single sets casement windows. Two first-floor entrances accessed by concrete stairs with metal balustrades are found on this side of the building. The primary entrance on the eastern side of the building consists of one original swinging double door with transom set between two single swinging glazed doors (**Photograph 14**) while the secondary entry, located at the westernmost portion of the south wing, is an anodized aluminum swinging double door with transom. Additionally, on the periphery of the building there are three entrances accessed by concrete stairs that lead to the basement level.

The fourth floor extends the length of the central block. Fenestration is symmetrical, with four sets of metal casement windows and one door flanking each side of the observation tower, formerly the control tower. The tower, shown in **Photograph 15**, is octagonal in plan and sits atop a wider extension of the fourth floor, which becomes a viewing platform accessed by stairs on the tower's south side. The platform is bordered by a metal balustrade. The tower is topped by a metal raised seam pyramidal replacement roof and fenestration is a combination of fixed and operable metal windows, some with divided lights. The building's horizontality is

[3] George Matsumoto & Associates, Architectural Drawings for Naval Station Treasure Island R-35-86, "Replace Windows - Building 1 and Repair Museum Ceiling," n.d., Plan Files, "Yerba Buena Island," Treasure Island Museum, Navy Public Works Center NSTI; The Treasure Island Museum occupied the Administration Building between 1976 and 1997.

continued on the tower with ribbing above and below the windows and fluting details centered beneath each window.

Interior

The original core design of the interior of the Administration Building has received few major alterations over its sixty-six year history. Today, much of this building remains vacant, with most of the functional space located on the first and second floors of the building. At the time of recordation, Treasure Island Development Authority (TIDA) and the City and County of San Francisco occupied this building under a lease with the US Navy. Generally, the first, second and third levels of both wings contain offices of varying size accessed by central hallways. The central block includes a vestibule, three-story open concourse, observation tower, as well as offices.

The main entry leads to an enclosed vestibule with walls lined in large neutral-colored marble tiles, shown in **Photograph 16**. An inscription on the southern wall of the vestibule reads "Inscribed by the Golden Gate International Exposition in Grateful Memory of George William Kelham Chairman of the Architectural Commission June 1935 to December 1936 His Devotion To the Development of its Plan Commanded Wide Appreciation." Details, such as the ventilation grates, Art Deco chandelier and inscription, are finished in bronze. The entry doors are repeated in wood on the north wall of the vestibule, giving access to the most impressive space in the building: a three-story tall concourse located at the center of the building. This broad expanse of open space (**Photograph 17**) is approximately 48'-8" wide and 200'-0" long. A vibrant modern mural depicting U.S. Navy history covers the majority of the eastern wall. Offices line the east sides of this grand space, which was originally constructed as a waiting room. The eastern office space originally consisted of eleven bays divided by large wood clad columns that opened to the main concourse, however the space between the columns has been infilled by partition walls allowing for approximately fourteen separate office spaces. Above the vestibule, which is flanked on either side by eight offices, is an open balcony (**Photograph 18**) that is highlighted by an Art Deco style bronze balustrade (**Photograph 19**) and tall square wood clad columns. At both the north and south ends of the concourse are the two main central open newel, straight reversed concrete staircases that lead to both the basement and upper floors. The streamline, metal balustrade is characteristic of the Art Moderne style and has a bronze handrail. The entire concourse is clad in wood paneling and geometric designed terrazzo flooring. Original features include a wood phone booth, shown in **Photograph 20**, chandeliers, and wood doors with circular glazing (**Photograph 21**) that lead to the austere, curved central hallway within the north and south wings, shown in **Photograph 22**. Large restrooms are located within the first level of these wings and include separate water closets and washrooms. These facilities incorporate the original tile floors and walls (**Photograph 23**), and marble and wood partitions.[4]

[4] San Francisco Bay Exposition, Yerba Buena Island Shoals, Navy Public Works Drawing No. 1-3823, "Air Terminal Building," Sheet 6, circa 1936, Plan Files, "Yerba Buena Island," City and County of San Francisco, Department of Public Works, Bureau of Engineering; Naval Station Treasure Island, San Francisco, Navy Public Works Drawing No. 1-3805, "Revised Air Terminal Building, 3rd, 4th, Roof, Control Room Plan," January 1, 1936, Plan Files, "Yerba Buena Island," City and County of San Francisco, Department of Public Works, Bureau of Engineering; US Naval and Training Distribution Center, Treasure Island, PWC No. 76.073, 76.077 and 76.078, "Administration Building No. 1," n.d., Plan Files, "Yerba Buena Island," City and County of San Francisco, Department of Public Works, Bureau of Engineering.

As stated previously, the second and third floors of the wings primarily contain offices and conference rooms. Most of these spaces were constructed by using partition walls built by the Navy at various times in its fifty-six year occupation of the island. Original architectural details are still extant throughout these levels. For example, the second floor of the north wing was originally constructed as a dining room. This large open formal space was highlighted by classical fluted columns and pilasters, decorative plaster crown molding, and cast plaster nautical bas-reliefs, all shown in **Photographs 24**, **25** and **26**. Additionally stairways are sited at the western ends of both wings.[5]

A metal spiral staircase leads to a scuttle, giving access to the control tower. An exterior, second-floor promenade is located on the east side of the building and includes a metal balustrade. This promenade, as well as an exterior fourth-floor deck, is inaccessible.[6]

[5] San Francisco Bay Exposition, Drawing No. 1-3823, "Air Terminal Building," Sheet 6.
6 Naval Station Treasure Island, Drawing No. 1-3805, "Revised Air Terminal Building."

Statement of Significance (continued):

Building 1 is eligible for listing in the National Register of Historic Places at the state level of significance under Criteria A as one of the best remaining examples of buildings constructed as part of the 1939-40 Golden Gate International Exposition and was from the outset the focal point of both the Exposition and the planned airport. It is also eligible under Criterion C because it is a highly successful example of Art Moderne style architecture from the late 1930s, possessing the distinguishing characteristics of that style. Additionally, the building retains a very high degree of integrity to its period of significance between 1938 and 1940.

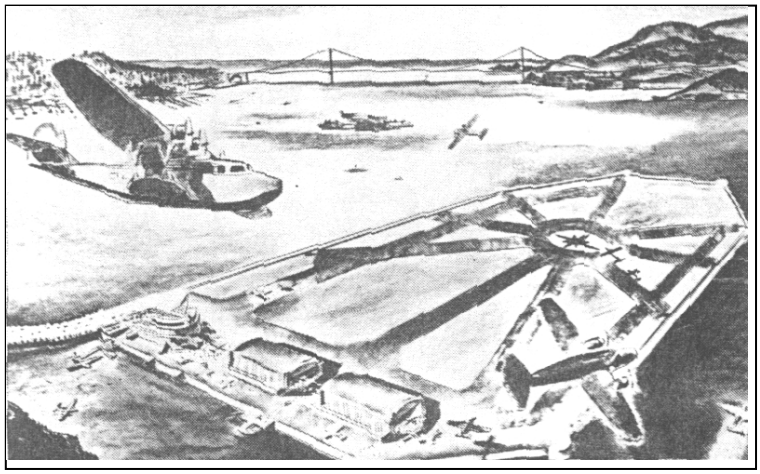

Figure 1. Conceptual drawing of Treasure Island Airport, 1938. [Ken Sawyer]

Inception and Planning of the Golden Gate International Exposition

The inspiration for the Exposition, named the Golden Gate International Exposition, can be credited to the aeronautics committee of the San Francisco Junior Chamber of Commerce and their efforts to establish a local airport in San Francisco.[7] In 1931, the chamber issued a report recommending the use of Yerba Buena Shoals, tidally exposed lands just north of Yerba Buena Island and east of San Francisco, for the best potential site of the new airport that would include flying boats (seaplanes), which at the time were generally considered to be the best solution for large, safe and profitable ocean crossings. During the infancy of commercial aviation, concrete runways were expensive and rare, and seaplanes could use bodies of water as their runways. Therefore airports used by seaplanes had to be constructed on shores. Filling the shoals would allow for the best of both worlds, accommodating both sea and land planes. Little progress was made towards the new airport for nearly three years until the Bridge Celebration Founding Committee was formed to oversee the future commemoration of the completion of two historic bridge crossings: the Golden Gate and San Francisco-Oakland Bay bridges. This new committee authorized prominent local architects George W. Kelham and William P. Day to analyze possible commemorative Exposition sites. Their final choice was the

[7] William P. Day, "Birth of a Fair-How Treasure Island was Conceived and Developed," *Architect and Engineer*, February 1939, 23-24.

easily reclaimable Yerba Buena Shoals. The State of California, seeing the potential twin purposes of the shoals as an Exposition site and an airport, ceded Yerba Buena Shoals to the City of San Francisco. In turn, the City authorized the temporary use of the site for the Exposition with the stipulation that the control of the Exposition property be returned to the city at its inclusion. The celebration was to be called the Golden Gate International Exposition, also known as GGIE.

By May 1935, planning for the GGIE was underway. GGIE leaders appointed William Day Director of Works, and he began organizing and preparing plans for reclamation of the shoals. Funding for the construction of the Exposition was obtained from a number of sources. Because of this future use as an airport, the Works Progress Administration granted over $4 million. Additionally, the City of San Francisco donated just over $1 million; the Public Works Administration provided nearly $1.9 million, and the San Francisco Bay Exposition Corporation raised $7.5 million from private pledges. Construction of the new island began in September 1935 with the San Francisco District of the Corps of Engineers undertaking the reclamation of the shoals. The Corps had dredged and filled areas around San Francisco Bay since the 1870s, and thus had the necessary expertise to accomplish the enormous operation of filling a 400-acre island with millions of cubic yards of rock and sand in about 18 months.

Figure 2. Filling of Yerba Buena Shoals, showing construction of the administration and hangar buildings, February 5, 1937. [Treasure Island Museum Collection]

Meanwhile, planning for the Exposition itself continued and the Board of Architects was formed, which included George Kelham (Chairman, 1935-1936) and other noted San Francisco architects like Arthur Brown, Jr., Louis P. Hobart, William G. Merchant, Timothy Pfleuger, Ernest E. Weihe, William P. Day, and E. L. Frick.[8] The complicated task of designing the Exposition layout as well as the overall architectural design of

[8] William P. Day, "Birth of a Fair," 23-24, 49; The history of the GGIE is told in several secondary works, including: Patricia Carpenter and Paul Totah, *The San Francisco Fair: Treasure Island, 1939-1940* (San Francisco: Scottwall Associates, 1989), Jack James and Earle Weller, *Treasure Island: 'Magic City', 1939-1940* (San Francisco: Pisani Press,

the buildings became the sole responsibility of this architectural committee. While the overall architectural theme, "A Pageant of the Pacific," was a general collaboration of the board, many of the buildings were attributed to specific architects who were required to utilize the "Pageant of the Pacific" theme in their designs. All aspects of each building's drawings (floor plans, elevations, structural, mechanical, plumbing etc.) were prepared by the GGIE Department of Public Works. By late 1936, the architects had designs for all buildings and construction of the permanent airport facilities, the Administration Building and the two hangars, began as the northeastern portion of the island was being filled (**Figure 2**).

Figure 3. Map of the Golden Gate International Exposition. [*Official Guidebook: Golden Gate International Exposition on San Francisco Bay*, San Francisco Bay Exposition, 1939]

Exposition Architecture

As with past world fairs, the GGIE was no different in attempting to herald a new trend in architectural style. The Exposition's theme, "Pageant of the Pacific," represented the development of the Pacific empire in art as well as architecture. The new "Pacific" or "Pacifica" style embodied building motifs from the eastern and western parts of the Pacific and was described at the time as having Occidental and Oriental lines that were still modern in design.[9] It demonstrated an eclectic blending of European, Eastern and Latin American architecture, landscape and artistic styles and evoked the exoticism of past civilizations in the Pacific Rim

1941), Richard Reinhardt, *Treasure Island: San Francisco's Exposition Years* (San Francisco: Scrimshaw Press, 1973), and Joseph Jeremiah Hagwood, Jr., *Engineers at the Golden Gate: A History of the San Francisco District, U.S. Army Corps of Engineers, 1866-1980* (San Francisco: Army Corps of Engineers, 1980).

[9]"America Gets a New Island," *The Architect and Engineer*, December 1937, 60.

(**Figures 4 and 5**). The major courts, like the Court of Pacifica and Court of Flowers, reflected this new non-Western influence. With 100 foot high windowless walls, the main exhibition palaces conjured up scenes of ancient walled cities. Whereas Central America was represented with Mayan pyramids, and elephant heads with howdahs displayed Asian Motifs, many of the buildings at the Exposition were designed in contemporary styles that exhibited clean lines, lack of ornamentation and use of modern materials as found in the Streamline and the International styles. Examples of the simplistic modern styles were the Alta California Building (Streamline), the San Joaquin Valley Building (International) and William Wurster's Yerba Buena Club designed in the regional Second Bay Tradition. To highlight the buildings and compliment the Pacifica style architecture, the Exposition included an elaborate and very complicated color scheme with a corresponding lighting design. The major buildings of the Exposition were sheathed in a light colored stucco siding that was embedded with vermiculite that gave the buildings a shimmering effect. Colored floodlights, the use of strategically placed black lights as well as moving lights added to the ever-changing color and glow across the fair, which at nighttime could be seen from across the bay.

Figure 4. Portals of the Pacific, showing Elephant Towers and Tower of the Sun [Donald G. Larson Collection, Special Collections Library (1783), CSU Fresno]

Figure 5. Night view of Court of Pacifica [Donald G. Larson Collection, Special Collections Library (1931), CSU Fresno]

From the initial development of the Exposition, 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. As such, the first three buildings constructed would be for the airport, necessitating permanent construction: an airport terminal building that would also serve as Pan American World Airways headquarters, and two hangars for the seaplanes. Building 1 was to serve as the terminal and office building; Buildings 2 and 3 were the hangers. The architectural committee agreed that these three permanent buildings would be "non-Expositional in character," thus they would not reflect many of the whimsical Pacifica style architectural creations of the Exposition. Rather, these buildings were designed in an architectural style in vogue at that time: Streamline or Art Moderne style. All other buildings, with the exception of the Tower of the Sun, were temporary, wood frame construction, many of which were sheathed in plywood siding and then finished in a variety of methods. These buildings were to be demolished after the end of the Exposition to make way for the airport runways and further airport

development.[10]

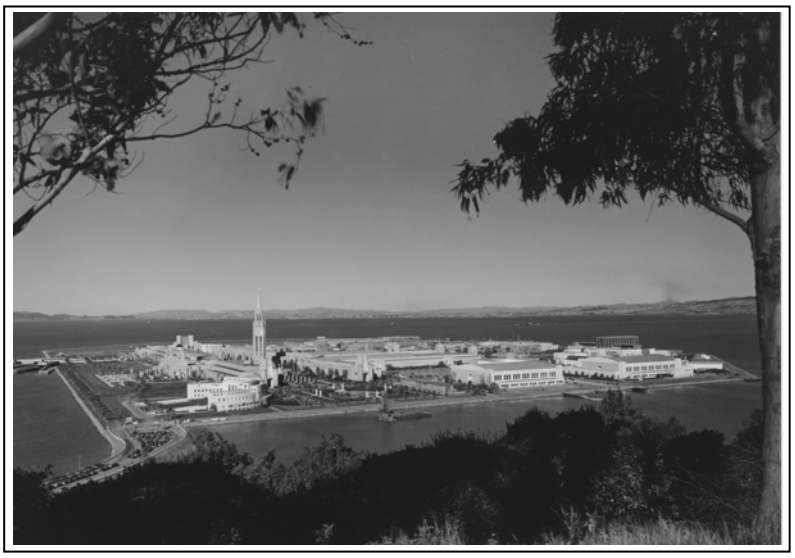

Figure 6. General view of Treasure Island during construction, January 7, 1939, showing the Administration Building (left center) and two hangars (right center). [Treasure Island Museum Collection, Gabriel Moulin Studios, Howard Sharp Photographic Collection, 83.95.14]

William P. Day and George Kelham

George William Kelham, the Exposition's Chairman of the Architectural Commission, in collaboration with William Peyton Day, Vice President of the Exposition and Director of Public Works, designed the three permanent buildings (Buildings 1-3). Both architects had well established and prominent architectural practices in San Francisco by the time of the GGIE. Numerous substantial commercial, institutional and civic buildings, several of which are designated historically significant today, are credited to each architect.

Kelham, the elder of the two architects, was born in Manchester, Massachusetts in May 1871, the son of a furniture dealer. He graduated from Harvard University, and completed his architectural training at the prestigious l'Ecole des Beaux-Arts in Paris, in 1896. He returned to the United States in 1898 and settled in New York in 1898, where he obtained a position with Trowbridge & Livingston, the architectural firm that was awarded the contract to design the new Palace Hotel in San Francisco. In 1906 the firm sent Kelham to San Francisco to supervise construction of the hotel building. Instead of returning to New York after its completion in 1909, Kelham made San Francisco his home and set up his own practice. In 1912, he was appointed Chief Architect of the Architectural Commission for the Panama Pacific Exposition held in San

[10] San Francisco Bay Exposition, *Official Guide Book*, 75; 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, 22*;* To be structurally sound, the Tower of the Sun required steel frame because of its sheer height.

Francisco. In 1922 he was named Supervising Architect for University of California, developing a proposed southern campus plan for the University's Los Angeles campus. He also designed four Romanesque Revival buildings between 1928 and 1932 on what became UCLA's campus: Haines Hall, Powell Library, Moore Hall and the Men's Gymnasium (Harmon Gym).[11]

His training at the l'Ecole in the 1890s, together with Chicago's 1893 Columbia World Exhibition's Beaux Arts "White City," with its monumental and classically influenced buildings, undoubtedly influenced Kelham's work into the early 1920s. His most notable buildings in San Francisco include the Beaux Art San Francisco Public Library in 1917 (now the Asian Art Museum), the Standard Oil Building (1922), located at 225 Bush Street and modeled after New York's Federal Reserve Bank, the Classical Revival Federal Reserve Bank on Sansome Street (built in 1924) and the French Renaissance/Gothic Russ Building, a skyscraper located at 235 Montgomery Street (1927). In addition to Kelham's substantial array of classically designed commercial and civic buildings, he also designed the Mount Davidson Cross. At the GGIE, Kelham designed the Court of the Moon, Court of the Seven Seas, and Treasure Garden.

Four of Kelham's works are currently listed on the National Register of Historic Places for their significance under Criteria A and C: the Farmer's and Merchant's Bank (also known as the California Building) in Stockton, California, which was constructed in 1917 in the Chicago/Renaissance styles: Bowles Hall, the first residential hall at University of California, Berkeley, was completed in the Collegiate Gothic style in 1929; the 1925 Delia Fleishhacker Memorial Building (also known as Mother's Building) located at the San Francisco Zoo; and the Federal Reserve Bank building noted above.

In contrast to Kelham's traditional training at the l'Ecole des Beaux Arts, the younger William Peyton Day trained first as a civil engineer. Raised in San Francisco, Day received his Bachelor of Science and Civil Engineering degrees from University of California, Berkeley in 1905. Three years after his completion of academic training, holding a license in both architecture and civil engineering, he began a seven-year partnership with a prominent local civil engineer and bridge designer, John Buck Leonard. The engineering firm of Leonard and Day existed between 1908, and 1916, when Day established a new firm with l'Ecole trained architect Charles Peter Weeks. It was during his tenure with Weeks and Day that he designed some of Northern California's finest buildings. Among them were San Francisco Mark Hopkins (1926) and Sir Francis Drake (1928) hotels, the Chronicle Building, Huntington Apartments (1924), the Art Deco Cathedral Apartments (1927), the State Library and Courts Building (1913-28) in Sacramento, the Art Deco Fox Theater (1928) in Oakland, the Renaissance Revival St. Claire Hotel (1926) in San Jose, A Beaux Arts/Classical Revival State Office Building in San Francisco, and the Italian Renaissance-style Don Lee Building (also known as the Cadillac Showroom) (1921). The later four buildings designed by Weeks and Day during Day's tenure are now listed on the National Register of Historic Places. After Weeks' death in 1927, Day continued his architectural practice with his own firm of Day and Associates.

In his capacity as Vice President, Director of Works, and acting chief engineer for the GGIE, Day was

[11] United States Bureau of the Census, Population Schedule, 1930, Essex County, Enumeration District 139, p19, Line 47; Henry A. Whitney and Elsie Rathburn Whitney, *Biographical Dictionary of American Architects, Deceased* (Los Angeles: New Age Publishing, 1956), 334.

responsible for all construction aspects of the Exposition, including the construction of the 400 acre island, its infrastructure, landscaping and all Exposition buildings, which together required a budget of about $50,000,000. He was uniquely qualified for these responsibilities, because at the time of the fair's construction, Day was one of the few men in the country licensed in both architecture and civil engineering. Although individually Day did not prepare designs for any of the buildings on the island, he provided the guiding principles in the determination of design and construction. Day conducted the first surveys of the potential new island and laid out the plan for dredging and filling of Treasure Island.[12] After the Exposition closed, Day continued his practice and was placed in charge of the San Francisco International Airport's construction in 1951. He retired in 1955 and died in 1966.

Airport Architecture

By the time representatives from the GGIE architectural committee began to study other airport designs, the new aviation industry had already passed through an era of experimental airport design that affected the central elements of air travel. From this period two different concepts for airport terminals emerged as models for designs: the depot hangar and "simple" terminal. The depot hangar, or the lean-to hangar, combined the waiting room and office facilities with the utilitarian aircraft hangers. This design was often a simple steel truss building large enough to accommodate a plane's large volume and incorporated regional architectural motifs in the exterior's architectural design. Airports across the country began using this model; the most notable example in California was the Los Angeles Municipal Airport (later renamed Los Angeles International Airport). Designed by locally prominent architects Gale and Wyant, the Spanish Colonial Revival hangar was completed in 1929; sixty-three years later was nominated to the National Register.[13]

The "simple" terminal was based on the railroad station and did not employ the attached hangar space found in the depot hangar plans. These terminal buildings often included multiple gates and provided office and ticket services; however the main spaces were utilized principally for passenger waiting rooms and restaurant facilities. Pan American Airways constructed one of the earliest examples of a simple terminal in Miami, Florida, a two-story Mediterranean stucco terminal. As airline travel continued to increase, many cities and municipalities began to construct local airports, as did the City of San Francisco in planning the construction of Treasure Island.

By the end of the 1920s, airport design gradually developed more elaborate interiors that catered to the wealthy, the small percentage of the population who could afford air travel. Well-appointed upper-floor dining facilities, observation platforms and control towers were often incorporated into this terminal design. The Administration Building at Treasure Island represents the development of the "simple" terminal building into the more elaborate airport facility. While early terminals were constructed in a variety of styles, many were being built in the Streamline or Art Moderne style. During this period, architects, including George Kelham and William Day, who designed the permanent buildings on Treasure Island, continued to derive ornament from aviation imagery. The preliminary negotiations for Pan American Airways formation of a

[12] "World's Fair Buildings: William P. Day," *The Architect and Engineer* March 1938, 38, 46; "Correction," *San Francisco Chronicle*, March 5, 1939, 6:1.
[13] "An Airport in Every City: The History of American Airport Design," in David Brodherson, ed., *Building for Air Travel* (New York: Prestel and the Art Institute of Chicago, 1996), 68-69.

permanent base at Treasure Island began in July 1938. Under the proposed $250,000 building program that was to be completed by the time of the Exposition, Pan Am would have use of a quarter of the air terminal building (Building 1), one hanger and approximately two acres of land.[14] Designs for the air terminal building noted a semicircular building with a 380'diameter and a 630' perimeter. The building included a passenger concourse topped by the control tower, and the terminal wings and top floors would house a restaurant, hotel, dormitory and passenger facilities, together with a meteorology station, and public observation spaces. A basement was to serve as freight facilities, express mail and customs terminals. In late November 1937, the dedication ceremony for Treasure Island (**Figure 7**) was held at the new terminal building, which would be completed in early 1938. Historic photographs of the building taken around 1939 are shown in **Figures 8** through **11**.[15]

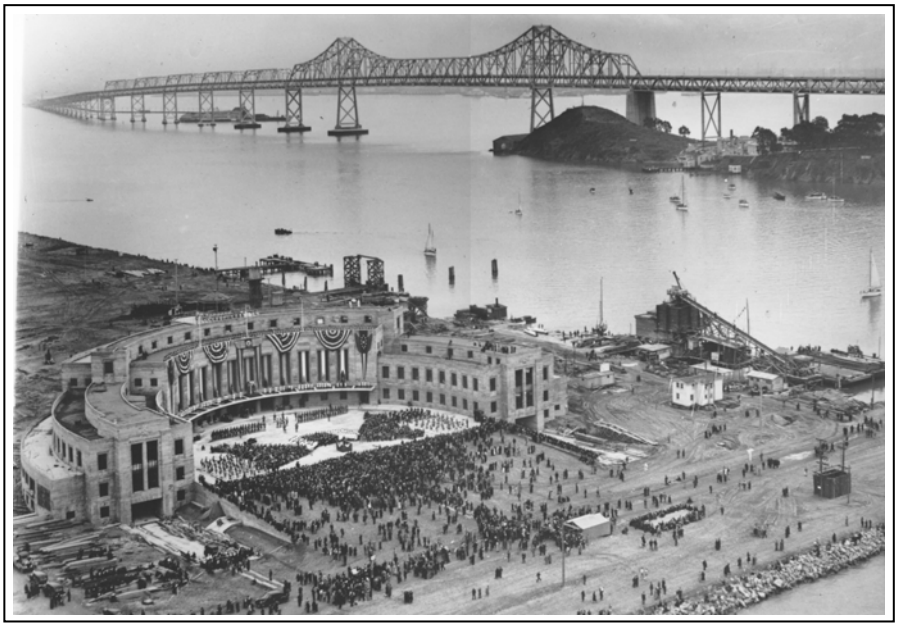

Figure 7. Dedication of Treasure Island at the GGIE Administration Building, November 1937. [Treasure Island Museum Collection]

[14] "An Airport in Every City," in Brodherson, ed., *Building for Air Travel*, 68-69; "The Men Who Made Treasure Island," *Architect and Engineer*, February 1939, 21; "Administration Building," *Architect and Engineer*, February 1939, 31-32; "Clipper Fair Base Pact Near," *San Francisco Chronicle*, July 1, 1938, 11.

[15] "Treasure Island Has Natural Facilities for Twentieth Century Harbor Airport," *San Francisco Chronicle*, August 5, 1938, Section E6, 2; Arthur Brown, Jr., "The Architectural Planning of the Exposition," *Architect and Engineer*, February 1939, 19-20; "The Men Who Made Treasure Island," *Architect and Engineer*, February 1939, 21; "Treasure Island, Exposition Site, Dedicated," *Nevada State Journal*, November 24, 1937.

Figure 8. Administration Building circa 1939 [Official Guidebook]

Figure 9. North wing, camera facing south, circa 1939 [Treasure Island Museum Collection, 65-078]

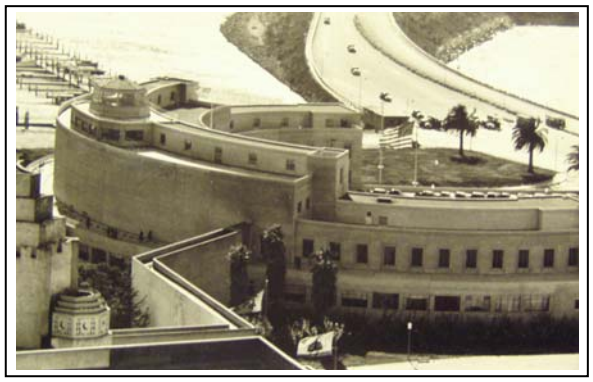

Figure 10. North side of the Administration Building, camera facing south, circa 1939 [Treasure Island Museum Collection, 84.66.828]

Figure 11. Northeast side of the Administration Building, circa 1939, camera facing northwest [Treasure Island Museum Collection, 94.11.667]

Closing of the Exposition and Beginning of the Navy Presence on Treasure Island

While there were few complaints from the general public on the topic of the fair's Pacific Basin architecture, there was a general professional consensus that was summed up by *Time* magazine describing the architecture as "an exotic chow-chow of the ageless East and the American West."[16] Only a handful of buildings earned praise, namely Pflueger's Federal Building, Merchant's Pacific House and Wurster's Yerba Buena Club, and most of these strayed from the fair's architectural theme.

Although the Exposition increased tourism in California thereby boosting the state and local economies, overall it was a financial failure. Approximately three quarters of a million visitors enjoyed the fair in the initial months; however, this was only half the officially anticipated turn out. In the Great Depression many Californians and residents from other states did not have surplus funds to spend on entertainment. Poor attendance, along with the financial costs of reduced rates and free passes, led to the Exposition company to

[16] Reinhardt, *Treasure Island*, 82

layoff over forty percent of its employees after the first month. Subsequently, a new manager was hired to restructure the fair. In order to mitigate debt, and gain time to find new financial backing, the fair closed two months early. At the end of its first run on October 29, 1939 it brought in less than half of the 20 million people necessary for a profit, leaving a debt of over 4 million dollars.[17]

The GGIE obtained the necessary funding for reopening in May 1940, and in hopes of making it a prosperous four month endeavor, scheduled new and more commercial attractions. As part of the reopening, buildings were freshly painted, some 1939 venues were closed while new ones opened, and there were additional carnival rides and musical concerts. Timothy Pflueger persuaded his friend, the renowned artist Diego Rivera, to paint the Pan Am Unity fresco mural in the Art in Action section of the Palace of Fine and Decorative Arts. Despite the renewed effort, the fair finally closed on September 29, 1940, still in the red.[18]

The reopening of the Exposition in 1940 coincided with the war in Europe, as German forces were closing in on Paris. With tension growing between United States and Japan, the Navy jumped at the opportunity to use the 400 acre island adjacent to their already established facility at Yerba Buena Island for a new Navy station.[19] Plans for the local airport at Treasure Island were postponed and by early 1941 the Navy was temporarily making use of Treasure Island in its war planning. The new Naval Training and Distribution Center (TADCEN) Treasure Island began occupying the former Exposition site by 1943. For the first year, the training center had a very limited function, mainly to provide personnel for local defense forces to protect the San Francisco Bay. After the attack on Pearl Harbor on December 7, 1941, the base's mission was fundamentally redefined: to supply armed uniformed guards for merchant marine vessels sailing in the Pacific Ocean. Although training units were assigned to the island, during World War II the island was the temporary homeport for thousands of sailors awaiting assignment to vessels headed to battle in the Pacific.[20] Just as on the Exposition's opening day in 1939, the island once again became a city. While the Exposition itself dismantled some of its buildings soon after its closure, some were adapted for Navy use. The Hall of Western States was transformed into barracks, the Food and Beverage Building was utilized as a mess hall (purportedly to have been the largest in existence at the time) and the Exposition's model home became an officers' club. The Exposition's permanent structures built for the future airport were also absorbed into

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[17] Reinhardt, *Treasure Island*, 143-144; Tom Moriarity, "The Fair Closes," *California–Magazine of the Pacific*, November 1939; "Fair in '40: Dream Will Come True," *San Francisco Chronicle*, December 23, 1939.

[18] "Letter from Diego Rivera to Pfueger," April 15, 1940, Diego Rivera Mural Project: Archive: Letters, available from http://www.riveramural.org, accessed October 23, 2003, This handwritten letter outlines the scope of the mural project as well as Rivera's compensation; Reinhardt, *Treasure Island*, 158.

[19] Yerba Buena Island had been utilized continuously by the United States military since 1867, when the Army established a post on the island. By the 1870s, the Coast Guard constructed a lighthouse and other support buildings and in 1898 the Navy established a training station at Yerba Buena Island. The training station was decommissioned in 1923; however, the Navy retained the island as a "receiving ship" station for sailors awaiting assignment to duty on ships at sea. JRP, "Cultural Resource Inventory and Evaluation Investigations: Yerba Buena Island and Treasure Island Naval Station Treasure Island, San Francisco, California."

[20] 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, 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: U.S. Naval Training and Distribution Center, 1946).

military functions. The Palace of Fine and Decorative Arts, renamed Building 3, was used as an equipment repair facility and port control office and the Administration Building (Building 1) was utilized principally as the base's administrative offices. The Hall of Transportation (Building 2) retained its original use as a hangar, serving Pan American Airlines clipper planes, which the Navy had commandeered between 1942 and 1943. The Navy demolished many of the other temporary Exposition buildings, replacing them with standard World War II military buildings, however, the few temporary Exposition buildings were re-used only after they had been substantially reinforced.[21]

The setting of Treasure Island changed dramatically upon the occupation of the training station. Much of the lush designed landscape, which included thousands of mature trees, shrubberies and flowers, gave way for the construction of at least ninety permanent and temporary naval buildings during the war. Exposition buildings were re-painted, and streets were renamed. For example, the Avenue of the Palms became Avenue A, California Street became Second Street, and Concourse of the Commonwealths became Avenue M. Other streets and pathways were removed.[22] A devastating fire in 1947 (**Figure 12**) destroyed three of the remaining Exposition palaces and as a result, the Navy demolished many of the surviving Exposition buildings.

Figure 12. Former pavilions on fire at Treasure Island, April 10, 1947 with the Hall of Transportation and Palace of Fine and Decorative Arts shown in upper right. [Record Group 80-G, Negative 397192, NARA]

[21] Reinhardt, *Treasure Island*, 158-159; Navy documentation reveals that there were 109 buildings and structures ranging from grand exhibit palaces to small utility sheds on the island at the time it was acquired. Furthermore 62 of these were demolished as soon as the Navy took possession of the island. The remaining were re-used by the Navy, including many of the GGIE palaces. After the war, the Navy destroyed 37 of the re-used GGIE buildings; a few survived into the 1960s. JRP, "Cultural Resource Inventory and Evaluation Investigations Yerba Buena Island and Treasure Island Naval Station Treasure Island, San Francisco, California"; M. L. Shettle, Jr., "Historic California Posts: Naval Air Facility, Treasure Island," online at www.militarymuseum.org/NAFTreasureIsland.htmlrl, accessed April 11, 2005.

[22] Reinhardt, *Treasure Island*, 158-159.

By 1946, technological advances in aviation allowed for larger land planes. Passenger seaplanes became obsolete and consequently Pan American Airways terminated flights of its China Clipper from the Port of the Trade Winds.[23] To compensate the city for the loss of its future airport, the Navy transferred land south of San Francisco to the City of San Francisco for the construction of its new airport, which later became the responsibility of former Exposition Director of Public Works, William P. Day.[24] After the war, both Treasure and Yerba Buena islands served as a major center for thousands of Navy personnel returning from the War, reportedly the Navy's second largest separation facility at that time. In 1946 TADCEN Treasure Island was designated Naval Station (NAVSTA) Treasure Island, a designation it retained for the next thirty-eight years. During this era, the Navy constructed over 75 additional buildings, half of which were built during the 1960s and 1970s, including new enlisted men's housing completed in 1966. In 1969 the Twelfth Naval District moved its headquarters to Treasure Island, but only remained there for two years. After a brief five year stretch as Naval Support Activity (NSA) Treasure Island, the facility returned to its previous and last designation as NAVSTA Treasure Island. Over forty additional buildings were constructed on the station through the 1980s and 1990s. With the end of the Cold War in the late 1980s, the funding of the country's military was drastically being diminished. In 1989 Treasure Island was designated a California State Historical Landmark and in 1993, the Defense Base Closure and Realignment Commission (BRAC) recommended the closure of NAVSTA Treasure Island, a decision that led to the end of its naval activity in 1997.[25]

Figure 13. Treasure Island circa 1960 with the Administration Building in foreground. [Treasure Island Museum Collection, 84.66.828]

Figure 14. Aerial view of Treasure Island looking south, May 8, 1952. [Record Group 80, Negative 050852, NARA]

[23] E. Hice and D. Schierling, "Historical Study of Yerba Buena Island, Treasure Island, and their Buildings," 4.
[24] Schnoebelen, *Treasures*, 10.
[25] Defense Base Closure and Realignment Commission, *1993 Report to the President* (Washington DC: Government Printing Office, 1993), 1-36.

Conclusion

Building 1 is one of the last three intact remnants of the 1939 Golden Gate International Exposition principally held to celebrate the monumental achievement of the construction of the Golden Gate and San Francisco Oakland bridges, but also designed to help bring the United States out of the Depression of the 1930s with a positive show of harmony between nations.[26] Serving as the Administration Building for the Exposition from 1939 until it was closed in September 1940, the building is eligible under Criterion A at the state level of significance, for its direct association with the fair and the proposed airport. The building was constructed as the air terminal, the center of what would have become San Francisco's local airport, had World War II not intervened. Appropriately, the building was designed to reflect that level of importance. This building's design successfully balances the horizontal lines of the streamline Art Moderne style with the more ornate Art Deco style, which stresses verticality. While its four-story height, the building's horizontal lines are accentuated by its flat roof, curved U-shaped plan, cantilevered canopy, and horizontal ribbing near the roof. Art Deco influences are shown by the stepped, symmetrical facade, fluted pilasters, decorative ornamental copper grill at the main entrance and bas-reliefs. Although this building has been altered by in-kind replacement of some windows and doors, overall the building retains a high degree of integrity to its period of significance (1938-1940) and original construction. Furthermore the building employs the key characteristics of both the Art Moderne and Art Deco styles and is eligible under Criterion C.

[26] E. Hice and D. Schierling, "Historical Study of Yerba Buena Island, Treasure Island, and their Buildings," 2-1.

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Mikesell, Stephen D., JRP Historical Consulting Services. "Statement regarding potential significance for Treasure Island, as an engineering achievement." January 30, 1998.

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Architect and Engineer

California–Magazine of the Pacific

Nevada State Journal

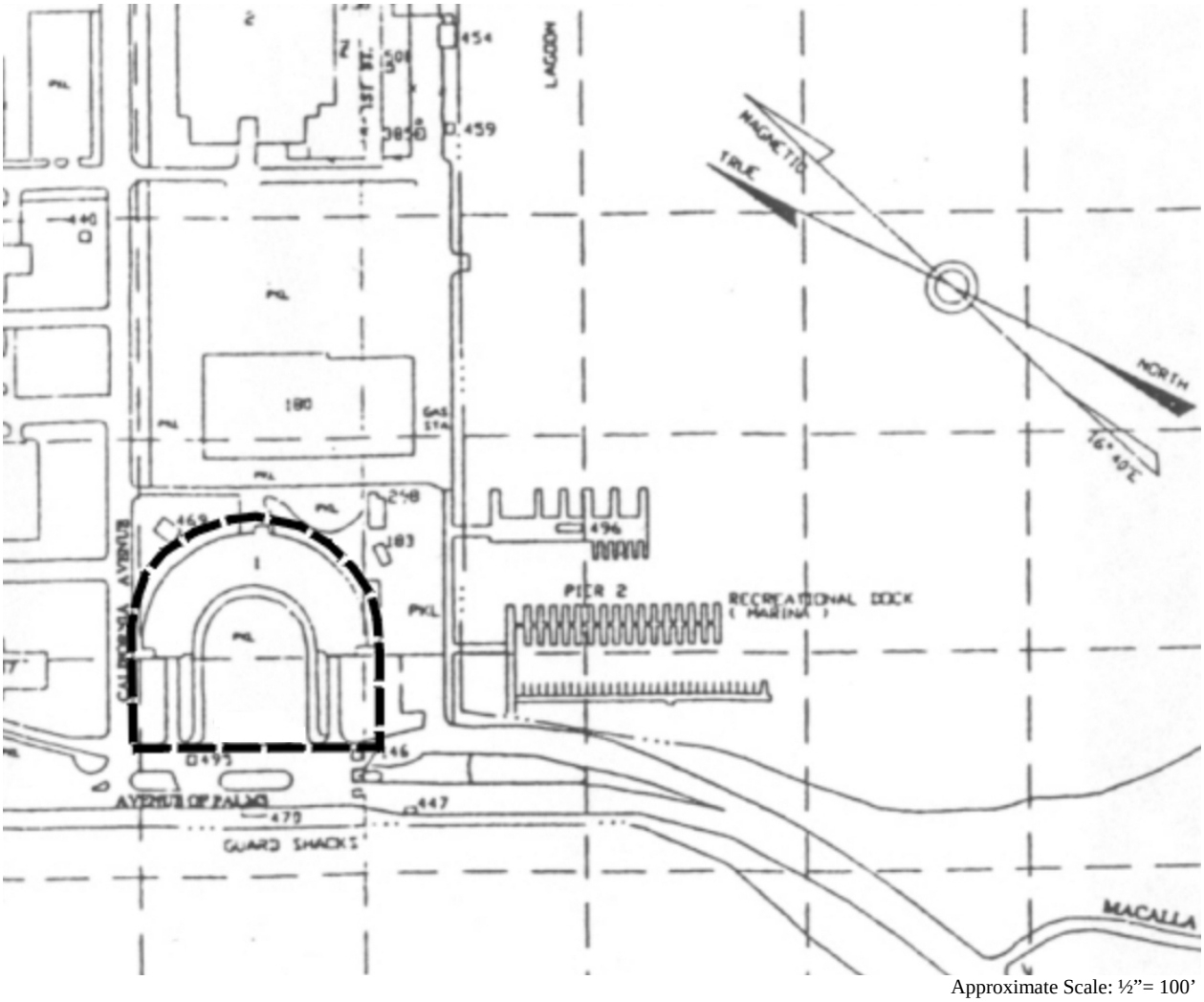
Geographical Data (continued):

Verbal Boundary Description

The boundary of the Administration Building is shown as a dotted line on the map below.

Boundary Justification

The boundary includes the area immediately adjacent to the Administration Building, including the central parking lot and ramps leading to the garage. While there are a few plantings original to the GGIE, most have been replaced, thus the remaining landscaping and hardscape adjacent to the building no longer retain integrity to the period of significance and are therefore excluded.



Approximate Scale: ½”= 100’

All photographs were taken in San Francisco, California in October 2003. The photographer was Toni Webb unless otherwise noted. JRP Historical Consulting retains possession of original negatives.

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. "Blowing a Horn" by Helen Philips, camera facing northeast
7. Photograph 1

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. "Flutist" by Helen Phillips, camera facing northeast
7. Photograph 2

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. "The Orient" by Jacques Schnier, camera facing northeast
7. Photograph 3

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. "The Orient" by Jacques Schnier, camera facing northeast
7. Photograph 4

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Unknown artist, camera facing northeast
7. Photograph 5

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Unknown artist, camera facing northeast
7. Photograph 6

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
3. William B. Dewey
6. Façade, camera facing northeast
7. Photograph 7

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
3. William B. Dewey
6. Detail of main entrance, camera facing northeast
7. Photograph 8

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. West side of north wing, camera facing north
7. Photograph 9

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. West side of south wing, camera facing south
7. Photograph 10

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
3. William B. Dewey
6. West end of south wing, camera facing northeast
7. Photograph 11

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
3. William B. Dewey
6. Southwest side of south wing, camera facing northwest
7. Photograph 12

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
3. William B. Dewey
6. Northwest side of north wing, camera facing southwest
7. Photograph 13

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
3. William B. Dewey
6. Northeast side of central element, camera facing northeast
7. Photograph 14

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Observation Tower, camera facing south
7. Photograph 15

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Interior of Vestibule, camera facing southeast
7. Photograph 16

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Concourse, camera facing north
7. Photograph 17

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Concourse balcony, camera facing east
7. Photograph 18

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Balustrade on concourse balcony
7. Photograph 19

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Phone booth at northwest side of concourse, camera facing north
7. Photograph 20

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Door leading to north wing, camera facing northwest
7. Photograph 21

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. First-floor hallway on north wing, camera facing northwest
7. Photograph 22

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Washroom of first-floor restroom, north wing, camera facing northwest
7. Photograph 23

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Interior detail, second floor, north wing
7. Photograph 24

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Interior detail, second floor, north wing
7. Photograph 25

1. Command Naval Base San Francisco Headquarters/Naval Station Treasure Island Headquarters
6. Interior detail, second floor, north wing
7. Photograph 26

NPS Form 10-900
(Oct.1990)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Hall of Transportation, Treasure Island

other names/site number Building 2

2. Location

street & number _____ ☐ not for publication

city or town Treasure Island, San Francisco ☐ vicinity

state California code CA county San Francisco code 075 zip code 94130

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

_____
Signature of certifying official/Title Date

_____
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

_____
Signature of commenting or other official Date

_____
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is: Signature of the Keeper Date of Action

☐ entered in the National Register
☐ See continuation sheet. _____

☐ determined eligible for the National Register
☐ See continuation sheet. _____

☐ determined not eligible for the National Register _____

☐ removed from the National Register _____

☐ other (explain): _____

_____ _____

_____

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☐ private
- ☐ public-local
- ☐ public-State
- ☒ public-Federal

Category of Property
(Check only one box)

- ☒ building(s)
- ☐ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions
(Enter categories from instructions)

RECREATION/Other: Office Building
TRANSPORTATION/Airport Hangar
COMMERCE/TRADE/Office Building
DEFENSE/Naval Facility

Current Functions
(Enter categories from instructions)

COMMERCE/Office Building

7. Description

Architectural Classification
(Enter categories from instructions)

MODERN MOVEMENT: Art Moderne/Streamline

Materials
(Enter categories from instructions)

foundation Reinforced Concrete
roof Other: Composition
walls Reinforced Concrete
other

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation sheet.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ B Property is associated with the lives of persons significant in our past.

☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations
(Mark "X" in all the boxes that apply.)

Property is:

☐ A owned by a religious institution or used for religious purposes.

☐ B removed from its original location.

☐ C a birthplace or a grave.

☐ D a cemetery.

☐ E a reconstructed building, object, or structure.

☐ F a commemorative property.

☐ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

Architecture
Entertainment/Recreation

Period of Significance
1938-1940

Significant Dates
1938

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder
Day, William Peyton
Kelham, George William

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested.
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # CA-2785, CA-2785-A, CA-2785-B
- ☐ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

10. Geographical Data

Acreage of Property

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	10	555692	4185602	3			
2				4			

☐ See continuation sheet.

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Toni Webb, Architectural Historian

organization JRP Historical Consulting date December 2, 2003

street & number 1490 Drew Avenue, Suite 110 telephone 530-757-2521

city or town Davis state CA zip code 95616

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets

Maps
A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner
(Complete this item at the request of the SHPO or FPO.)

name Base Realignment and Closure, Program Management Office West

street & number 1455 Frazee Road, Suite 900 telephone

city or town San Diego state CA zip code 92108-4310

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.0. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

Description (continued):

Building 2, formerly the Hall of Transportation for the 1939-1940 Golden Gate International Exposition, is located on the southeast side of California Avenue, between Avenues D and F, on Treasure Island, northeast of the main, gated entrance to the former Treasure Island Naval Station. This large, rectangular-shaped building faces southwest toward the City of San Francisco, which is located approximately three miles west. The 400-acre island, a mile long and two-thirds a mile wide, was constructed by the Army Corps of Engineers between 1936 and 1938. This building was completed by mid-1938. Presently, the building is surrounded on the northwest and southwest sides by a large lawn, with shrubs of varying sizes (some of which date to the period of the Exposition) immediately adjacent to the building. Additionally, a row of olive trees, remnant landscaping from the Exposition, line the median between the lawn and California Avenue. The northeast and southeast sides are flanked by a broad expanse of concrete, now utilized as a parking lot.

Building 2, shown in **Photographs 1** and **2**, is a reinforced concrete building with an open, three-hinge riveted steel arch truss system completed in mid 1938. Rectangular in plan, the building is built on a concrete pile foundation supporting a concrete slab floor. The original hangar portion of the building is symmetrical in plan and measures 335'-0" x 225'-0" with a 40'-0" wide, one-story reinforced concrete section that runs nearly the length of the building's southeast side. Building 2 is 80'-0" tall and encompasses a total of about 86,855 square feet of space, about 85 percent of which is open beneath the main truss system. All walls are reinforced concrete finished in 2" of gunite. The truss system is anchored by four concrete tapered pylons, or towers, located at each corner of the building. These pylons, shown in **Photograph 3,** measure 67' -11' tall and are 24'-0" wide at the base and 18'-0" at the very low-pitched pyramidal top. The arched roof is topped by composite roofing over wood-plank deck, with similar roofing over the one-story flat roof element.[1]

The northeast side of the building, shown in **Photograph 4**, is very plain. The hangar door area has been infilled with a concrete wall and the only openings are two sets of double metal personnel doors are located on this side, near the corners of the building. Both the northwest and southeast sides (**Photograph 5**) of the main section have seven sets of steel-frame windows, divided by 10'-0" wide piers, arranged in groups of three, and divided by 2'-0" wide piers. Each window measures 9'-0" wide and 18'-0" in height and consists of two sets of nine-light fixed windows below six-light hopper windows. Fenestration on the one-story element imitates that of the hangar, with 8'-6" x 9'-0" windows composed of six-light hopper windows over nine-light fixed steel windows. One single metal personnel door and two sets of double replacement doors are located on this side. Only one entrance, double metal personnel doors, is found centered on the northwest side of the building (**Photograph 6).** Damage from the Loma Prieta Earthquake in 1989 led to structural modifications of the building in 1992, when the Navy and Marine Corps Reserve Center occupied the building. These modifications included steel and aluminum interior structural supports for the curtain wall at the southwest side. The entire southwest side, shown in **Photograph 7**, has been rehabilitated and its current

[1] Various Architectural Drawings on file at the City and County of San Francisco, Department of Public Works, Bureau of Engineering: San Francisco Bay Exposition, "Palace of Fine and Decorative Arts Elevations," Sheet AFA-3, July 29, 1938, revised October 10, 1938; "West Hangar, East Hangar Reverse of Same: First Floor Plan and Plot Plan," Sheet 1, June 1, 1936; "West Hangar, East Hangar Reverse of Same: Elevations and Sections," Sheet 3, PWC # 75095, June 1, 1936; "West Hangar Building: Sections" circa 1936.; Stephen D. Mikesell, JRP Historical Consulting Services, "Statement regarding potential significance for Treasure Island, as an engineering achievement," January 30, 1998; Sally B. Woodbridge, "Treasure Island Cultural Resource Survey Report," Prepared for Navy Public Works Center, San Francisco Bay, May 14, 1982; GGIE Research Associates. "Application for Registration of Historical Landmark." Treasure Island, Landmark No. 987, Prepared for Navy Public Works Center, San Francisco Bay, October 2, 1989

configuration closely resembles the original 1936 design for the building.[2] This façade consists of small ceramic tile added to the lower level of the southwest façade, just below a 2" thick insulated translucent sandwich panel that is intermixed with three levels of hopper and fixed windows. Three sets of modern anodized-aluminum and bronze glass doors (**Photograph 8**) are centered beneath a high relief depicting a female figure with a winged helmet holding the world and an airplane. This figure is known as "The Spirit of Transportation." According to 1992 plans, the plaster flutes and the high relief were removed, repaired and remounted on the building. The original entrance is shown in **Figure 1** and the rehabilitated entrance in depicted in **Figure 2**.[3]

Figure 1 and **2**. Detail of entrance on southwest façade, circa 1939 (left) and current rehabilitated entrance October 2003. [Treasure Island Museum Collection, 65-060]

The interior of Building 2, shown in **Photographs 9** and **10**, consists mainly of open space with the exception of a modern two-story lobby and offices located off the main entrance (southwest side). Offices constructed within the main hangar section throughout the period the Navy occupied the building have been removed.

[2] The original drawings for this building included a set of large steel and glass-panel (seven sliding panels per side) that would be added after the GGIE ended. The doors were never constructed on either hangar building. San Francisco Bay Exposition, Navy Public Works Drawing No.75095 , "Elevations and Sections for West Hangar (East Hangar reverse of same)" Sheet 3, June 1, 1936, Plans Files, City and County of San Francisco, Department of Public Works, Bureau of Engineering; Naval Station Treasure Island, San Francisco.

[3] Stephen D. Mikesell, JRP Historical Consulting Services, "Statement regarding potential significance for Treasure Island, as an engineering achievement," January 30, 1998; The Stinnett Group, Naval Station Treasure Island, "Repair Earthquake Damage- Building 2," Sheets A3, A8.1, A10, March 1992, Treasure Island Museum Collection.

Statement of Significance (continued):

Building 2 is eligible for listing in the National Register of Historic Places at the state level of significance under Criteria A as one of the best remaining examples of buildings constructed as part of the 1939-40 Golden Gate International Exposition and was from the outset one of two hangar buildings constructed for the San Francisco airport planned for the site. It is also eligible under Criterion C because it is a highly successful example of Art Moderne-style of commercial architecture from the late 1930s, possessing the distinguishing characteristics of that style. Additionally, the building retains integrity to its period of significance between 1938 and 1940.

Inception and Planning of the Golden Gate International Exposition

The inspiration for the Exposition, named the Golden Gate International Exposition, can be credited to the aeronautics committee of the San Francisco Junior Chamber of Commerce and their efforts to establish a local airport in San Francisco.[4] In 1931, the chamber issued a report recommending the use of Yerba Buena Shoals, tidally exposed lands just north of Yerba Buena Island and east of San Francisco, for the best potential site of the new airport that would include flying boats (seaplanes), which at the time were generally considered to be the best solution for large, safe and profitable ocean crossings. During the infancy of commercial aviation, concrete runways were expensive and rare, and seaplanes could use bodies of water as their runways. Therefore airports used by seaplanes had to be constructed on shores. Filling the shoals would allow for the best of both worlds, accommodating both sea and land planes. Little progress was made towards the new airport for nearly three years until the Bridge Celebration Founding Committee was formed to oversee the future commemoration of the completion of two historic bridge crossings: the Golden Gate and San Francisco-Oakland Bay bridges. This new committee authorized prominent local architects George W. Kelham and William P. Day to analyze possible commemorative Exposition sites. Their final choice was the easily reclaimable Yerba Buena Shoals. The State of California, seeing the potential twin purposes of the shoals as an Exposition site and an airport, ceded Yerba Buena Shoals to the City of San Francisco. In turn, the City authorized the temporary use of the site for the Exposition with the stipulation that the control of the Exposition property be returned to the city at its inclusion. The celebration was to be called the Golden Gate International Exposition, also known as GGIE.

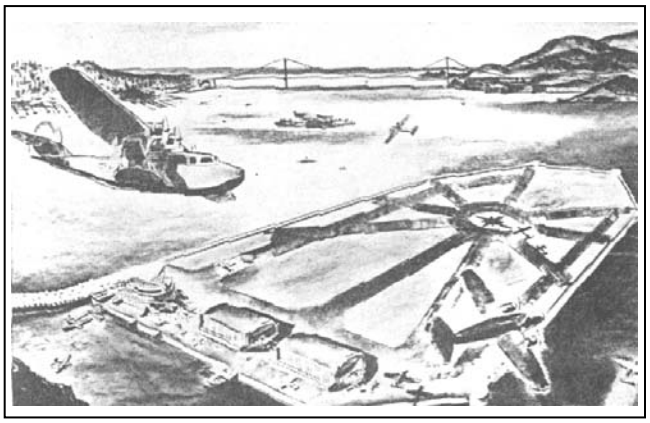


Figure 3. Conceptual drawing of Treasure Island Airport, 1938. [Ken Sawyer]

[4] William P. Day, "Birth of a Fair-How Treasure Island was Conceived and Developed," *Architect and Engineer*, February 1939, 23-24.

By May 1935, planning for the GGIE was underway. GGIE leaders appointed William Day Director of Works, and he began organizing and preparing plans for reclamation of the shoals. Funding for construction of the Exposition was obtained from a number of sources. Because of this future use as an airport, the Works Progress Administration granted over $4 million. Additionally, the City of San Francisco donated just over $1 million; the Public Works Administration provided nearly $1.9 million, and the San Francisco Bay Exposition Corporation raised $7.5 million from private pledges. Construction of the new island began in September 1935 with the San Francisco District of the Corps of Engineers undertaking the reclamation of the shoals. The Corps had dredged and filled areas around San Francisco Bay since the 1870s, and thus had the necessary expertise to accomplish the enormous operation of creating a 400-acre island from millions of cubic yards of rock and sand in about 18 months.

Meanwhile, planning for the Exposition itself continued and the Board of Architects was formed, which included George Kelham (Chairman 1935-1936) and other noted San Francisco architects like Arthur Brown, Jr., Louis P. Hobart, William G. Merchant, Timothy Pfleuger, Ernest E. Weihe, William P. Day, and E. L. Frick.[5] The complicated task of designing the Exposition layout as well as the overall architectural design of the buildings became the sole responsibility of this architectural committee. While the overall architectural theme, "A Pageant of the Pacific," was a general collaboration of the board, many of the buildings were attributed to specific architects who were required to utilize the "Pageant of the Pacific" theme in their designs. All aspects of each building's drawings (floor plans, elevations, structural, mechanical, plumbing etc.) were prepared by the GGIE Department of Public Works. By late 1936, the architects had designs for all buildings and construction of the permanent airport facilities, the Administration Building and the two hangars, began as the northeastern portion of the island was being filled (**Figure 4**).

Figure 4. Filling of Yerba Buena Shoals, showing construction of the permanent building (left) February 5, 1937. [Unit 2, Shelf B, Folder Treasure Island, Construction and Plans, Treasure Island Museum Collection]

[5] William P. Day, "Birth of a Fair," 23-24, 49; The history of the GGIE is told in several secondary works, including: Patricia Carpenter and Paul Totah, *The San Francisco Fair: Treasure Island, 1939-1940* (San Francisco: Scottwall Associates, 1989), Jack James and Earle Weller, *Treasure Island: 'Magic City', 1939-1940* (San Francisco: Pisani Press, 1941), Richard Reinhardt, *Treasure Island: San Francisco's Exposition Years* (San Francisco: Scrimshaw Press, 1973), and Joseph Jeremiah Hagwood, Jr., *Engineers at the Golden Gate: A History of the San Francisco District, U.S. Army Corps of Engineers, 1866-1980* (San Francisco: Army Corps of Engineers, 1980).

Figure 5. Map of the Golden Gate International Exposition. [*Official Guidebook: Golden Gate International Exposition on San Francisco Bay*, San Francisco Bay Exposition, 1939]

Exposition Architecture

As with past world fairs, the GGIE was no different in attempting to herald a new trend in architectural style. The Exposition's theme, "Pageant of the Pacific," represented the development of the Pacific empire in art as well as architecture. The new "Pacific" or "Pacifica" style embodied building motifs from the eastern and western parts of the Pacific and was described at the time as having Occidental and Oriental lines that were still modern in design.[6] It demonstrated an eclectic blending of European, Eastern and Latin American architecture, landscape and artistic styles and evoked the exoticism of past civilizations in the Pacific Rim (**Figures 6** and **7**). The major courts, like the Court of Pacifica and Court of Flowers, reflected this new non-Western influence. With 100 foot high windowless walls, the main exhibition palaces conjured up scenes of ancient walled cities. Whereas Central America was represented with Mayan pyramids, and elephant heads with howdahs displayed Asian Motifs, many of the buildings at the Exposition were designed in contemporary styles that exhibited clean lines, lack of ornamentation and use of modern materials as found in the Streamline and the International styles. Examples of the simplistic modern styles were the Alta California Building (Streamline), the San Joaquin Valley Building (International) and William Wurster's Yerba Buena Club designed in the regional Second Bay Tradition. To highlight the buildings and compliment the Pacifica

6"America Gets a New Island," *The Architect and Engineer*, December 1937, 60.

style architecture, the Exposition included an elaborate and very complicated color scheme with a corresponding lighting design. The major buildings of the Exposition were sheathed in a light colored stucco siding that was embedded with vermiculite that gave the buildings a shimmering effect. Colored floodlights, the use of strategically placed black lights as well as moving lights added to the ever-changing color and glow across the fair, which at nighttime could be seen from across the bay.

Figure 6. Portals of the Pacific, showing Elephant Towers and Tower of the Sun [Donald G. Larson Collection, Special Collections Library (1783), CSU Fresno]

Figure 7. Night view of Court of Pacifica [Donald G. Larson Collection, Special Collections Library (1931), CSU Fresno]

From the initial development of the Exposition, 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. As such, the first three buildings constructed would be for the airport, necessitating permanent construction: an airport terminal building that would also serve as Pan American World Airways headquarters, and two hangars for the seaplanes. Building 1 was to serve as the terminal and office building; Buildings 2 and 3 were the hangers. The architectural committee agreed that these three permanent building would be "non-Expositional in character," thus they would not reflect many of the whimsical Pacifica style architectural creations of the Exposition. Rather, these buildings were designed in an architectural style in vogue at that time: Streamline or Art Moderne style. All other buildings, with the exception of the Tower of the Sun, were temporary, wood-frame construction, many of which were sheathed in plywood siding and then finished in a variety of methods. These buildings were to be demolished after the end of the Exposition to make way for the airport runways and further airport development.[7]

[7] *Official Guidebook: Golden Gate International Exposition, World's Fair on San Francisco Bay*, First Edition (San Francisco: The Crocker Company, 1939), 75; Carpenter and Totah, *The San Francisco Fair;* To be structurally sound, the Tower of the Sun required steel frame because of its sheer height.

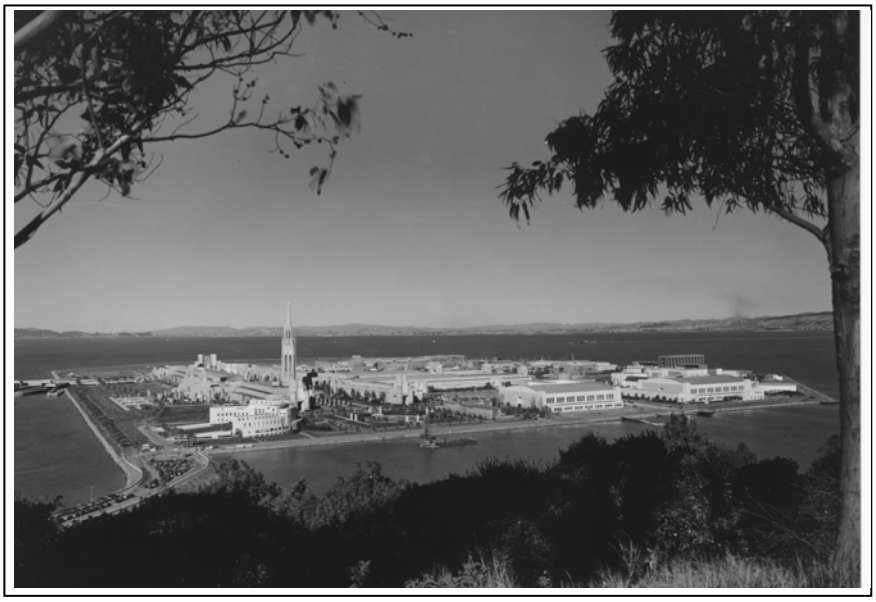


Figure 8. General view of Treasure Island during construction, January 7, 1939, showing the Administration Building (left center) and Hall of Transportation (center). [Treasure Island Museum Collection, Gabriel Moulin Studios, Howard Sharp Photographic Collection, 83.95.14]

William P. Day and George Kelham

George William Kelham, the Exposition's Chairman of the Architectural Commission, in collaboration with William Peyton Day, Vice President of the Exposition and Director of Public Works, designed the three permanent buildings (Buildings 1-3). Both architects had well established and prominent architectural practices in San Francisco by the time of the GGIE. Numerous substantial commercial, institutional and civic buildings, several of which are designated historically significant today, are credited to each architect.

Kelham, the elder of the two architects, was born in Manchester, Massachusetts in May 1871, the son of a furniture dealer. He graduated from Harvard University, and completed his architectural training at the prestigious l'Ecole des Beaux-Arts in Paris in 1896. He returned to the United States in 1898 and settled in New York in 1898, where he obtained a position with Trowbridge & Livingston, the architectural firm that was awarded the contract to design the new Palace Hotel in San Francisco. In 1906 the firm sent Kelham to San Francisco to supervise construction of the hotel building. Instead of returning to New York after its completion in 1909, Kelham made San Francisco his home and set up his own practice. In 1912 he was appointed Chief Architect of the Architectural Commission for the Panama Pacific Exposition held in San Francisco. In 1922 he was named Supervising Architect for University of California, developing a proposed southern campus plan for the University's Los Angeles campus. He also designed four Romanesque Revival buildings between 1928 and 1932 on what became UCLA's campus: Haines Hall, Powell Library, Moore Hall

and the Men's Gymnasium (Harmon Gym).[8]

His training at the l'Ecole in the 1890s, together with Chicago's 1893 Columbia World Exhibition's Beaux Arts "White City," with its monumental and classically influenced buildings, undoubtedly influenced Kelham's work into the early 1920s. His most notable buildings in San Francisco include the Beaux Art San Francisco Public Library in 1917 (now the Asian Art Museum), the Standard Oil Building (1922), located at 225 Bush Street and modeled after New York's Federal Reserve Bank, the Classical Revival Federal Reserve Bank on Sansome Street (built in 1924) and the French Renaissance/Gothic Russ Building, a skyscraper located at 235 Montgomery Street (1927). In addition to Kelham's substantial array of classically designed commercial and civic buildings, he also designed the Mount Davidson Cross in San Francisco. At the GGIE, Kelham designed the Court of the Moon, Court of the Seven Seas, and Treasure Garden.

Four of Kelham's works are currently listed on the National Register of Historic Places for their significance under Criteria A and C: the Farmer's and Merchant's Bank (also known as the California Building) in Stockton, California, which was constructed in 1917 in the Chicago/Renaissance styles: Bowles Hall, the first residential hall at University of California, Berkeley, was completed in the Collegiate Gothic style in 1929; the 1925 Delia Fleishhacker Memorial Building (also known as Mother's Building) located at the San Francisco Zoo; and the Federal Reserve Bank building noted above.

In contrast to Kelham's traditional training at the l'Ecole des Beaux Arts, the younger William Peyton Day trained first as a civil engineer. Raised in San Francisco, Day received his Bachelor of Science and Civil Engineering degrees from University of California, Berkeley in 1905. Holding a license in both architecture and civil engineering, three years after his completion of academic training he began a seven year partnership with a prominent local civil engineer and bridge designer, John Buck Leonard. The engineering firm of Leonard and Day existed between 1908, and 1916, when Day established a new firm with l'Ecole trained architect Charles Peter Weeks. It was during his tenure with Weeks and Day that he designed some of Northern California's finest buildings. Among them were San Francisco Mark Hopkins (1926) and Sir Francis Drake (1928) hotels, the Chronicle Building, Huntington Apartments (1924), the Art Deco Cathedral Apartments (1927), the State Library and Courts Building (1913-28) in Sacramento, the Art Deco Fox Theater (1928) in Oakland, the Renaissance Revival St. Claire Hotel (1926) in San Jose, A Beaux Arts/Classical Revival State Office Building in San Francisco, and the Italian Renaissance-style Don Lee Building (also known as the Cadillac Showroom) (1921). The later four buildings designed by Weeks and Day during Day's tenure are now listed on the National Register of Historic Places. After Weeks' death in 1927, Day continued his architectural practice with his own firm of Day and Associates.

In his capacity as Vice President, Director of Works, and acting chief engineer for the GGIE, Day was responsible for all construction aspects of the Exposition, including the construction of the 400 acre island, its infrastructure, landscaping and all Exposition buildings, which together required a budget of about $50,000,000. He was uniquely qualified for these responsibilities, because at the time of the fair's construction, Day was one of the few men in the country licensed in both architecture and civil engineering. Although individually Day did not prepare designs for any of the buildings on the island, he provided the guiding principles in the determination of design and construction. Day conducted the first surveys of the

[8] United States Bureau of the Census, Population Schedule, 1930, Essex County, Enumeration District 139, p19, Line 47; Henry A. Whitney and Elsie Rathburn Whitney, *Biographical Dictionary of American Architects, Deceased* (Los Angeles: New Age Publishing, 1956), 334.

potential new island and laid out the plan for dredging and filling of Treasure Island.[9] After the Exposition closed, Day continued his practice and was placed in charge of the San Francisco International Airport's construction in 1951. He retired in 1955 and died in 1966.

Airport Architecture

By the time representatives from the GGIE architectural committee began to study other airport designs, the new aviation industry had already passed through an era of experimental airport design that affected the central elements of air travel. From this period two different concepts for airport terminals emerged as models for designs: the depot hangar and "simple" terminal. The depot hangar, or the lean-to hangar, combined the waiting room and office facilities with the utilitarian aircraft hangers. This design was often a simple steel truss building large enough to accommodate a plane's large volume and incorporated regional architectural motifs in the exterior's architectural design. Airports across the country began using this model; the most notable example in California was the Los Angeles Municipal Airport (later renamed Los Angeles International Airport). Designed by locally prominent architects Gale and Wyant, the Spanish Colonial Revival hangar was completed in 1929; sixty-three years later was nominated to the National Register.[10]

The "simple" terminal was based on the railroad station and did not employ the attached hangar space found in the depot hangar plans. These terminal buildings often included multiple gates and provided office and ticket services; however the main spaces were utilized principally for passenger waiting rooms and restaurant facilities. Pan American Airways constructed one of the earliest examples of a simple terminal in Miami, Florida, a two-story Mediterranean stucco terminal. As airline travel continued to increase, many cities and municipalities began to construct local airports, as did the City of San Francisco in planning the construction of Treasure Island.

By the end of the 1920s, airport design gradually developed more elaborate interiors that catered to the wealthy, the small percentage of the population who could afford air travel. Well-appointed upper-floor dining facilities, observation platforms and control towers were often incorporated into this terminal design. The Administration Building at Treasure Island is an example of the development of the "simple" terminal building into the more elaborate airport facility. While early terminals were constructed in a variety of styles, many were being built in the Streamline or Art Moderne style. During this period, architects, including George Kelham and William Day, who designed the Administration Building and Hall of Transportation on Treasure Island, continued to derive ornament from aviation imagery.[11] The preliminary negotiations for Pan American Airways formation of a permanent base at Treasure Island began in July 1938. Under the proposed $250,000 building program that was to be completed by the time of the Exposition, Pan Am would have use of a quarter of the air terminal building (Building 1), one hanger and approximately two acres of land.[12] In late November 1937, the dedication ceremony for Treasure Island was held at the new terminal building, which would be completed in early 1938.

The first clipper ship to land at the future airport runway, the Port of the Trade Winds, was the Philippine

[9] "World's Fair Buildings: William P. Day," *The Architect and Engineer* March 1938, 38, 46; "Correction," *San Francisco Chronicle*, March 5, 1939, 6:1.
[10] "An Airport in Every City: The History of American Airport Design," in David Brodherson, ed., *Building for Air Travel* (New York: Prestel and the Art Institute of Chicago, 1996), 68-69.
[11] "An Airport in Every City"; "The Men Who Made Treasure Island," and "Administration Building," *Architect and Engineer*, February 1939, 21, 31-32.
[12] "Clipper Fair Base Pact Near," *San Francisco Chronicle*, July 1, 1938, 11.

Clipper on August 30, 1938. Just two months later, the Hall of Transportation (**Figure 9**) was dedicated "To Men with Wings of Yesterday, Today and Tomorrow."[13]

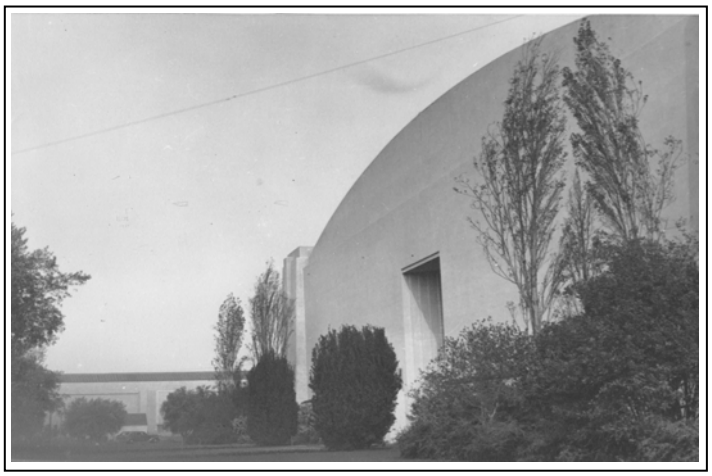


Figure 9. Southwest side showing main entrance, circa 1939. [Treasure Island Museum Collection, 65-076]

The two hangar buildings were not completed until mid-1938. Both of the hangars initially were identical in design, and included steel and glass sliding hangar doors at both ends of the buildings, and skylights running the length of the ridge. Each building's design was altered to accommodate its distinct function for the Exposition; however the core hangar section and the attached one-story element remained unchanged. Building of both structures commenced with the construction of the hangar section, which was mostly complete by July 1938 (**Figure 10**). Modifications to the buildings, specific to their functions, were then completed by late October (**Figures 11**). As the main exhibit space for Pan American Airways, the Hall of Transportation required a large, open space, much like the typical use of a hangar. Along with scale model airplanes, drawings and paintings, displays of engines and propellers, the building housed the complete operations in the maintenance of the Pan American's trans-ocean clipper planes. An overhead observation platform allowed viewing of an assembly line of Piper Aircraft Corporation's "Cub" light aircraft and Douglas "wrong-way" Corrigan's airplane, which he flew on his non-stop flight between New York and Ireland in 1938.[14] An historic view of the interior of the building is shown in **Figure 12.**

[13] "First Clipper Ship Makes Landing at Treasure Isle," *San Francisco Chronicle*, August 31, 1938, 16:2; "Officials to Dedicate Air Hall Tomorrow," *San Francisco Chronicle*, October 25, 1938, 10:5; "Air Transport Hall Dedicated," *San Francisco Chronicle*, October 27, 1938, H5:7.
[14] *Official Guidebook: Golden Gate International Exposition*, 60.

Figure 10. Hangars during construction, July 1, 1938. Building 2 (left) and Building 3, (right). [Treasure Island Museum Collection, Gabriel Moulin Studios, Howard Sharp Photographic Collection, 83.95.5]

Figure 11. Hangars, October 3, 1938. Building 2 (left) and Building 3 (right). [Treasure Island Museum Collection, Gabriel Moulin Studios, Howard Sharp Photographic Collection, 83.95.10]

Figure 12. Interior of the Hall of Transportation circa 1939 [Treasure Island Museum Collection]

Closing of the Exposition and Beginning of the Navy Presence on Treasure Island

While there were few complaints from the general public on the topic of the fair's Pacific Basin architecture, there was a general professional consensus that was summed up by *Time* magazine describing the architecture as "an exotic chow-chow of the ageless East and the American West."[15] Only a handful of buildings earned praise, namely Pflueger's Federal Building, Merchant's Pacific House and Wurster's Yerba Buena Club, and most of these strayed from the fair's architectural theme.

Although the Exposition increased tourism in California thereby boosting the state and local economies, overall it was a financial failure. Approximately three quarter of a million visitors enjoyed the fair in the initial months; however, this was only half the officially anticipated turn out. In the Great Depression many Californians and residents from other states did not have surplus funds to spend on entertainment. Poor attendance, along with the financial costs of reduced rates and free passes, led to the Exposition company to layoff over forty percent of its employees after the first month. Subsequently, a new manager was hired to restructure the fair. In order to mitigate debt, and gain time to find new financial backing, the fair closed two months early. At the end of its first run on October 29, 1939 it brought in less than half of the 20 million people necessary for a profit, leaving a debt of over 4 million dollars.[16]

The GGIE obtained the necessary funding for reopening in May 1940, and in hopes of making it a prosperous four month endeavor, scheduled new and more commercial attractions. As part of the reopening, buildings were freshly painted, some 1939 venues were closed while new ones opened, and there were additional carnival rides and musical concerts. Timothy Pflueger persuaded his friend, the renowned artist Diego Rivera, to paint the Pan Am Unity fresco mural in the Art in Action section of the Palace of Fine and Decorative Arts. Despite the renewed effort, the fair finally closed on September 29, 1940, still in the red.[17]

The reopening of the Exposition in 1940 coincided with the war in Europe, as German forces were closing in on Paris. With tension growing between United States and Japan, the Navy jumped at the opportunity to use the 400 acre island adjacent to their already established facility at Yerba Buena Island for a new Navy station.[18] Plans for the local airport at Treasure Island were postponed and by early 1941 the Navy was temporarily making use of Treasure Island in its war planning. The new Naval Training and Distribution Center (TADCEN) Treasure Island began occupying the former Exposition site by 1943. For the first year, the training center had a very limited function, mainly to provide personnel for local defense forces to protect the San Francisco Bay. After the attack on Pearl Harbor on December 7, 1941, the base's mission was fundamentally redefined: to supply armed uniformed guards for merchant marine vessels sailing in the Pacific Ocean. Although training units were assigned to the island, during World War II the island was the

[15] Reinhardt, *Treasure Island*, 82

[16] Reinhardt, *Treasure Island*, 143-144; Tom Moriarity, "The Fair Closes," *California–Magazine of the Pacific*, November 1939; "Fair in '40: Dream Will Come True," *San Francisco Chronicle*, December 23, 1939.

[17] Reinhardt, *Treasure Island*, 158; "Letter from Diego Rivera to Pfueger," April 15, 1940, Diego Rivera Mural Project: Archive: Letters, online at http://www.riveramural.org, accessed October 23, 2003. This letter outlines the scope of the mural project as well as Rivera's compensation.

[18] Yerba Buena Island had been utilized continuously by the United States military since 1867, when the Army established a post on the island. By the 1870s, the Coast Guard constructed a lighthouse and other support buildings and in 1898 the Navy established a training station at Yerba Buena Island. The training station was decommissioned in 1923; however, the Navy retained the island as a "receiving ship" station for sailors awaiting assignment to duty on ships at sea. 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.

temporary homeport for thousands of sailors awaiting assignment to vessels headed to battle in the Pacific.[19] Just as on the Exposition's opening day in 1939, the island once again became a city. While the Exposition itself dismantled some of its buildings soon after its closure, some were adapted for navy use. The Hall of Western States was transformed into barracks, the Food and Beverage Building was utilized as a mess hall (purportedly to have been the largest in existence at the time) and the Exposition's model home became an officers' club. The Exposition's permanent structures built for the future airport were also absorbed into military functions. The Palace of Fine and Decorative Arts, renamed Building 3, was used as an equipment repair facility and port control office and the Administration Building (Building 1) was utilized principally as the base's administrative offices. The Hall of Transportation (Building 2) retained its original use as a hangar, serving Pan American Airlines clipper planes, which the Navy had commandeered between 1942 and 1943. The Navy demolished many of the other temporary Exposition buildings, replacing them with standard World War II military buildings, however, the few temporary Exposition buildings were re-used only after they had been substantially reinforced.[20]

The setting of Treasure Island changed dramatically upon the occupation of the training station. Much of the lush designed landscape, which included thousands of mature trees, shrubberies and flowers, gave way for the construction of at least ninety permanent and temporary naval buildings during the war. Exposition buildings were re-painted, and streets were renamed. For example, the Avenue of the Palms became Avenue A, California Street became Second Street, and Concourse of the Commonwealths became Avenue M. Other streets and pathways were removed.[21] A devastating fire in 1947 (**Figure 13**) destroyed three of the remaining Exposition palaces and as a result, the Navy demolished many of the surviving Exposition buildings.

[19] 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, 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: U.S. Naval Training and Distribution Center, 1946).

[20] Reinhardt, *Treasure Island*, 158-159; Navy documentation reveals that there were 109 buildings and structures, ranging from the grand exhibit palaces to small utility sheds, on the island at the time it was acquired. Furthermore 62 of these were demolished as soon as the Navy took possession of the island and the remaining 43 were re-used by the Navy, including many of the GGIE palaces. After the war, the Navy destroyed 37 of the re-used GGIE buildings, still a few survived into the 1960s. JRP, "Cultural Resource Inventory and Evaluation Investigations Yerba Buena Island and Treasure Island Naval Station Treasure Island, San Francisco, California"; M. L. Shettle, Jr., "Historic California Posts: Naval Air Facility, Treasure Island," online at www.militarymuseum.org/NAFTreasureIsland.htmlrl, accessed April 11, 2005.

[21] Reinhardt, *Treasure Island*, 158-159.

Figure 13. Former GGIE pavilions on fire at Treasure Island, April 10, 1947, showing the Hall of Transportation and Palace of Fine and Decorative Arts upper right. [Record Group 80-G, Negative 397192, NARA]

By 1946, technological advances in aviation allowed for larger land planes. Passenger seaplanes became obsolete and consequently Pan American Airways terminated flights of its China Clipper from the Port of the Trade Winds.[22] To compensate the city for the loss of its future airport, the Navy transferred land south of San Francisco to the City of San Francisco for the construction of its new airport, which later became the responsibility of former Exposition Director of Public Works, William P. Day.[23] After the war, both Treasure and Yerba Buena islands served as a major center for thousands of Navy personnel returning from the War, reportedly the Navy's second largest separation facility at that time. In 1946 TADCEN Treasure Island was designated Naval Station (NAVSTA) Treasure Island, a designation it retained for the next thirty-eight years. During this era, the Navy constructed over 75 additional buildings, half of which were built during the 1960s and 1970s, including new enlisted men's housing completed in 1966. In 1969 the Twelfth Naval District moved its headquarters to Treasure Island, but only remained there for two years. After a brief five year stretch as Naval Support Activity (NSA) Treasure Island, the facility returned to its previous and last designation as NAVSTA Treasure Island. Over forty additional buildings were constructed on the station through the 1980s and 1990s. With the end of the Cold War in the late 1980s, the funding of the country's military was drastically being diminished. In 1989 Treasure Island was designated a California State Historical Landmark and in 1993, the Defense Base Closure and Realignment Commission (BRAC) recommended the closure of NAVSTA Treasure Island, a decision that led to the end of naval activity on the island in 1997.[24]

[22] E. Hice and D. Schierling, "Historical Study of Yerba Buena Island, Treasure Island, and their Buildings," 4.
[23] Schnoebelen, *Treasures*, 10.
[24] Defense Base Closure and Realignment Commission, *1993 Report to the President* (Washington DC: Government Printing Office, 1993), 1-36.

Figure 14. Aerial view of Treasure Island looking south, May 8, 1952. [Record Group 80, Negative 050852, NARA]

Conclusion

Building 2 is one of the last three intact remnants of the 1939 Golden Gate International Exposition principally held to celebrate the monumental achievement of the construction of the Golden Gate and San Francisco Oakland bridges, but also designed to help bring the United States out of the Depression of the 1930s with a positive show of harmony between nations.[25] Serving as the Hall of Transportation for the Exposition from 1938 until it was closed in September 1940, the building is eligible under Criterion A at the state level of significance, for its direct association with the fair and the proposed airport. The building was constructed as the hangar for Pan American Airways clipper aircraft, one of many buildings that would have become part of San Francisco's local airport, had World War II not intervened. Like the associated air terminal (Administration Building or Building 1) on Treasure Island, the level of architectural detail within its design reflects its function, that of a maintenance hangar for seaplanes, a function it served for only about six years, roughly between 1938 and 1946. While Building 2 has received substantial modifications to its main façade, those alterations are sympathetic to the original 1936 hangar design, and are consistent with the Secretary of Interior Standards for Rehabilitation. Thus, the building retains integrity to its original construction and its period of significance (1938-1940) and is eligible under Criterion C, as a distinctive example of commercial hangar construction designed in the Art Moderne style.

[25] E. Hice and D. Schierling, "Historical Study of Yerba Buena Island, Treasure Island, and their Buildings," 2-1.

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Periodicals

San Francisco Chronicle

Architect and Engineer

California–Magazine of the Pacific

Nevada State Journal

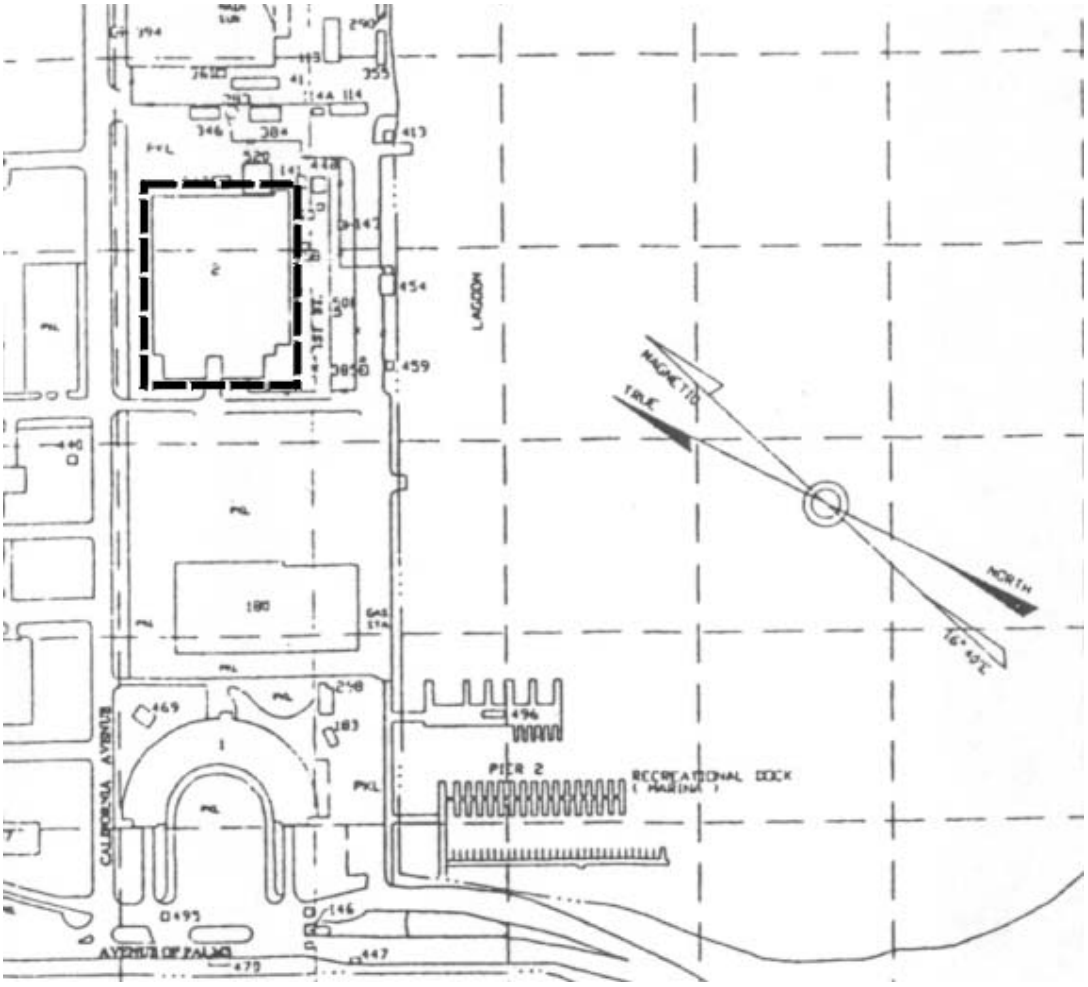
Geographical Data (continued):

Verbal Boundary Description

The boundary of the Hall of Transportation Building is shown as a dotted line on the map below.

Boundary Justification

The boundary includes the area immediately adjacent to the Hall of Transportation. While there are a few plantings original to the GGIE, most have been replaced, thus the remaining landscaping and hardscape adjacent to the building no longer retain integrity to the period of significance and are therefore excluded.



Approximate Scale: ½”= 100’

All photographs were taken by William B. Dewey in San Francisco, California in October 2003. JRP Historical Consulting retains possession of original negatives.

1. Hall of Transportation (Building 2), Treasure Island
6. Contextual view showing Hall of Transportation (Building 2) shown left and Palace of Fine and Decorative Arts (Building 3) shown right
7. Photograph 1

1. Hall of Transportation (Building 2), Treasure Island
6. Contextual view showing southwest side of Hall of Transportation, camera facing northwest
7. Photograph 2

1. Hall of Transportation (Building 2), Treasure Island
6. Detail of pylon located at north corner, camera facing south
7. Photograph 3

1. Hall of Transportation (Building 2), Treasure Island
6. Northeast side, camera facing southwest
7. Photograph 4

1. Hall of Transportation (Building 2), Treasure Island
6. Southeast side, camera facing north
7. Photograph 5

1. Hall of Transportation (Building 2), Treasure Island
6. Detail of entrance on northwest side, camera facing southeast
7. Photograph 6

1. Hall of Transportation (Building 2), Treasure Island
6. Southwest side, camera facing northeast
7. Photograph 7

1. Hall of Transportation (Building 2), Treasure Island
6. Detail of main entrance, camera facing northeast
7. Photograph 8

1. Hall of Transportation (Building 2), Treasure Island
6. Interior view, camera facing southwest
7. Photograph 9

1. Hall of Transportation (Building 2), Treasure Island
6. Interior view showing offices (right), camera facing northeast
7. Photograph 10

NPS Form 10-900
(Oct.1990)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Palace of Fine and Decorative Arts, Treasure Island

other names/site number Building 3 (including Building 111)

2. Location

street & number _____ ☐ not for publication

city or town Treasure Island, San Francisco ☐ vicinity

state California code CA county San Francisco code 075 zip code 94130

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

_____
Signature of certifying official/Title Date

_____
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

_____
Signature of commenting or other official Date

_____
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is: Signature of the Keeper Date of Action

☐ entered in the National Register
☐ See continuation sheet. _____

☐ determined eligible for the National Register
☐ See continuation sheet. _____

☐ determined not eligible for the National Register _____

☐ removed from the National Register _____

☐ other (explain): _____

_____ _____

_____

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☐ private
- ☐ public-local
- ☐ public-State
- ☒ public-Federal

Category of Property
(Check only one box)

- ☒ building(s)
- ☐ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions
(Enter categories from instructions)

RECREATION/Other: Office Building
TRANSPORTATION/Airport Hangar
COMMERCE/TRADE/Office Building
DEFENSE/Naval Facility

Current Functions
(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

MODERN MOVEMENT: Art Moderne/Streamline

Materials
(Enter categories from instructions)

foundation Reinforced Concrete
roof Other: Composition
walls Reinforced Concrete
other

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation sheet.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ B Property is associated with the lives of persons significant in our past.

☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations
(Mark "X" in all the boxes that apply.)

Property is:

☐ A owned by a religious institution or used for religious purposes.

☐ B removed from its original location.

☐ C a birthplace or a grave.

☐ D a cemetery.

☐ E a reconstructed building, object, or structure.

☐ F a commemorative property.

☐ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

Architecture
Entertainment/Recreation

Period of Significance

1938-1940

Significant Dates

1938

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Day, William Peyton
Kelham, George William

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested.
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # CA-2785, CA-2785-A, CA-2785-B
- ☐ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

10. Geographical Data

Acreage of Property

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	10	555905	4185742	3			
2				4			

☐ See continuation sheet.

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Toni Webb, Architectural Historian

organization JRP Historical Consulting date December 2, 2003

street & number 1490 Drew Avenue, Suite 110 telephone 530-757-2521

city or town Davis state CA zip code 95616

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets

Maps
A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner
(Complete this item at the request of the SHPO or FPO.)

name Base Realignment and Closure, Program Management Office West

street & number 1455 Frazee Road, Suite 900 telephone

city or town San Diego state CA zip code 92108-4310

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.0. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

Description (continued):

Building 3, formerly the Palace of Fine and Decorative Arts for the 1939-1940 Golden Gate International Exposition, is located on Treasure Island, on the southeast side of California Avenue at the southern end of Avenue B, northeast of the main, gated entrance to the former Treasure Island Naval Station. This large, rectangular building, which includes Building 111, faces north-northwest and is located approximately three miles west of San Francisco. The 400-acre island, a mile long and two-thirds a mile wide, was constructed by the Army Corps of Engineers between 1936 and 1938, and this building was completed by mid 1938. Presently, the building is surrounded on the northwest, northeast and southwest sides by a broad expanse of concrete, now primarily utilized as a parking lot. Shrubs of varying sizes are arranged immediately adjacent to the building and remnants of a row of olive trees dating from the Exposition line the median between the building and California Avenue. Two buildings, Buildings 361 and 297, are located immediately adjacent to Building 3, on its southwest side.

Building 3, shown in **Photographs 1** and **2** and **Figure 1**, is a reinforced concrete building with an open, three-hinge riveted steel arch truss system completed in mid 1938. Rectangular in plan, the building is built on a concrete pile foundation supporting a concrete slab floor. The original hangar portion of the building is symmetrical in plan and measures 335’-0” x 225’-0” and is 80’-0” tall. Part of the original hangar plan, this building has a 40’-0” wide, one-story reinforced concrete section that runs nearly the length of the building’s southeast side. The building includes a tall, 48,600 square foot, one-story section that wraps around the three other sides of the building. This area was constructed for the Exposition and was to be removed at its closure. All walls are reinforced concrete finished in 2” of gunite. The truss system is anchored by four concrete tapered pylons, or towers, located at each corner of the building. These pylons measure 67’ -11’ tall and are 24’-0” wide at the base and 18’-0” at the very low-pitched pyramidal top. The arched roof is topped by composite roofing over wood-plank deck, with similar roofing over the one-story flat roof element. Building 3 encompasses a total of 139,485 square feet of space, about 54 percent of which is open beneath the main truss system.[1]

[1] Stephen D. Mikesell, JRP Historical Consulting Services, “Statement regarding potential significance for Treasure Island, as an engineering achievement,” January 30, 1998; Sally B. Woodbridge, “Treasure Island Cultural Resource Survey Report,” Prepared for Navy Public Works Center, San Francisco Bay, May 14, 1982; GGIE Research Associates. “Application for Registration of Historical Landmark.” Treasure Island, Landmark No. 987. Prepared for Navy Public Works Center, San Francisco Bay. October 2, 1989; Various Architectural Drawings on file at the City and County of San Francisco, Department of Public Works, Bureau of Engineering: “Building 3, Repair Shop, New Entrance, Steps and Platform, Treasure Island,” Drawing 3-514, Navy PWC # 75109 approved February 25, 1947; San Francisco Bay Exposition, “Palace of Fine Arts Elevations,” Sheet AFA-3, July 29, 1938, revised October 10, 1938; “West Hangar, East Hangar Reverse of Same: First Floor Plan and Plot Plan,” Sheet 1, June 1, 1936; “West Hangar, East Hangar Reverse of Same: Elevations and Sections,” Sheet 3, PWC # 75095, June 1, 1936; “West Hangar Building: Sections” circa 1936.

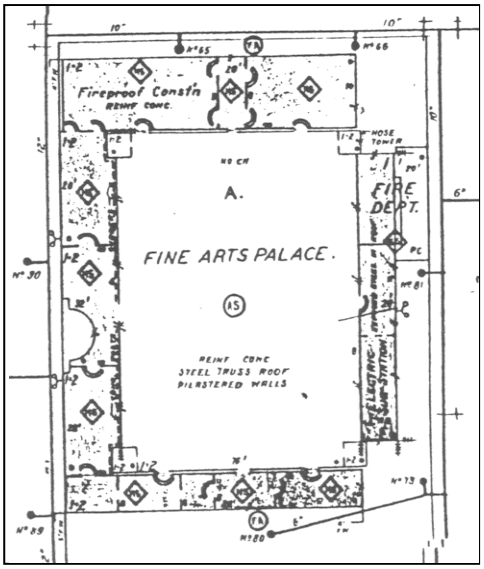


Figure 1. Plan of the Palace of Fine and Decorative Arts, circa 1939. [Sanborn Fire Insurance Maps]

The building's main façade (northwest side), shown in **Photograph 3**, includes the primary entrance, located within the tall one-story section that wraps to the south sides of the building. This entrance, shown in **Photograph 4**, is offset within a taller one and a half-story curved section highlighted by a scallop marquee and a curved canopy that shelters the seven pairs of glazed double swinging doors, and accessed by concrete replacement stairs that span the width of this entrance. Galvanized-iron light reflectors, now removed, originally highlighted the marquee.[2] Along with the stairs, square concrete planter boxes were added on both sides of the stairs in 1947. The one-story section on either side of the main entrance is rather plain in comparison; only the eastern portion (**Photograph 5**) has openings; twelve sets of windows containing hopper sashes set between two fixed sashes, and an exterior-mounted, double solid batten sliding door. All of these opening were added by the Navy after the Exposition closed. Similarly, the northeast side (**Photograph 6**) of the building is stark in design. A large, exterior-mounted double solid batten sliding door has replaced the three pairs of original, glass doors. Still evident on this side of the building is the original, hangar door area. Additionally, a two-story, wood-frame addition, likely constructed in the 1940s, is located at the northeast corner. This section (**Photograph 7**) is clad in shiplap wood siding and includes one-over-one, two-over-two double-hung wood windows with lug sills. Three metal personnel doors, each sheltered by a shed awning, are found on the southeast side of this addition.

[2] Architectural Drawings, San Francisco Bay Exposition, "Palace of Fine Arts – Entrance Lobby – Section," Sheet AFA.7, October 10, 1938, City and County of San Francisco, Department of Public Works, Bureau of Engineering.

Both the northwest and southeast sides (**Photograph 7** and **8** respectively) of the main section have seven sets of steel-frame windows, divided by 10'-0" wide piers, and arranged in groups of three and divided by 2'-0" wide piers. Each window measures 9'-0" wide and 18'-0" in height and consists of two sets of nine-light fixed windows below six-light hopper windows. Fenestration on the southeast side's one-story element imitates that of the hangar, with 8'-6" x 9'-0" windows composed of six-light hopper windows over nine-light fixed steel windows. The window pattern is interrupted, however, by the 4,000 square foot wood-frame, stucco-clad firehouse addition, known as **Building 111** and completed by the opening of the Exposition. This section, shown in **Photograph 7**, includes hopper and fixed steel windows. Both original garage openings found on the northeast side of this element have been altered. One bay now contains a modern paneled roll-up door, while the other has been infilled with concrete and contains double metal doors.[3] The southwest side of the building is similar in design and the original entrance has been infilled. The only openings include two personnel doors.

The interior of Building 3, shown in **Photographs 9**, **10** and **11**, consists mainly of open hangar space. The northeast and southwest ends, and portions of the northwest and southeast sides of the hangar includes some office space, most of which was added during the Navy's occupation of the building. The long rectangular lobby retains its curvilinear northeast wall (**Photographs 12** and **13**) and drop ceiling with large domes, which originally had large globe lights, all features reminiscent of the Exposition. The lobby also includes a Navy-era partition office (**Photograph 12**). Some of the building's original interior light fixtures are still extant.

[3] The original drawings for this building included a set of large steel and glass-panel (seven sliding panels per side) that would be added after the GGIE ended. The doors were never constructed on either hangar building. San Francisco Bay Exposition, Navy Public Works Drawing No.75095, "Elevations and Sections for West Hangar (East Hangar reverse of same)" Sheet 3, June 1, 1936, Plans Files, City and County of San Francisco, Department of Public Works, Bureau of Engineering; Naval Station Treasure Island, San Francisco.

Statement of Significance (continued):

Building 3 is eligible for listing in the National Register of Historic Places at the state level of significance under Criteria A as one of the best remaining examples of buildings constructed as part of the 1939-40 Golden Gate International Exposition, and was from the outset one of two hangar buildings constructed for the San Francisco airport planned for the site. It is also eligible under Criterion C because it is a highly successful example of Art Moderne-style of commercial architecture from the late 1930s, possessing the distinguishing characteristics of that style. Additionally, the building retains integrity to its period of significance between 1938 and 1940.

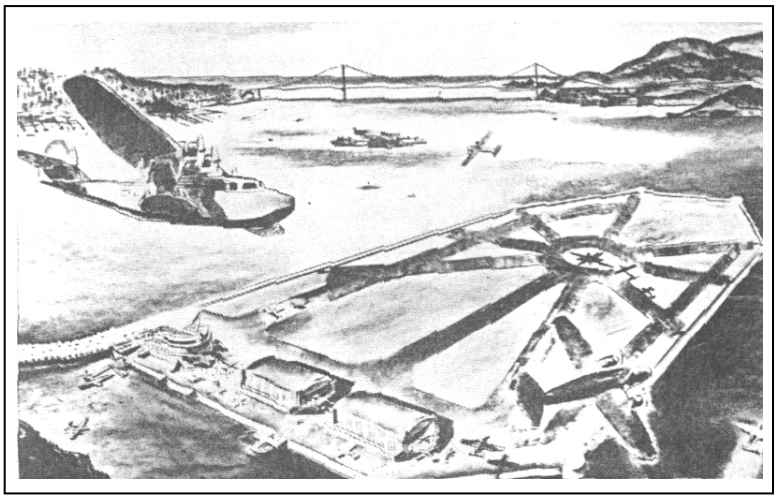


Figure 2. Conceptual drawing of Treasure Island Airport, 1938. [Ken Sawyer]

Inception and Planning of the Golden Gate International Exposition

The inspiration for the Exposition, named the Golden Gate International Exposition, can be credited to the aeronautics committee of the San Francisco Junior Chamber of Commerce and their efforts to establish a local airport in San Francisco.[4] In 1931, the chamber issued a report recommending the use of Yerba Buena Shoals, tidally exposed lands just north of Yerba Buena Island and east of San Francisco, for the best potential site of the new airport that would include flying boats (seaplanes), which at the time were generally considered to be the best solution for large, safe and profitable ocean crossings. During the infancy of commercial aviation, concrete runways were expensive and rare, and seaplanes could use bodies of water as their runways. Therefore airports used by seaplanes had to be constructed on shores. Filling the shoals would allow for the best of both worlds, accommodating both sea and land planes. Little progress was made towards the new airport for nearly three years until the Bridge Celebration Founding Committee was formed to

[4] William P. Day, "Birth of a Fair-How Treasure Island was Conceived and Developed," *Architect and Engineer*, February 1939, 23-24.

oversee the future commemoration of the completion of two historic bridge crossings: the Golden Gate and San Francisco-Oakland Bay bridges. This new committee authorized prominent local architects George W. Kelham and William P. Day to analyze possible commemorative Exposition sites. Their final choice was the easily reclaimable Yerba Buena Shoals. The State of California, seeing the potential twin purposes of the shoals as an Exposition site and an airport, ceded Yerba Buena Shoals to the City of San Francisco. In turn, the City authorized the temporary use of the site for the Exposition with the stipulation that the control of the Exposition property be returned to the city at its inclusion. The celebration was to be called the Golden Gate International Exposition, also known as GGIE.

By May 1935, planning for the GGIE was underway. GGIE leaders appointed William Day Director of Works, and he began organizing and preparing plans for reclamation of the shoals. Funding for construction of the Exposition was obtained from a number of sources. Because of this future use as an airport, the Works Progress Administration granted over $4 million. Additionally, the City of San Francisco donated just over $1 million; the Public Works Administration provided nearly $1.9 million, and the San Francisco Bay Exposition Corporation raised $7.5 million from private pledges. Construction of the new island began in September 1935 with the San Francisco District of the Corps of Engineers undertaking the reclamation of the shoals. The Corps had dredged and filled areas around San Francisco Bay since the 1870s, and thus had the necessary expertise to accomplish the enormous operation of filling a 400-acre island with millions of cubic yards of rock and sand in about 18 months.

Meanwhile, planning for the Exposition itself continued and the Board of Architects was formed, which included George Kelham (Chairman 1935-1936) and other noted San Francisco architects like Arthur Brown, Jr., Louis P. Hobart, William G. Merchant, Timothy Pfleuger, Ernest E. Weihe, William P. Day, and E. L. Frick.[5] The complicated task of designing the Exposition layout as well as the overall architectural design of the buildings became the sole responsibility of this architectural committee. While the overall architectural theme, "A Pageant of the Pacific," was a general collaboration of the board, many of the buildings were attributed to specific architects who were required to utilize the "Pageant of the Pacific" theme in their designs. All aspects of each building's drawings (floor plans, elevations, structural, mechanical, plumbing etc.) were prepared by the GGIE Department of Public Works. By late 1936, the architects had designs for all buildings and construction of the permanent airport facilities, the Administration Building and the two hangars, began as the northeastern portion of the island was being filled (**Figure 3**).

[5] William P. Day, "Birth of a Fair," 23-24, 49; The history of the GGIE is told in several secondary works, including: Patricia Carpenter and Paul Totah, *The San Francisco Fair: Treasure Island, 1939-1940* (San Francisco: Scottwall Associates, 1989), Jack James and Earle Weller, *Treasure Island: 'Magic City', 1939-1940* (San Francisco: Pisani Press, 1941), Richard Reinhardt, *Treasure Island: San Francisco's Exposition Years* (San Francisco: Scrimshaw Press, 1973), and Joseph Jeremiah Hagwood, Jr., *Engineers at the Golden Gate: A History of the San Francisco District, U.S. Army Corps of Engineers, 1866-1980* (San Francisco: Army Corps of Engineers, 1980).

Figure 3. Filling of Yerba Buena Shoals, showing construction of the administration and hangar buildings, February 5, 1937. [Unit 2, Shelf B, Folder Treasure Island, Construction and Plans, Treasure Island Museum Collection]

Figure 4. Map of the Golden Gate International Exposition. [*Official Guidebook: Golden Gate International Exposition on San Francisco Bay*, San Francisco Bay Exposition, 1939]

Exposition Architecture

As with past world fairs, the GGIE was no different in attempting to herald a new trend in architectural style. The Exposition's theme, "Pageant of the Pacific," represented the development of the Pacific empire in art as well as architecture. The new "Pacific" or "Pacifica" style embodied building motifs from the eastern and western parts of the Pacific and was described at the time as having Occidental and Oriental lines that were still modern in design.[6] It demonstrated an eclectic blending of European, Eastern and Latin American architecture, landscape and artistic styles and evoked the exoticism of past civilizations in the Pacific Rim (**Figures 5 and 6**). The major courts, like the Court of Pacifica and Court of Flowers, reflected this new non-Western influence. With 100 foot high windowless walls, the main exhibition palaces conjured up scenes of ancient walled cities. Whereas Central America was represented with Mayan pyramids, and elephant heads with howdahs displayed Asian Motifs, many of the buildings at the Exposition were designed in contemporary styles that exhibited clean lines, lack of ornamentation and use of modern materials as found in the Streamline and the International styles. Examples of the simplistic modern styles were the Alta California Building (Streamline), the San Joaquin Valley Building (International) and William Wurster's Yerba Buena Club designed in the regional Second Bay Tradition. To highlight the buildings and compliment the Pacifica style architecture, the Exposition included an elaborate and very complicated color scheme with a corresponding lighting design. The major buildings of the Exposition were sheathed in a light colored stucco siding that was embedded with vermiculite that gave the buildings a shimmering effect. Colored floodlights, the use of strategically placed black lights as well as moving lights added to the ever-changing color and glow across the fair, which at nighttime could be seen from across the bay.

Figure 5. Portals of the Pacific, showing Elephant Towers and Tower of the Sun [Donald G. Larson Collection, Special Collections Library (1783), CSU Fresno]

Figure 6. Night view of Court of Pacifica [Donald G. Larson Collection, Special Collections Library (1931), CSU Fresno]

[6]"America Gets a New Island," *The Architect and Engineer*, December 1937, 60.

From the initial development of the Exposition, 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. As such, the first three buildings constructed would be for the airport, necessitating permanent construction: an airport terminal building that would also serve as Pan American World Airways headquarters, and two hangars for the seaplanes. Building 1 was to serve as the terminal and office building; Buildings 2 and 3 were the hangers. The architectural committee agreed that these three permanent buildings would be "non-Expositional in character," thus they would not reflect many of the whimsical Pacifica style architectural creations of the Exposition. Rather, these buildings were designed in an architectural style in vogue at that time: Streamline or Art Moderne style. All other buildings, with the exception of the Tower of the Sun, were temporary, wood-frame construction, many of which were sheathed in plywood siding and then finished in a variety of methods. These buildings were to be demolished after the end of the Exposition to make way for the airport runways and further airport development.[7]

Figure 7. General view of Treasure Island during construction, January 7, 1939, showing the Administration Building (left center) and two hangars. The Palace of Fine and Decorative Arts is shown at right. [Treasure Island Museum Collection, Gabriel Moulin Studios, Howard Sharp Photographic Collection, 83.95.14]

[7] *Official Guidebook: Golden Gate International Exposition, World's Fair on San Francisco Bay*, First Edition (San Francisco: The Crocker Company, 1939), 75; Carpenter and Totah, *The San Francisco Fair;* To be structurally sound, the Tower of the Sun required steel frame because of its sheer height.

William P. Day and George Kelham

George William Kelham, the Exposition's Chairman of the Architectural Commission, in collaboration with William Peyton Day, Vice President of the Exposition and Director of Public Works, designed the three permanent buildings (Buildings 1-3). Both architects had well established and prominent architectural practices in San Francisco by the time of the GGIE. Numerous substantial commercial, institutional and civic buildings, several of which are designated historically significant today, are credited to each architect.

Kelham, the elder of the two architects, was born in Manchester, Massachusetts in May 1871, the son of a furniture dealer. He graduated from Harvard University, and completed his architectural training at the prestigious l'Ecole des Beaux-Arts in Paris in 1896. He returned to the United States in 1898 and settled in New York in 1898, where he obtained a position with Trowbridge & Livingston, the architectural firm that was awarded the contract to design the new Palace Hotel in San Francisco. In 1906 the firm sent Kelham to San Francisco to supervise construction of the hotel building. Instead of returning to New York after its completion in 1909, Kelham made San Francisco his home and set up his own practice. In 1912, he was appointed Chief Architect of the Architectural Commission for the Panama Pacific Exposition held in San Francisco. In 1922 he was named Supervising Architect for University of California, developing a proposed southern campus plan for the University's Los Angeles campus. He also designed four Romanesque Revival buildings between 1928 and 1932 on what became UCLA's campus: Haines Hall, Powell Library, Moore Hall and the Men's Gymnasium (Harmon Gym).[8]

His training at the l'Ecole in the 1890s, together with Chicago's 1893 Columbia World Exhibition's Beaux Arts "White City," with its monumental and classically influenced buildings, undoubtedly influenced Kelham's work into the early 1920s. His most notable buildings in San Francisco include the Beaux Art San Francisco Public Library in 1917 (now the Asian Art Museum), the Standard Oil Building (1922), located at 225 Bush Street and modeled after New York's Federal Reserve Bank, the Classical Revival Federal Reserve Bank on Sansome Street (built in 1924) and the French Renaissance/Gothic Russ Building, a skyscraper located at 235 Montgomery Street (1927). In addition to Kelham's substantial array of classically designed commercial and civic buildings, he also designed the Mount Davidson Cross in San Francisco. At the GGIE, Kelham designed the Court of the Moon, Court of the Seven Seas, and Treasure Garden.

Four of Kelham's works are currently listed on the National Register of Historic Places for their significance under Criteria A and C: the Farmer's and Merchant's Bank (also known as the California Building) in Stockton, California, which was constructed in 1917 in the Chicago/Renaissance styles: Bowles Hall, the first residential hall at University of California, Berkeley, was completed in the Collegiate Gothic style in 1929; the 1925 Delia Fleishhacker Memorial Building (also known as Mother's Building) located at the San Francisco Zoo; and the Federal Reserve Bank building noted above.

In contrast to Kelham's traditional training at the l'Ecole des Beaux Arts, the younger William Peyton Day

[8] United States Bureau of the Census, Population Schedule, 1930, Essex County, Enumeration District 139, p19, Line 47; Henry A. Whitney and Elsie Rathburn Whitney, *Biographical Dictionary of American Architects, Deceased* (Los Angeles: New Age Publishing, 1956), 334.

trained first as a civil engineer. Raised in San Francisco, Day received his Bachelor of Science and Civil Engineering degrees from University of California, Berkeley in 1905. Holding a license in both architecture and civil engineering, three years after his completion of academic training he began a seven year partnership with a prominent local civil engineer and bridge designer, John Buck Leonard. The engineering firm of Leonard and Day existed between 1908 and 1916, when Day established a new firm with l'Ecole trained architect Charles Peter Weeks. It was during his tenure with Weeks and Day that he designed some of Northern California's finest buildings. Among them were San Francisco Mark Hopkins (1926) and Sir Francis Drake (1928) hotels, the Chronicle Building, Huntington Apartments (1924), the Art Deco Cathedral Apartments (1927), the State Library and Courts Building (1913-28) in Sacramento, the Art Deco Fox Theater (1928) in Oakland, the Renaissance Revival St. Claire Hotel (1926) in San Jose, A Beaux Arts/Classical Revival State Office Building in San Francisco, and the Italian Renaissance-style Don Lee Building (also known as the Cadillac Showroom) (1921). The later four buildings designed by Weeks and Day during Day's tenure are now listed on the National Register of Historic Places. After Weeks' death in 1927, Day continued his architectural practice with his own firm of Day and Associates.

In his capacity as Vice President, Director of Works, and acting chief engineer for the GGIE, Day was responsible for all construction aspects of the Exposition, including the construction of the 400-acre island, its infrastructure, landscaping and all Exposition buildings, which together required a budget of about $50,000,000. He was uniquely qualified for these responsibilities, because at the time of the fair's construction, Day was one of the few men in the country licensed in both architecture and civil engineering. Although individually Day did not prepare designs for any of the buildings on the island, he provided the guiding principles in the determination of design and construction. Day conducted the first surveys of the potential new island and laid out the plan for dredging and filling of Treasure Island.[9] After the Exposition closed, Day continued his practice and was placed in charge of the San Francisco International Airport's construction in 1951. He retired in 1955 and died in 1966.

Airport Architecture

By the time representatives from the GGIE architectural committee began to study other airport designs, the new aviation industry had already passed through an era of experimental airport design that affected the central elements of air travel. From this period two different concepts for airport terminals emerged as models for designs: the depot hangar and "simple" terminal. The depot hangar, or the lean-to hangar, combined the waiting room and office facilities with the utilitarian aircraft hangers. This design was often a simple steel truss building large enough to accommodate a plane's large volume and incorporated regional architectural motifs in the exterior's architectural design. Airports across the country began using this model; the most notable example in California was the Los Angeles Municipal Airport (later renamed Los Angeles International Airport). Designed by locally prominent architects Gale and Wyant, the Spanish Colonial

[9] "World's Fair Buildings: William P. Day," *The Architect and Engineer* March 1938, 38, 46; "Correction," *San Francisco Chronicle*, March 5, 1939, 6:1.

Revival hangar was completed in 1929; sixty-three years later was nominated to the National Register.[10]

The "simple" terminal was based on the railroad station and did not employ the attached hangar space found in the depot hangar plans. These terminal buildings often included multiple gates and provided office and ticket services; however the main spaces were utilized principally for passenger waiting rooms and restaurant facilities. Pan American Airways constructed one of the earliest examples of a simple terminal in Miami, Florida, a two-story Mediterranean stucco terminal. As airline travel continued to increase, many cities and municipalities began to construct local airports, as did the City of San Francisco in planning the construction of Treasure Island.

By the end of the 1920s, airport design gradually developed more elaborate interiors that catered to the wealthy, the small percentage of the population who could afford air travel. Well-appointed upper-floor dining facilities, observation platforms and control towers were often incorporated into this terminal design. The Administration Building at Treasure Island is an example of the development of the "simple" terminal building into the more elaborate airport facility. While early terminals were constructed in a variety of styles, many were being built in the Streamline or Art Moderne style. During this period, architects, including George Kelham and William Day, who designed the Administration Building and Hall of Transportation on Treasure Island, continued to derive ornament from aviation imagery.[11] The preliminary negotiations for Pan American Airways formation of a permanent base at Treasure Island began in July 1938. Under the proposed $250,000 building program that was to be completed by the time of the Exposition, Pan Am would have use of a quarter of the air terminal building (Building 1), one hanger and approximately two acres of land.[12] In late November 1937, the dedication ceremony for Treasure Island was held at the new terminal building, which would be completed in early 1938.

Figure 8. Hangar buildings during construction, July 1, 1938. Building 2 shown left and Building 3, shown right. [Treasure Island Museum Collection, Gabriel Moulin Studios, Howard Sharp Photographic Collection, 83.95.5]

[10] "An Airport in Every City: The History of American Airport Design," in David Brodherson, ed., *Building for Air Travel* (New York: Prestel and the Art Institute of Chicago, 1996), 68-69.
[11] "An Airport in Every City," in Brodherson, ed., *Building for Air Travel*, 68-69; "The Men Who Made Treasure Island," *Architect and Engineer*, February 1939, 21; "Administration Building," *Architect and Engineer*, February 1939, 31-32.
[12] "Clipper Fair Base Pact Near," *San Francisco Chronicle*, July 1, 1938, 11.

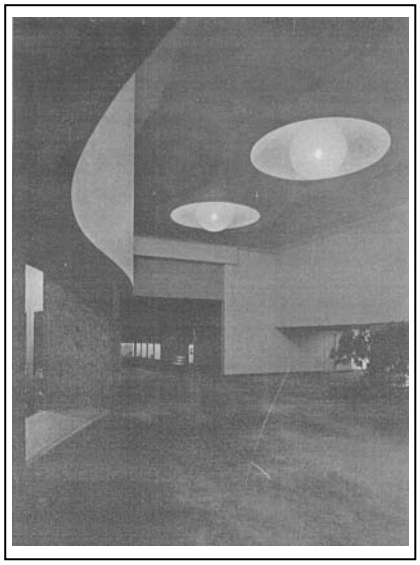
Figure 9. Hangar buildings, October 3, 1938. Building 2 shown left and Building 3 shown right. [Treasure Island Museum Collection, Gabriel Moulin Studios, Howard Sharp Photographic Collection, 83.95.10]

The first clipper ship to land at the future airport runway, the Port of the Trade Winds, was the Philippine Clipper on August 30, 1938 and just two months later, the Hall of Transportation was dedicated "To Men with Wings of Yesterday, Today and Tomorrow."[13] The two hangar buildings were not completed until mid 1938. Both were initially identical in designs, included steel and glass sliding hangar doors at both ends of the buildings, and skylights running the length of the ridge. Each building's design was altered to accommodate their distinct function for the Exposition; however the core hangar section and the attached one-story element remained unchanged. Building of both structures commenced with the construction of the hangar section, which was mostly complete by July 1938 (**Figure 8**). Modifications to the buildings, specific to their functions, were then completed by late October (**Figures 9**).

Figure 10. Façade of Palace of Fine and Decorative Arts, circa 1939. [Treasure Island Museum Collection, 94.11.798]

Figure 11. Main entrance to the Palace of Fine and Decorative Arts, circa 1940. [Treasure Island Museum Collection, Gabriel Moulin Studios, #21-39]

[13] "First Clipper Ship Makes Landing at Treasure Isle," *San Francisco Chronicle*, August 31, 1938, 16:2; "Officials to Dedicate Air Hall Tomorrow," *San Francisco Chronicle*, October 25, 1938, 10:5; "Air Transport Hall Dedicated," *San Francisco Chronicle*, October 27, 1938, H5:7.



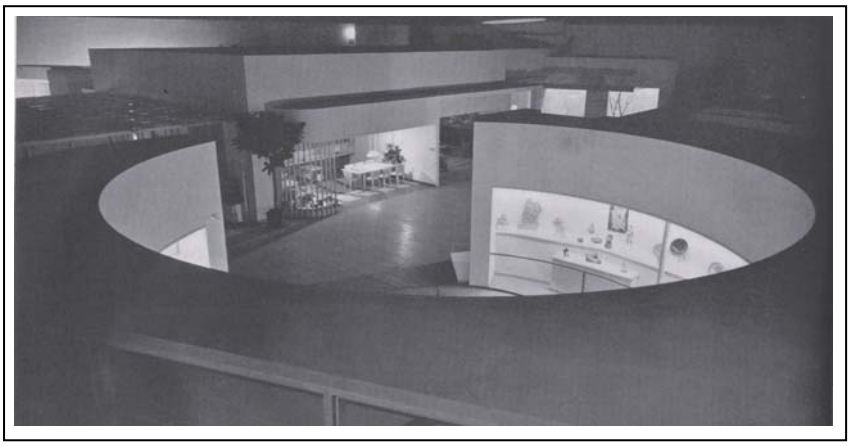


Figure 12. Interior of lobby showing curvilinear wall and globe lights. (left) and partitioned galleries (right). [*Architectural Record*, Volume 85]

As the Palace of Fine and Decorative Arts (**Figures 10** and **11**) for the Exposition, Building 3 housed over $20 million in artwork ranging from Gothic tapestries and Renaissance sculptures to contemporary paintings, pottery and furniture designs. Admission to the exhibit was 25 cents, with reduced rates for children and included free lectures and guides to the galleries. The Art in Action exhibit allowed for patrons to view artists at work at bookbinding, weaving, pottery-making, painting and metal work. The interior design of the space was jointly planned by the Exposition's Director of the Decorative Arts Division, Dorothy Wright Liebes, and Assistant Director Shepard Vogelgesang. Because of the hangar's massive rectangular space, planning for the interior design of the building was challenging. All of the interior space was divided into a series of connecting rooms (**Figure 13**) of temporary partition construction with the room size and lighting dependent on the art exhibited.[14]

[14] *Official Guidebook: Golden Gate International Exposition*, 61-62; "Building News," *Architectural Record*, v. 85, 60; Emily Joseph, "Craftsman at San Francisco," *Magazine of Art*, July 1939, 402-409.

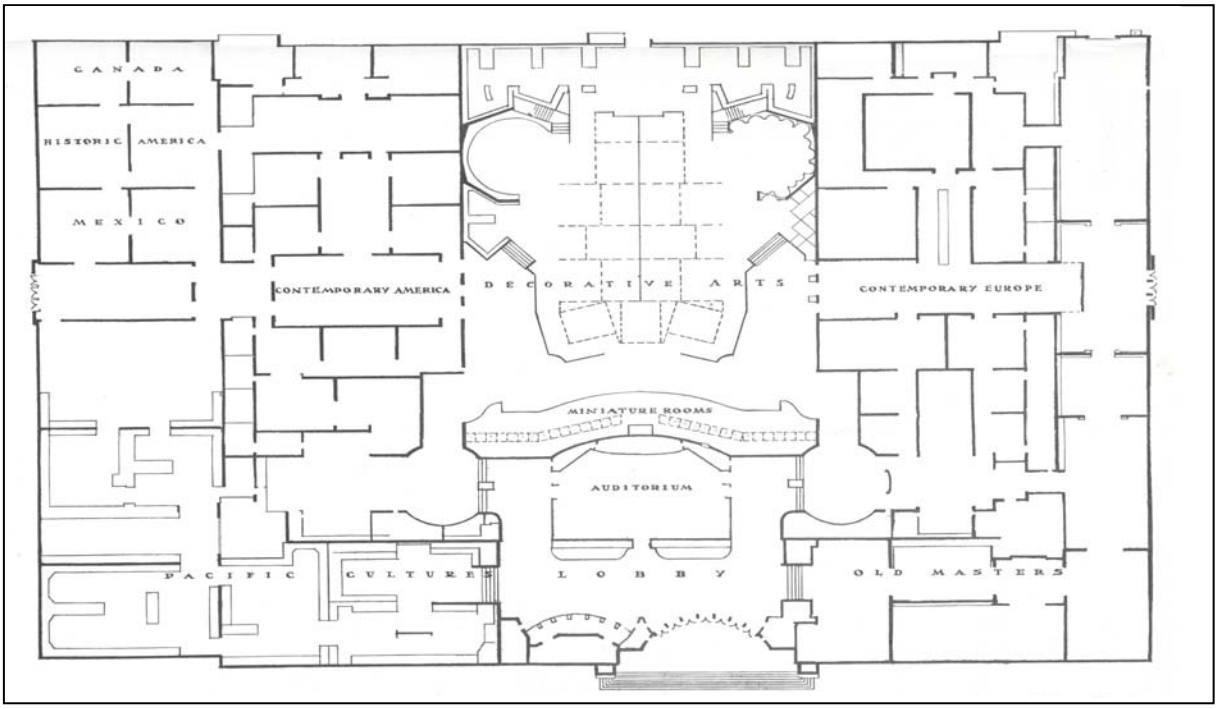


Figure 13. Rough sketch floor plan of Palace of Fine and Decorative Arts. [*Magazine of Art*, March 1938]

Closing of the Exposition and Beginning of the Navy Presence on Treasure Island

While there were few complaints from the general public on the topic of the fair's Pacific Basin architecture, there was a general professional consensus that was summed up by *Time* magazine describing the architecture as "an exotic chow-chow of the ageless East and the American West."[15] Only a handful of buildings earned praise, namely Pflueger's Federal Building, Merchant's Pacific House and Wurster's Yerba Buena Club, and most of these strayed from the fair's architectural theme.

Although the Exposition increased tourism in California thereby boosting the state and local economies, overall it was a financial failure. Approximately three quarter of a million visitors enjoyed the fair in the initial months; however, this was only half the officially anticipated turn out. In the Great Depression many Californians and residents from other states did not have surplus funds to spend on entertainment. Poor attendance, along with the financial costs of reduced rates and free passes, led to the Exposition company to layoff over forty percent of its employees after the first month. Subsequently, a new manager was hired to restructure the fair. In order to mitigate debt, and gain time to find new financial backing, the fair closed two months early. At the end of its first run on October 29, 1939 it brought in less than half of the 20 million

[15] Reinhardt, *Treasure Island*, 82

people necessary for a profit, leaving a debt of over 4 million dollars.[16]

The GGIE obtained the necessary funding for reopening in May 1940, and in hopes of making it a prosperous four month endeavor, scheduled new and more commercial attractions. As part of the reopening, buildings were freshly painted, some 1939 venues were closed while new ones opened, and there were additional carnival rides and musical concerts. Timothy Pflueger persuaded his friend, the renowned artist Diego Rivera, to paint the Pan Am Unity fresco mural in the Art in Action section of the Palace of Fine and Decorative Arts. Despite the renewed effort, the fair finally closed on September 29, 1940, still in the red.[17]

The reopening of the Exposition in 1940 coincided with the war in Europe, as German forces were closing in on Paris. With tension growing between United States and Japan, the Navy jumped at the opportunity to use the 400 acre island adjacent to their already established facility at Yerba Buena Island for a new Navy station.[18] Plans for the local airport at Treasure Island were postponed and by early 1941 the Navy was temporarily making use of Treasure Island in its war planning. The new Naval Training and Distribution Center (TADCEN) Treasure Island began occupying the former Exposition site by 1943. For the first year, the training center had a very limited function, mainly to provide personnel for local defense forces to protect the San Francisco Bay. After the attack on Pearl Harbor on December 7, 1941, the base's mission was fundamentally redefined: to supply armed uniformed guards for merchant marine vessels sailing in the Pacific Ocean. Although training units were assigned to the island, during World War II the island was the temporary homeport for thousands of sailors awaiting assignment to vessels headed to battle in the Pacific.[19] Just as on the Exposition's opening day in 1939, the island once again became a city. While the Exposition itself dismantled some of its buildings soon after its closure, some were adapted for navy use. The Hall of Western States was transformed into barracks, the Food and Beverage Building was utilized as a mess hall (purportedly to have been the largest in existence at the time) and the Exposition's model home became an officers' club. The Exposition's permanent structures built for the future airport were also absorbed into military functions. The Palace of Fine and Decorative Arts, renamed Building 3, was used as an equipment

[16] Reinhardt, *Treasure Island*, 143-144; Tom Moriarity, "The Fair Closes," *California–Magazine of the Pacific*, November 1939; "Fair in '40: Dream Will Come True," *San Francisco Chronicle*, December 23, 1939.
[17] "Letter from Diego Rivera to Pfueger," April 15, 1940, Diego Rivera Mural Project: Archive: Letters, available from, http://www.riveramural.org, accessed October 23, 2003, This handwritten letter outlines the scope of the mural project as well as Rivera's compensation; Reinhardt, *Treasure Island*, 158.
[18] Yerba Buena Island had been utilized continuously by the United States military since 1867, when the Army established a post on the island. By the 1870s, the Coast Guard constructed a lighthouse and other support buildings and in 1898 the Navy established a training station at Yerba Buena Island. The training station was decommissioned in 1923; however, the Navy retained the island as a "receiving ship" station for sailors awaiting assignment to duty on ships at sea. 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.
[19] 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, 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: U.S. Naval Training and Distribution Center, 1946).

repair facility and port control office and the Administration Building (Building 1) was utilized principally as the base's administrative offices. The Hall of Transportation (Building 2) retained its original use as a hangar, serving Pan American Airlines clipper planes, which the Navy had commandeered between 1942 and 1943. The Navy demolished many of the other temporary Exposition buildings, replacing them with standard World War II military buildings, however, the few temporary Exposition buildings were re-used only after they had been substantially reinforced.[20]

Figure 14. Former GGIE pavilions on fire at Treasure Island, April 10, 1947. Hall of Transportation and Palace of Fine and Decorative Arts upper right. [Record Group 80-G, Negative 397192, NARA]

The setting of Treasure Island changed dramatically upon the occupation of the training station. Much of the lush designed landscape, which included thousands of mature trees, shrubberies and flowers, gave way for the construction of at least ninety permanent and temporary naval buildings during the war. Exposition buildings were re-painted, and streets were renamed. For example, the Avenue of the Palms became Avenue A, California Street became Second Street, and Concourse of the Commonwealths became Avenue M. Other streets and pathways were removed.[21] A devastating fire in 1947 (**Figure 14**) destroyed three of the remaining Exposition palaces and as a result, the Navy demolished many of the surviving Exposition buildings.

[20] Reinhardt, *Treasure Island*, 158-159; Navy documentation reveals that there were 109 buildings and structures (ranging from the grand exhibit palaces to small utility sheds) on the island at the time it was acquired. 62 of these were demolished when the Navy took possession of the island and the remaining 43 were re-used, including many of the GGIE palaces. After the war, the Navy destroyed 37 of the re-used GGIE buildings, still a few survived into the 1960s. JRP, "Cultural Resource Inventory and Evaluation Investigations Yerba Buena Island and Treasure Island Naval Station Treasure Island, San Francisco, California"; M. L. Shettle, Jr., "Historic California Posts: Naval Air Facility, Treasure Island," online at www.militarymuseum.org/NAFTreasureIsland.htmlrl, accessed April 11, 2005.
[21] Reinhardt, *Treasure Island*, 158-159.

By 1946, technological advances in aviation allowed for larger land planes. Passenger seaplanes became obsolete and consequently Pan American Airways terminated flights of its China Clipper from the Port of the Trade Winds. To compensate the city for the loss of its future airport, the Navy transferred land south of San Francisco to the City of San Francisco for the construction of its new airport, which later became the responsibility of former Exposition Director of Public Works, William P. Day. After the war, both Treasure and Yerba Buena islands served as a major center for thousands of Navy personnel returning from the War, reportedly the Navy's second largest separation facility at that time. In 1946 TADCEN Treasure Island was designated Naval Station (NAVSTA) Treasure Island, a designation it retained for the next thirty-eight years. During this era, the Navy constructed over 75 additional buildings, half of which were built during the 1960s and 1970s, including new enlisted men's housing completed in 1966. In 1969 the Twelfth Naval District moved its headquarters to Treasure Island, but only remained there for two years. After a brief five year stretch as Naval Support Activity (NSA) Treasure Island, the facility returned to its previous and last designation as NAVSTA Treasure Island. Over forty additional buildings were constructed on the station through the 1980s and 1990s. With the end of the Cold War in the late 1980s, the funding of the country's military was drastically being diminished. In 1989 Treasure Island was designated a California State Historical Landmark and in 1993, the Defense Base Closure and Realignment Commission (BRAC) recommended the closure of NAVSTA Treasure Island, a decision that led to the end of naval activity on the island in 1997.[22]

Figure 15. Aerial view of Treasure Island looking south, May 8, 1952. [Record Group 80, Negative 050852, NARA]

[22] E. Hice and D. Schierling, "Historical Study of Yerba Buena Island, Treasure Island, and their Buildings," 4; Schnoebelen, *Treasures,* 10; Defense Base Closure and Realignment Commission, *1993 Report to the President* (Washington DC: Government Printing Office, 1993), 1-36.

Conclusion

Building 3 (including Building 111 as a structural element) is one of the last three intact remnants of the 1939 Golden Gate International Exposition principally held to celebrate the monumental achievement of the construction of the Golden Gate and San Francisco Oakland bridges, but also designed to help bring the United States out of the Depression of the 1930s with a positive show of harmony between nations.[23] Serving as the Palace of Fine and Decorative Arts for the Exposition from 1939 until it was closed in September 1940, the building is eligible under Criterion A at the state level of significance, for its direct association with the fair and the proposed airport. The building was constructed as the hangar for Pan American Airways clipper aircraft, one of many buildings that would have become part of San Francisco's local airport had World War II not intervened. Like the associated air terminal (Administration Building or Building 1) on Treasure Island, the level of architectural detail within its design reflects its function, that of a maintenance hangar for seaplanes, a function that it never served. Although this building has been altered by the removal of some original doors and windows, overall the building's integrity, including that of Building 111, remains intact. Eligible under Criterion C, the building is a distinctive example of commercial hangar construction designed in the Art Moderne style.

[23] E. Hice and D. Schierling, "Historical Study of Yerba Buena Island, Treasure Island, and their Buildings," 2-1.

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Architect and Engineer

California–Magazine of the Pacific

Nevada State Journal

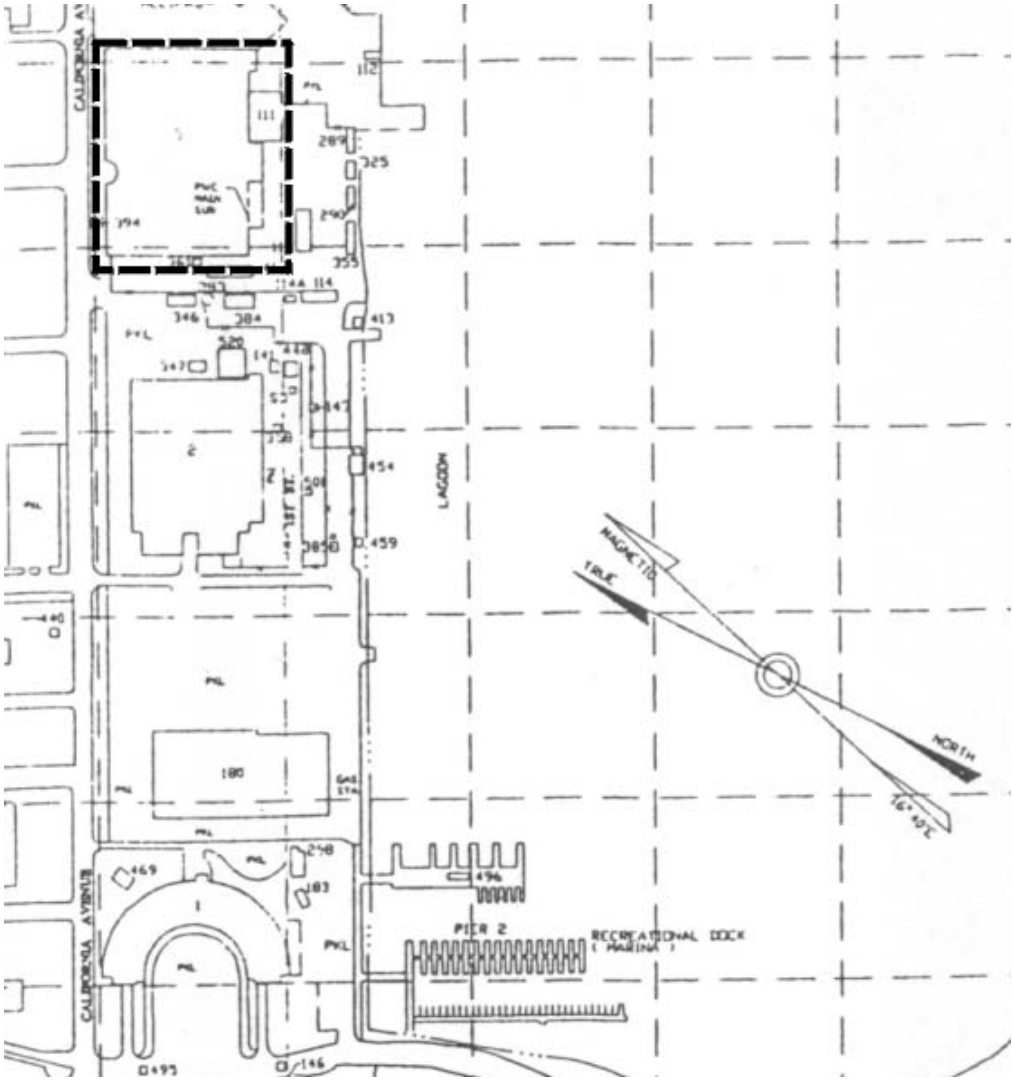
Geographical Data (continued)

Verbal Boundary Description

The boundary of the Palace of Fine and Decorative Arts is shown as a dotted line on the map below.

Boundary Justification

The boundary includes the area immediately adjacent to the Palace of Fine and Decorative Arts. While there are a few plantings original to the GGIE, most have been replaced, thus the remaining landscaping and hardscape adjacent to the building no longer retain integrity to the period of significance and are excluded.



Approximate Scale: ½”= 100’

All photographs were taken in San Francisco, California in October 2003. The photographer was William B. Dewey unless otherwise noted. JRP Historical Consulting retains possession of original negatives.

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
6. Contextual view, camera facing northwest
7. Photograph 1

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
6. Contextual view showing Palace of Fine and Decorative Arts (right) and Hall of Transportation (left)
7. Photograph 2

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
6. Façade, camera facing southwest
7. Photograph 3

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
6. Detail of main entrance, camera facing southwest
7. Photograph 4

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
6. Northern end of northwest side, camera facing south
7. Photograph 5

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
6. Northeast side, camera facing southwest
7. Photograph 6

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
6. Oblique view showing southeast and northwest sides, including Building 111, camera facing west
7. Photograph 7

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
6. Oblique view showing northwest and southwest sides, camera facing east
7. Photograph 8

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
6. Interior view, camera facing northeast
7. Photograph 9

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
6. Interior detail, camera facing southwest
7. Photograph 10

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
3. Toni Webb
6. Interior detail of batten door on northeast side, camera facing northeast
7. Photograph 11

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
3. Toni Webb
6. Interior detail of lobby, camera facing northeast
7. Photograph 12

1. Palace of Fine and Decorative Arts (Building 3), Treasure Island
3. Toni Webb
6. Interior detail of lobby, camera facing northeast
7. Photograph 13

G. DPR 523A AND DPR 523B FORMS

*Resource Name or #: Damage Control Trainer (Object within a Building)

P1. Other Identifier: Building 341

*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: 320 Avenue M, Treasure Island City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data:

*P3a. Description:

Uses of the Building

The Damage Control Trainer building contains a battleship simulator known as the *U.S.S. Buttercup*. The simulator duplicated a portion of a ship's exterior deck and below interior compartments and was capable of being flooded with water and blown with wind to simulate the effects of battle damage on the high seas. As part of their practical training sailors were required to save the flooding ship by securing and/or controlling all leaks. The students also learned the skills to repair structural damage to the ship's overhead piping and decks with the use of shoring, patching and dewatering methods.[1]

Today there are several types of Damage Control Wet Trainer Facilities throughout the Navy. One type is known as the *Buttercup* and is 48 feet long, 24 feet wide, with a deck height of eight feet and weighs approximately 38 tons. The pool that the trainer rests in is five feet deep on the starboard side and eight feet on the port side which causes the trainer to take a sharp list during training. The pool holds approximately 37,000 gallons of fresh water. The trainer consists of nine compartments including a fan room, Damage Control Central, Damage Control Repair Station, storerooms and a berthing compartment. The storeroom and berthing are subject to controlled flooding. The trainer provides training in basic damage control to students in various officer accession programs as well as to personnel from fleet and reserve units.[2]

Physical Description of Site and Exterior

The site is flat and the building is surrounded by asphalt paving. It is located on the northeast corner of intersection of Avenue M and 4th Street. Building 293 is nearby to the east and north. A concrete sidewalk runs north to south near the west façade. The building is a rectangular mass with its main axis running north to south. It sits on an exposed concrete foundation and rises one story to a low-sloping gabled roof whose ridgeline runs north to south. The exterior cladding is vertically ribbed galvanized sheet steel which is painted. The roof is clad in sheet metal and there are six skylights infilled with corrugated translucent fiberglass. A large pipe hangs on the outside of the south elevation. Egress points occur on the east and north, each with a concrete landing with steps down to the ground plane which has a steel tube guardrail. There is a large roll-up door on the north façade and its sill is raised above the groundplane.

Interior

[1] *Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings*, September 1, 1995, p. 2-49.
[2] http://www.dcfp.navy.mil/train/wettrain.htm

The raised concrete floor has a narrow pathway of varying widths around its perimeter. This surrounds a pool which contains a portion of a battleship hull. The hull pivots within the tank on axis points which simulate the action of an ocean-going ship. The hull has a flat deck surrounded by stanchions with chains between them. The deck is accessed by an angled ladder on the east. A small deck house sits on the south end of the deck. The area below deck is accessed by a hatch that is located off center to the east. An angled metal ladder goes below deck, where there exposed steel structure. There are two smaller rooms to the north reached by steel doors and another small room in the southwest corner contains a ladder to the upper deck. Skylights illuminate the interior during daylight hours.

At the south end of the building are locker rooms for both sexes; these spaces have a lower ceiling height than the building.

Structure

The building is all exposed steel structure which is supported by perimeter columns that taper toward their bottoms. The building consists of four bays and has no columns in the center. It was probably a prefabricated building constructed by the Butler Manufacturing Company. The steel siding is identical to other known Butler buildings in this study and Butler used angle-sided versus straight I-beams as columns.

Existing Conditions and Integrity

The building is in good condition as is the trainer mechanism. The exterior coating is worn. Fenestration on the south facade is boarded up.

***P3b. Resource Attributes:**

HP34 Military Property, HP15 Educational Building

***P4. Resources Present:** ■Building ☐Structure ■Object ☐Site ☐District ☐Element of District ☐Other

P5b. Description of Photo: Exterior of Damage Control Trainer, 341, view looking southeast near the intersection of Avenue M and 4th Street. Photo by Knapp Architects, 2009.

P5b. Description of Photo: Interior of Damage Control Trainer, 341, view looking north. Photo by Knapp Architects, 2009.

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

1951-The construction date was established by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**

U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

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

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**

February 3, 2010

***P10. Survey Type:**

Intensive

***P11. Report Citation:**

Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

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

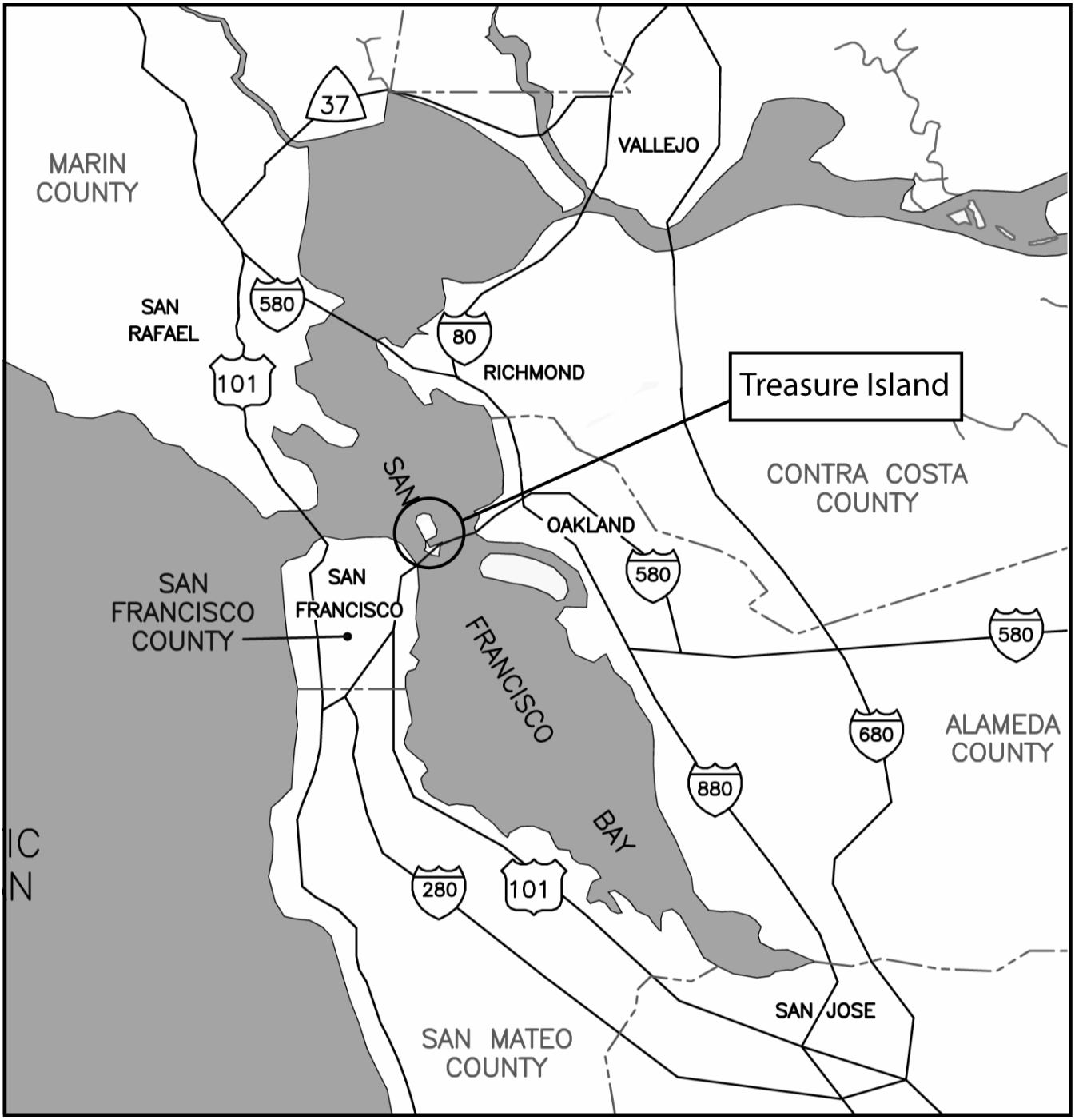
LOCATION MAP

Primary #
HRI# _
Trinomial

Page 5 of 8 *Resource Name or # (Assigned by recorder)

*Map Name: Treasure Island Location Map *Scale: NTS

*Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Damage Control Trainer (Building containing an Object)

B1. Historic Name: Same as

B2. Common Name: Building 341, and object: "*U.S.S. Buttercup*"

B3. Original Use: Naval ship training

B4. Present Use: None

*B5. Architectural Style: Mid-Century, modular warehouse

*B6. Construction History:
About 1951

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

*B8. Related Features: Damage Control Trainer object

B9a. Architect: Unknown

b. Builder: Butler Manufacturing Co. (building only, not object)

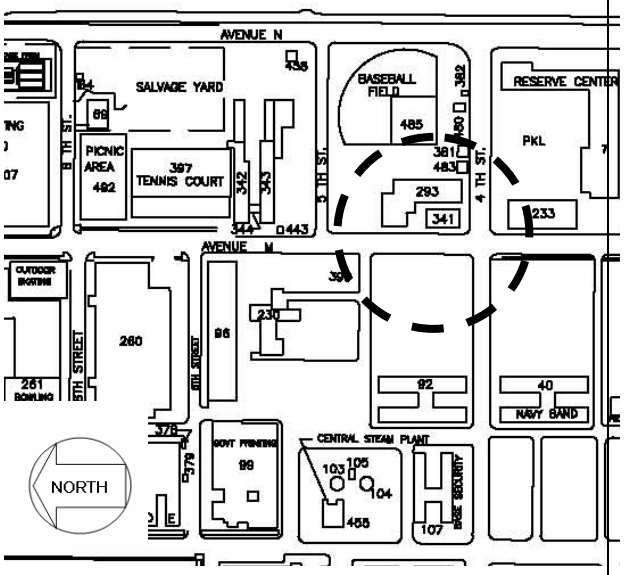
*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1951-1991 Property Type: Educational Applicable Criteria: N/A for building and (3) for object inside

The *U.S.S. Buttercup* is a rare and distinctive object, exhibiting specialized design and construction for military training, which is an important aspect of military history. Because this object is one of a handful in the United States, it is significant at the state level under CRHR, Criterion 3.

B11. Additional Resource Attributes:
HP34 Military Property, HP15 Educational Building

*B12. References:
Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings, September 1, 1995, p. 2-1 through 2-49.
http://www.dcfp.navy.mil/train/wettrain.htm

B13. Remarks:



(This space reserved for official comments.)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

 Resource Name or #* Damage Control Trainer (Building containing an Object)

***B14. Evaluator:**
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***Date of Evaluation:**
February 3, 2010

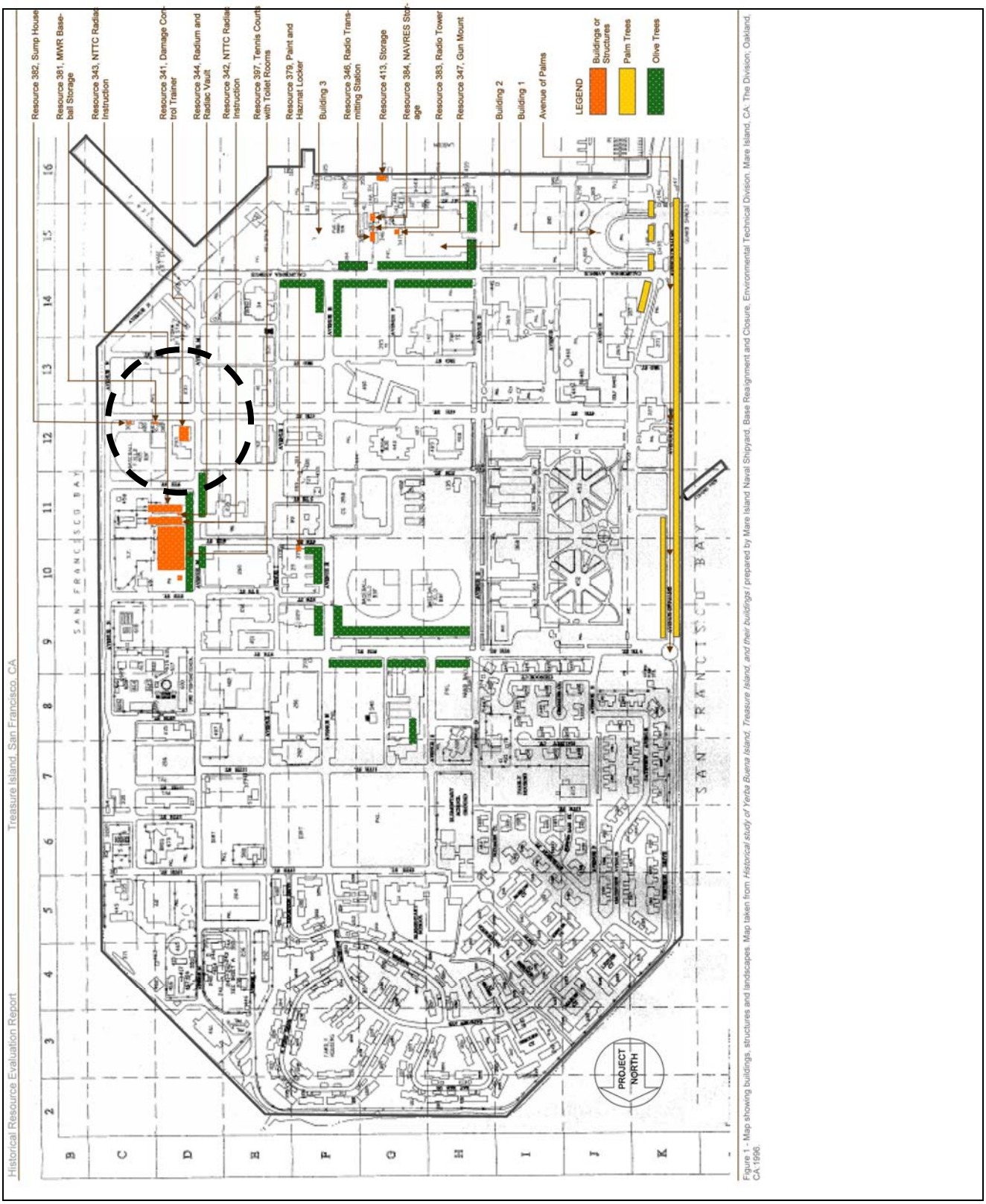


Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* / prepared by Mare Island Naval Shipyard, Base Reaignment and Closure, Environmental Technical Division. Mare Island, CA: The Division; Oakland, CA 1996.

P1. Other Identifier: Resource 342

*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: 470 Avenue M, Treasure Island City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data:

*P3a. Description:

Uses of the Building

RADIAC Instrument Maintenance, contained in Buildings 342 and 344, was taught under the auspices of the Navy's Medical Service Corps. The course taught the proper handling, maintenance and repair of RADIAC instruments. The instruments were small and portable but contained high voltage and were extremely sensitive. Each instrument was equipped with a small amount of radioactive elements which provided calibration in the field. The school was closed in 1993.[1]

"As originally configured, this building contained three laboratories of equal size.[2] The floor plan of the building as used for instrument calibration and instruction is shown on the following page. Laboratories 2 and 3 were used to conduct training exercises and instrument calibrations with sources in fixed locations. The radiation beams from the sealed sources were controlled in specific directions. Periodic leak tests of all sealed sources were required by operational procedures. The use of the building was gradually reduced, and the last use of the building was in 1972."

Physical Description of Site and Exterior

The site is flat and has Resources 397 Tennis Courts directly to the north and 344 Radium and Radiac Vault to the south. It is located mid-block of Avenue M on east side, between 5th and 8th Streets. Shrubs grow tight to the entire north elevation.

The building is a rectangular mass with its main axis running east to west. It has a low-sloping roof whose ridgeline runs east to west. There are windows on all sides and roll-up doors centered on the east and west elevations. The exterior cladding is vertically ribbed metal which is painted.

To the south there is a covered open passageway which has round steel columns holding up steel members. The roof covering is corrugated translucent fiberglass. A chain link fence with gate encloses the area between the two buildings.

Interior

The interior of this building was not accessible during the survey because it was under environmental remediation at the time.

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[1] *Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings*, September 1, 1995, p. 2-50.
[2] *Treasure Island Naval Station Historical Radiological Assessment*, Former Naval Station Treasure Island, San Francisco, California, February 2006, Weston Solutions, Inc., p. 8-15.

Radiation Detection Indication and Computation (RADIAC) Instruction

Structure

Although the building was not accessible, it is probably a prefabricated metal building by Butler Manufacturing Company.

Manufacturer

The building was manufactured by Butler Manufacturing Company.

Existing Conditions and Integrity

The exterior is in good condition but has peeled paint in some places. Most of the fenestration is boarded up.

***P3b. Resource Attributes:**

HP34 Military Property, HP15 Educational Building

***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5b. Description of Photo: View looking east at Resource 342 with covered walkway to right. Photo by Knapp Architects, 2009.

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

1951-The construction date was established by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**

U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

***P8. Recorded by:**

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**

February 3, 2010

*P10. Survey Type:
Intensive

*P11. Report Citation:
Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

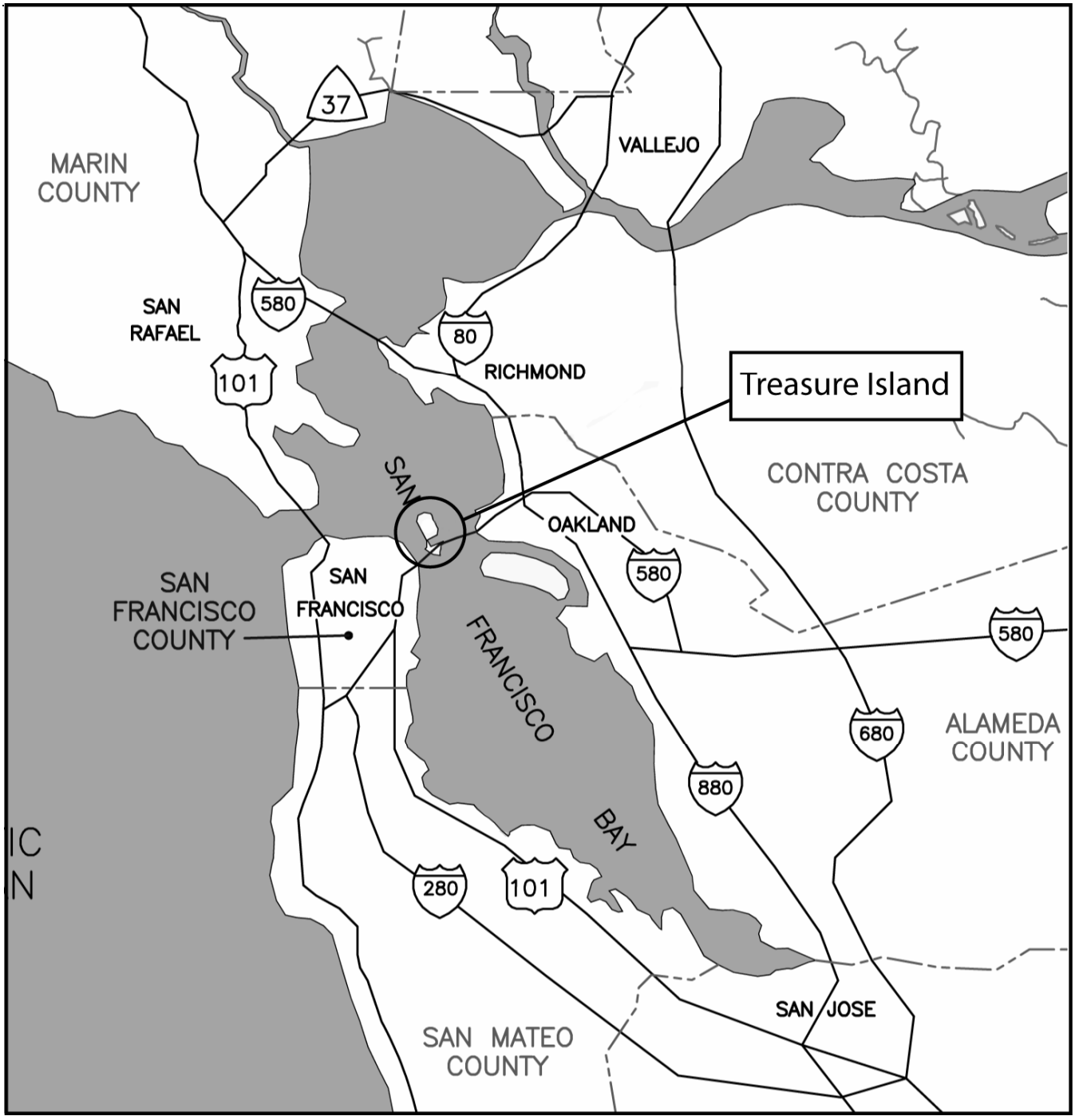
DPR 523A (1/95) *Required information

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

LOCATION MAP

Primary #
HRI# _
Trinomial

 *Resource Name or # Naval Technical Training Center (NTTC) Radiation Detection Indication and Computation (RADIAC) Instruction *Map Name: Treasure Island Location Map *Scale: NTS *Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

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

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Naval Technical Training Center (NTTC) RADIAC Instruction

B1. Historic Name: Same as

B2. Common Name: Building 342

B3. Original Use: Education

B4. Present Use: None

*B5. Architectural Style: Mid-Century, modular building

*B6. Construction History:
About 1951

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

*B8. Related Features: Building 343-Naval Technical Training Center (NTTC) RADIAC Instruction and Building 344-Radium and RADIAC Vault

B9a. Architect: Unknown

b. Builder: Butler Manufacturing Co.

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1951-1991 Property Type: Educational Applicable Criteria: N/A

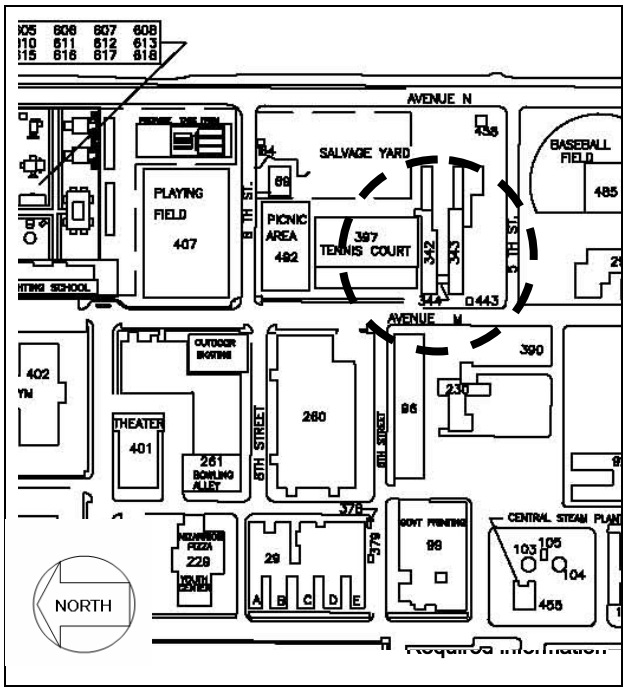
B11. Additional Resource Attributes:
HP34 Military Property, HP15 Educational Building

*B12. References:
Historical Study of Yerba Buena Island, Treasure Island, and Their Buildings, September 1, 1995, p. 2-50.
Treasure Island Naval Station Historical Radiological Assessment, Former Naval Station Treasure Island, San Francisco, California, February 2006, Weston Solutions, Inc., p. 8-15.

B13. Remarks:

*B14. Evaluator:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:
February 3, 2010



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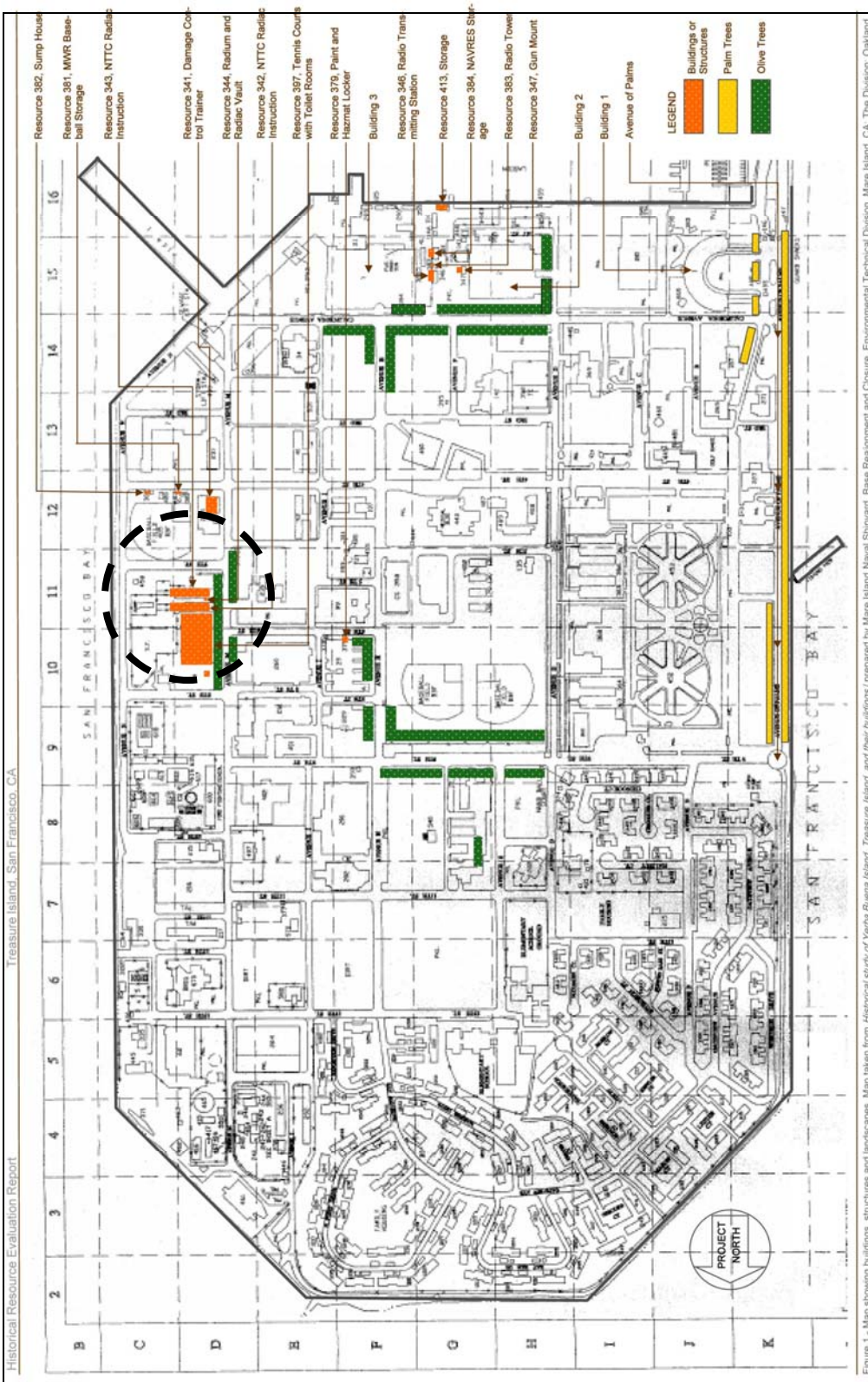


Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* / prepared by Mare Island Naval Shipyard, Base Reaignment and Closure, Environmental Technical Division. Mare Island, CA: The Division; Oakland, CA 1996.

*Resource Name or #: Naval Technical Training Center (NTTC) Radiation Detection Indication and Computation (RADIAC) Instruction

P1. Other Identifier: Resource 343

*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: 450 Avenue M, Treasure Island City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data:

*P3a. Description:

Uses of the Building

"During peak use of this building, it contained a radiological detection instrument issue and storage room, instrument repair shop, three classrooms, staff offices and lounges, washrooms, and the UDM-1A (gamma calibrator using a large Cs-137 source) laboratory."[1] The seemingly oddly placed vertical concrete slabs on the east and north may be radiation screens.

Physical Description of Site and Exterior

The site is flat and has a variety of trees located to the southwest of the parcel. It is located on the northeast corner of intersection of Avenue M and 5th Street. To the north is concrete paving. The building is an elongated rectangular mass one story in height. The symmetrically gabled roof's ridgeline runs east to west. There is equally spaced fenestration on the south and north elevations, which have metal expanded metal mesh screen coverings. The building's facing is painted vertically ribbed galvanized sheet steel and the roof material is the same. To the north there is a covered open breezeway which has round steel columns holding up steel members. The roof covering is corrugated fiberglass Just off the west face of the building there is a freestanding concrete slab wall which starts at about one-third the width of the building from the north and extends beyond the southwest corner of the building. Another similar structure is located on the north face of the building but is shorter in length. These seemingly oddly placed elements may be radiation shields.

Interior

The interior of this building was not accessible during the survey because it was under environmental remediation at the time.

Structure

Although the building was not accessible, it is probably a prefabricated metal building by Butler Manufacturing Company.

Manufacturer

The building was manufactured by Butler Manufacturing Company.

*P3b. Resource Attributes:

HP34 Military Property, HP15 Educational Building

[1] *Treasure Island Naval Station Historical Radiological Assessment*, Former Naval Station Treasure Island, San Francisco, California, February 2006, Weston Solutions, Inc., p. 8-5.

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

P5b. View looking north at intersection of Avenue M and 5th Street at Resource 343. Photo by Knapp Architects, 2009.

*P6. Date Constructed/Age and Sources: ■Historic ☐Prehistoric ☐Both
1951-The construction date was established by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

*P7. Owner and Address:
U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

*P8. Recorded by: (Name, affiliation, and address)
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*P9. Date Recorded:
February 3, 2010

*P10. Survey Type:
Intensive

*P11. Report Citation:
Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

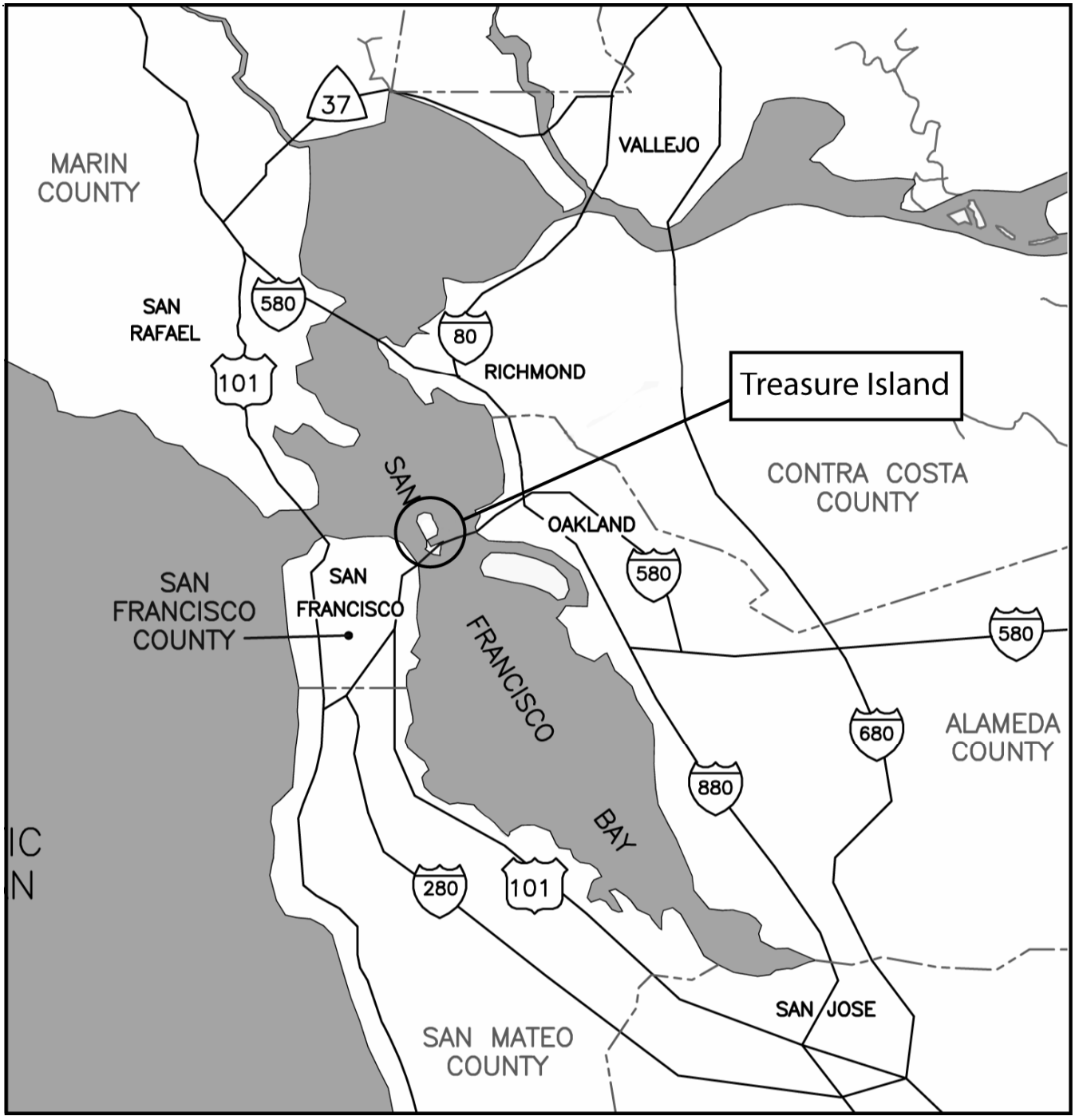
*Attachments: ☐NONE ■Location Map ☐Sketch Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

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

LOCATION MAP

Primary #
HRI# _
Trinomial

Page 3 of 5 *Resource Name or # Naval Technical Training Center (NTTC) Radiation Detection Indication and Computation (RADIAC) Instruction *Map Name: Treasure Island Location Map *Scale: NTS *Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Naval Technical Training Center (NTTC) RADIAC Instruction

B1. Historic Name: Same as

B2. Common Name: Building 343

B3. Original Use: Education

B4. Present Use: None

*B5. Architectural Style: Mid-Century, modular building

*B6. Construction History:
About 1951

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

*B8. Related Features: Building 342- Naval Technical Training Center (NTTC) Radiac Instruction and Building 344-Radium and RADIAC Vault

B9a. Architect: Unknown

b. Builder: Butler Manufacturing Co.

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1951-1991 Property Type: Educational Applicable Criteria: N/A

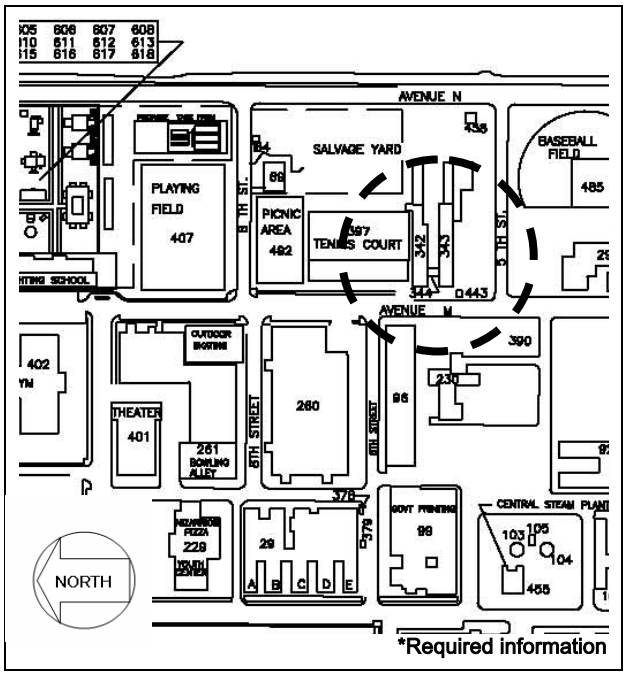
B11. Additional Resource Attributes:
HP34 Military Property, HP15 Educational Building

*B12. References:
Treasure Island Naval Station Historical Radiological Assessment, Former Naval Station Treasure Island, San Francisco, California, February 2006, Weston Solutions, Inc., p. 8-5.

B13. Remarks:

*B14. Evaluator:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:
February 3, 2010



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*Required information

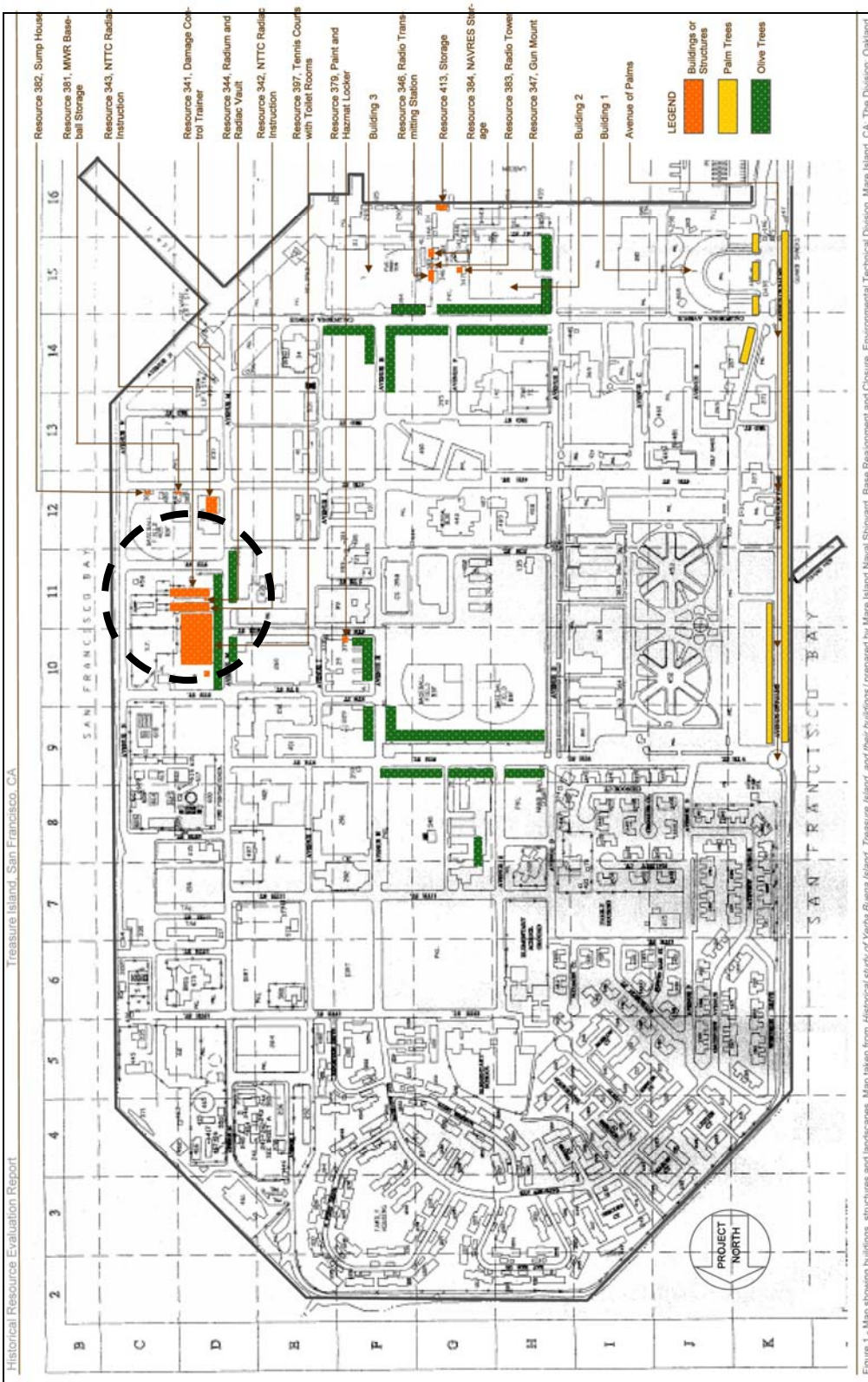


Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* / prepared by Mare Island Naval Shipyard, Base Reaignment and Closure, Environmental Technical Division. Mare Island, CA: The Division; Oakland, CA 1996.

P1. Other Identifier: Resource 344

*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: Between 450 and 470 Avenue M, Treasure Island
City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data:

*P3a. Description:

Date of Construction
This concrete vault was built in 1951 in conjunction with Buildings 343 and 343.

Uses of the Building
This building was used as "Storage (for the radioactive material and a) location for all portable sources, such as survey meters, dosimeter chargers, dosimeter readers and pocket dosimeters, maintained by RADIAC facility when the sources were not in use."[1]

Physical Description of Site and Exterior
The site is flat and the groundplane is covered in concrete paving. Buildings 342 and 343 are close by to the north and south. It is located mid block of Avenue M on the east side.

The one story mass is rectangular and is semi-subterranean. A low concrete retaining wall projects from the west façade and wraps around a stair which descends to the front door. The building is cast in place concrete. The roof has a very low symmetrical gable which is sloped to the east and west. The open but covered breezeway from Building 343 continues over the stairway.

Interior
The interior of this building was not accessible during the survey because it was under environmental remediation at the time.

Structure
"The walls and ceiling are 14-inch thick reinforced concrete to provide radiation shielding for the sources stored within. The floor is set approximately five feet below grade. There is a one-half inch thick steel door."[2]

Existing Conditions and Integrity
There is build-up of organic materials on the roof which can lead to a degrading of the roofing membrane. Also there is biological growth on some of the exterior walls.

*P3b. Resource Attributes: (List attributes and codes)

[1] *Treasure Island Naval Station Historical Radiological Assessment*, Former Naval Station Treasure Island, San Francisco, California, February 2006, Weston Solutions, Inc., p. 8-9.
[2] *Treasure Island Naval Station Historical Radiological Assessment*, Former Naval Station Treasure Island, San Francisco, California, February 2006, Weston Solutions, Inc., p. 8-8.

Resource Name or #: Radium And Radiation Detection Indication And Computation (RADIAC)
HP34 Military Porperty, HP39 Other--storgae vault

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

P5b. Radium and RADIAC Vault, 344, view looking northeast. Photo by Knapp Architects, 2009.

***P6. Date Constructed/Age and Sources:** ■Historic ☐Prehistoric ☐Both
1951-The construction date was established only by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**
U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

***P8. Recorded by:**
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**
February 3, 2010

***P10. Survey Type:**
Intensive

***P11. Report Citation:**
Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. San Francisco: Knapp Architects, 2010)

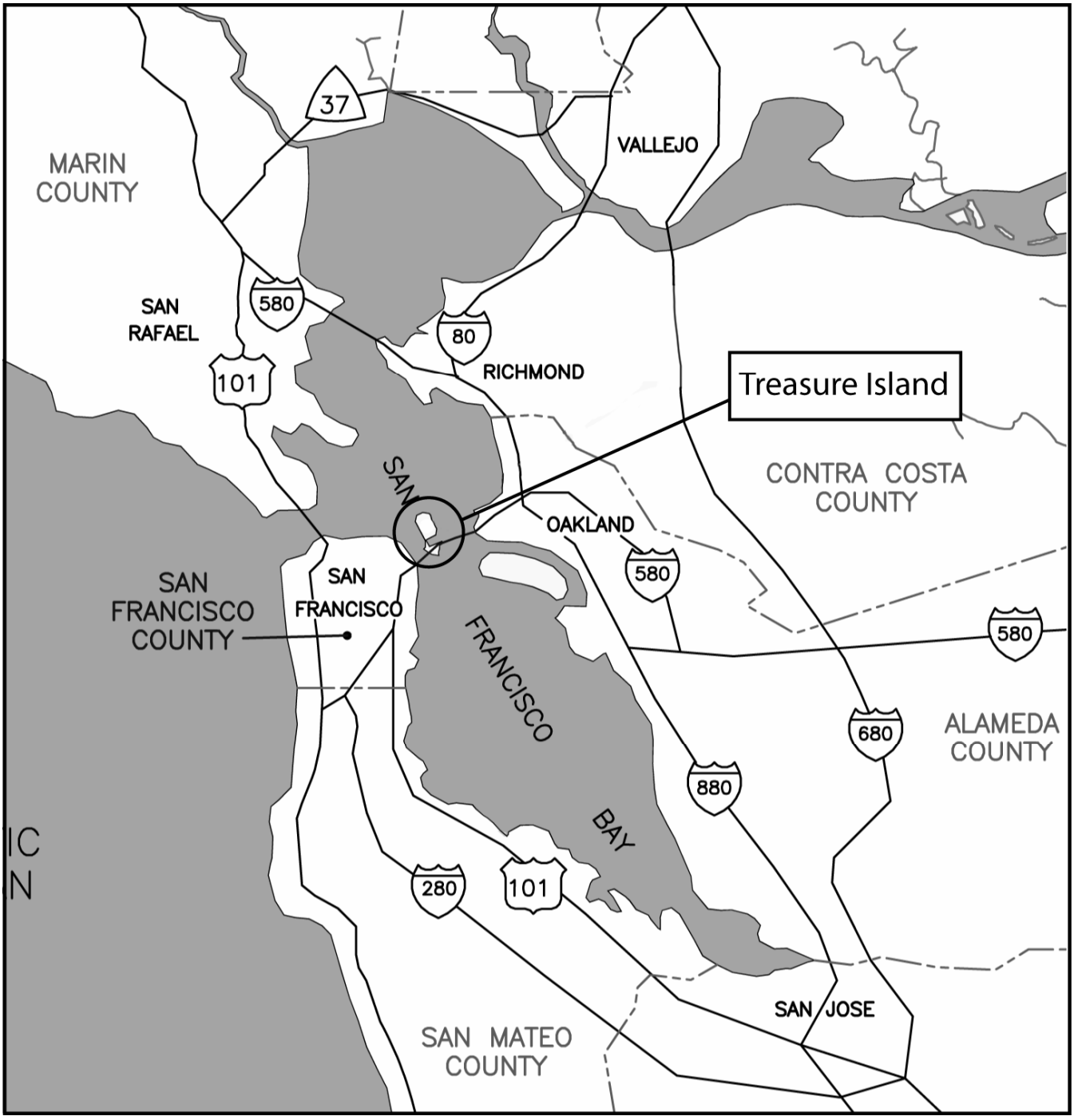
***Attachments:** ☐NONE ■Location Map ☐Sketch Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

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

LOCATION MAP

Primary #
HRI# _
Trinomial

Page 3 of 5 *Resource Name or # Radium And Radiation Detection Indication And Computation (RADIAC) Vault *Map Name: Treasure Island Location Map
*Scale: NTS *Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

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

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Radium and RADIAC Vault

B1. Historic Name: Same as

B2. Common Name: Building 344

B3. Original Use: Storage of radioactive materials

B4. Present Use: None

*B5. Architectural Style: Mid-Century, concrete vault

*B6. Construction History:
About 1951

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

*B8. Related Features: Buildings 342 and 343-both Naval Technical Training Center (NTTC) Radiac Instruction

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1951-1991 Property Type: Storage Applicable Criteria: N/A

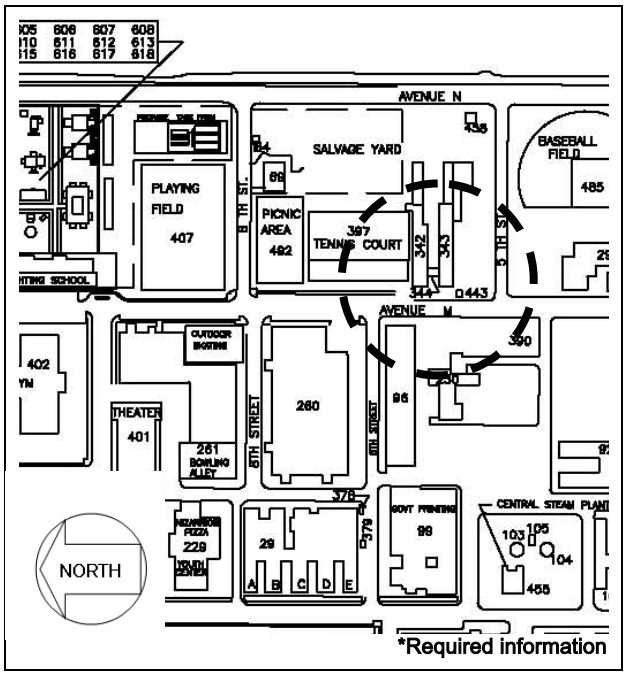
B11. Additional Resource Attributes:
HP34 Military Porperty, HP39 Other--storage vault

*B12. References:
Treasure Island Naval Station Historical Radiological Assessment, Former Naval Station Treasure Island, San Francisco, California, February 2006, Weston Solutions, Inc., p. 8-9.
Ibid, p. 8-8.

B13. Remarks:

*B14. Evaluator:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:
February 3, 2010



(This space reserved for official comments.)

*Required information

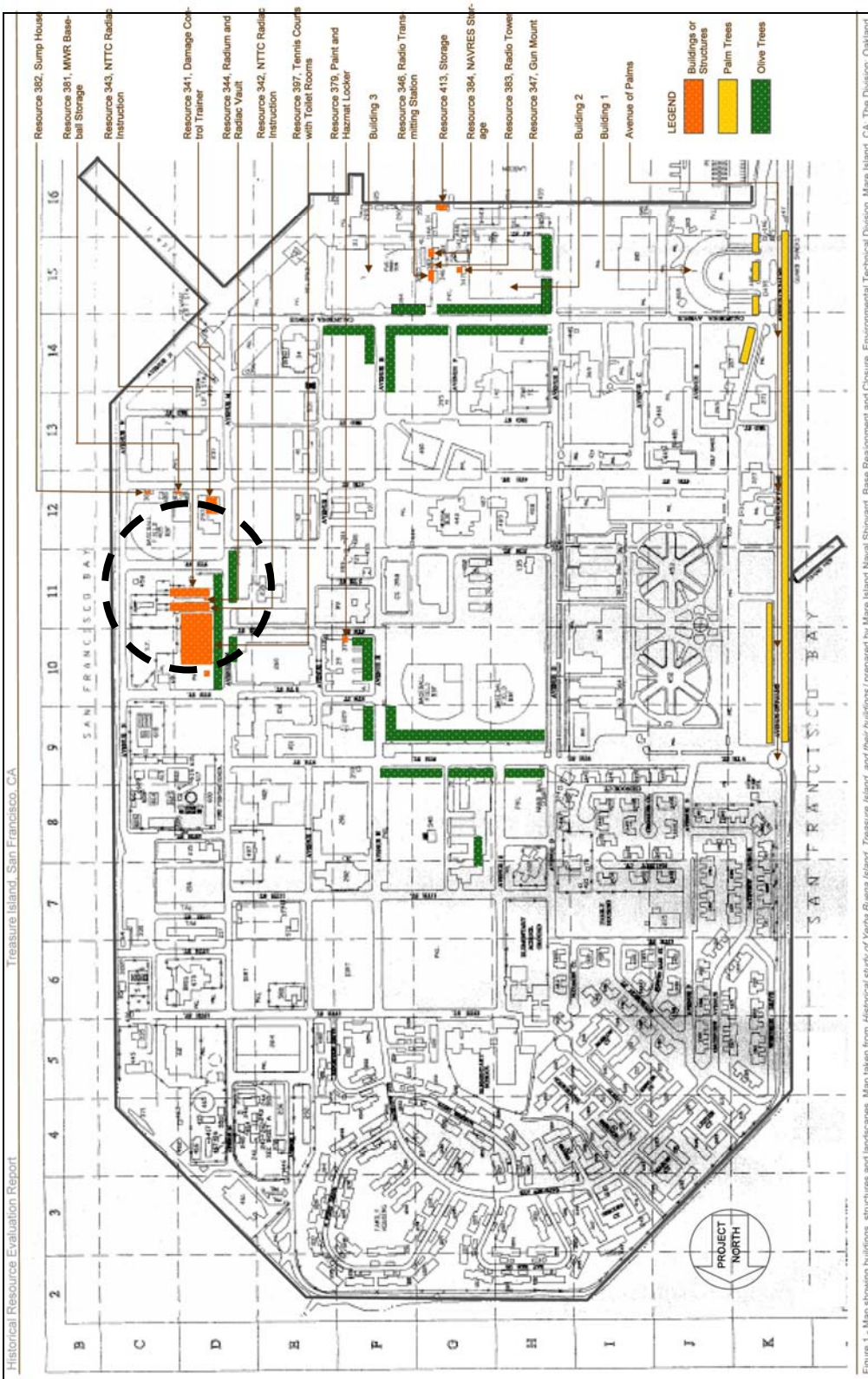


Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* prepared by Mare Island Naval Shipyard, Base Reaignment and Closure, Environmental Technical Division. Mare Island, CA. The Division; Oakland, CA 1996.

*Resource Name or #: Radio Transmitting Station

P1. Other Identifier: Resource 346

*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: 500 California Avenue, Treasure Island City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data:

*P3a. Description:

Uses of the Building
The building housed radio equipment for transmission of radio signals.

Physical Description of Site and Exterior
The building is located on a flat site which is entirely surrounded by concrete paving. It is located south of California Avenue, between Avenues E and F and just west of Building 3.

Resource 383, Radio Tower is sited just to its south and remnants of a chain link fence runs north to south nearby on the east. Its mass is rectangular with its axis running north to south. Its form is a Quonset Hut that is a semicircular section, which has been raised up on a vertical foundation.

The materials are poured in place concrete for the foundation, and corrugated galvanized sheet steel over steel ribs for the Quonset Hut. There are windows on all sides and there are flush panel doors. All the exterior surfaces are painted.

Interior
The interior of this building was not accessible at the time of the survey.

*P3b. Resource Attributes:
HP34 Military Property, HP39 Other—Quonsut Hut

*P4. Resources Present: ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5b. Description of Photo: Radio Transmitting Station, 346, view looking southeast with associated antenna in the background. Photo by Knapp Architects, 2009.

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

1950 or earlier-The construction date was established only by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**

U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

***P8. Recorded by:**

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**

February 3, 2010

***P10. Survey Type:**

Intensive

***P11. Report Citation:**

Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

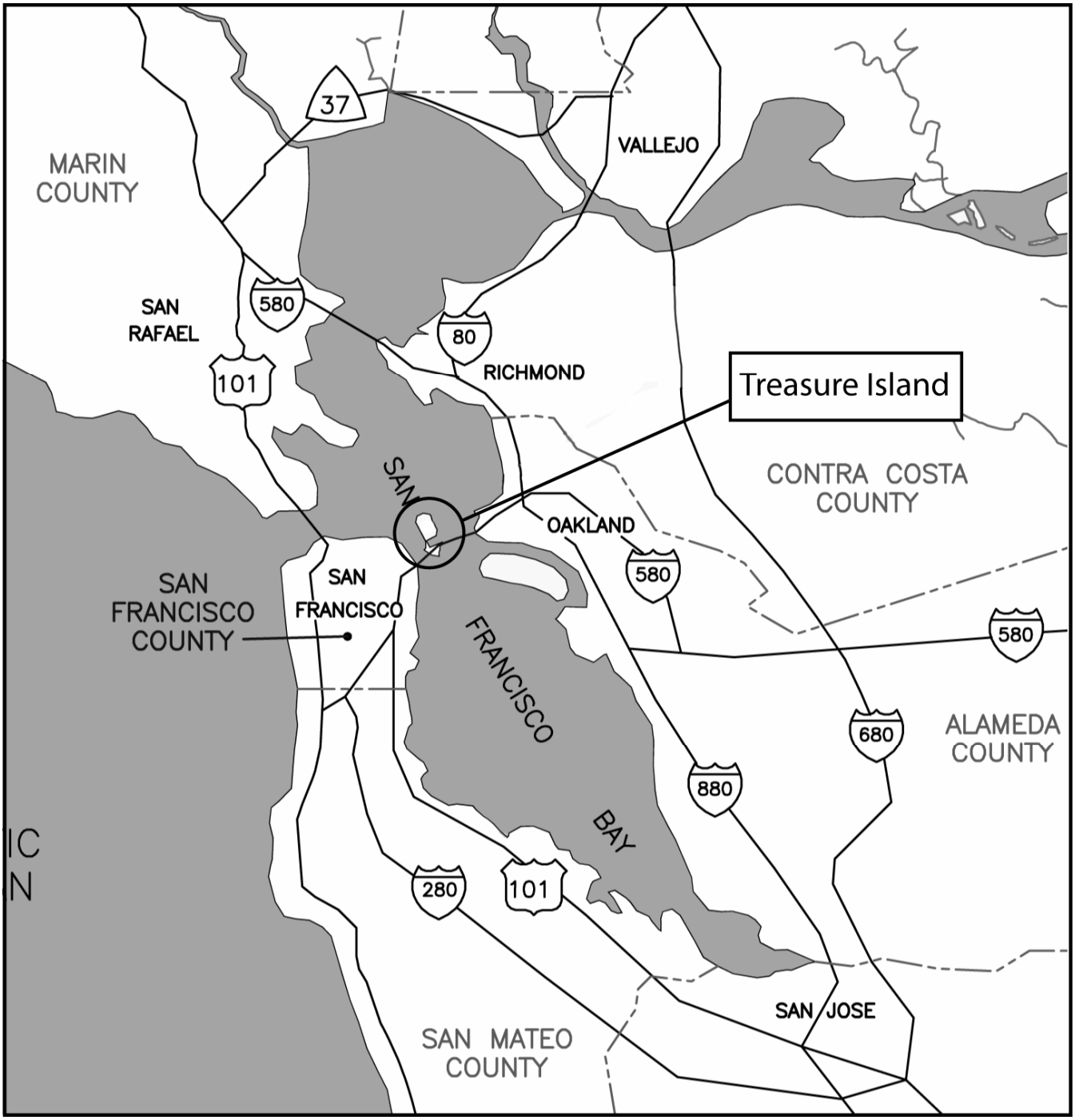
***Attachments:** ☐NONE ■Location Map ☐Sketch Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

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

LOCATION MAP

Primary #
HRI# _
Trinomial

Page 3 of 5 *Resource Name or # Radio Transmitting Station)
*Map Name: Treasure Island Location Map *Scale: NTS
*Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Radio Transmitting Station

B1. Historic Name: Same as

B2. Common Name: Building 346

B3. Original Use: Radio transmission

B4. Present Use: None

*B5. Architectural Style: Quonset Hut

*B6. Construction History: (Construction date, alterations, and date of alterations)
1950

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

*B8. Related Features: Building 383-Radio Tower

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1950-1991 Property Type: Infrastructure Applicable Criteria: N/A

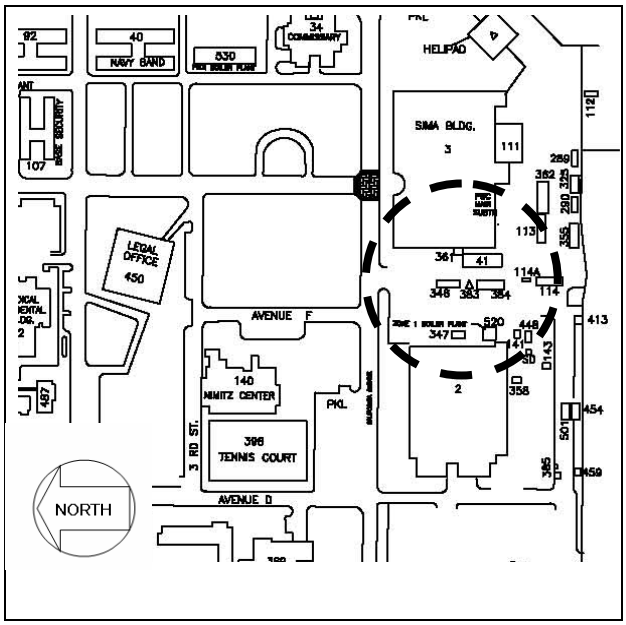
B11. Additional Resource Attributes:
HP34 Military Property, HP39 Other—Quonsut Hut

*B12. References:
Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps, 1940- 1946. Vol.1. Washington: Government Printing Office, 1947.

B13. Remarks:

*B14. Evaluator:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:
February 3, 2010



(This space reserved for official comments.)

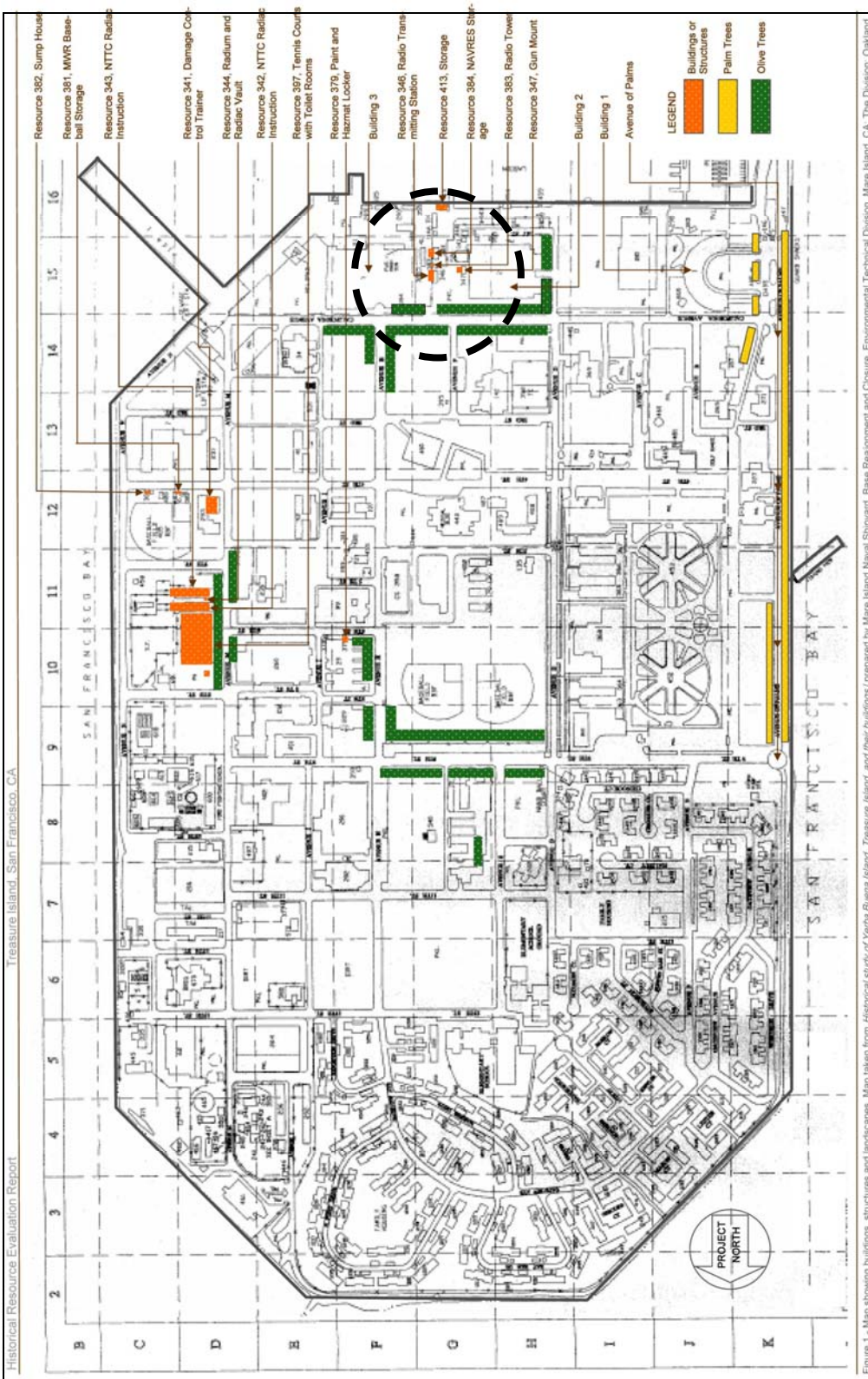


Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* prepared by Mare Island Naval Shipyard, Base Realignment and Closure, Environmental Technical Division, Mare Island, CA. The Division, Oakland, CA 1996.

*Resource Name or #: Gun Mount

P1. Other Identifier: Resource 347

*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: just east of Building 2, Treasure Island City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data:

*P3a. Description:

Uses of the Structure

This was a training gun which was representative of those used onboard war ships at sea during WWII and onward.

Physical Description of Site and Exterior

The site is flat and paved in concrete. This resource is located between Avenues E and F and just east of Building 2.

The deck gun is raised up on a rectangular concrete base which simulates an upper handling room that would normally sit above a ship's deck and be made of steel. The interior of the base is reached by a concrete stairway which has three risers. On the landing there is a simple metal pipe railing. This leads to a metal hatch which is an elongated rectangular shape with rounded corners. Remnants of steel C-channels occur on three sides near the top of the structure. Their ends, which originally protruded, have been cut off. The fourth side, or west side, is missing but a rust stain remains. A large conduit enters the base on the south side.

On top sits a heavy metal gun house which is on a rotating base housing that contains a single gun barrel. The gun is a five inch/38 caliber which was a common gun used on U.S. Navy ships during World War II.[1]

Interior

The lower portion of the gun mount is raised above grade. The interior is poured in place concrete and the floor consists of natural wood planks. In the center of the low ceiling room are a series of vertical tubes and pipes which are the shell hoisting mechanism which goes up into the gun above.

Structure

The base of the structure is poured in place concrete and the upper portion is steel.

*P3b. Resource Attributes:

HP34 Military Property, HP11 Engineering Structure--gun

*P4. Resources Present: ☐Building ■Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

[1] Personal communication between Christopher Pollock and Jim Sullivan, CIV OASN (I&E) BRAC PMO West, on September 15, 2009.

P5b. Description of Photo: Gun looking northwest with Building 2 in the background. Photo by Knapp Architects, 2009.

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

1951 or earlier-The construction date was established only by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**

U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

***P8. Recorded by:**

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**

February 3, 2010

***P10. Survey Type:**

Intensive

***P11. Report Citation:**

Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

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

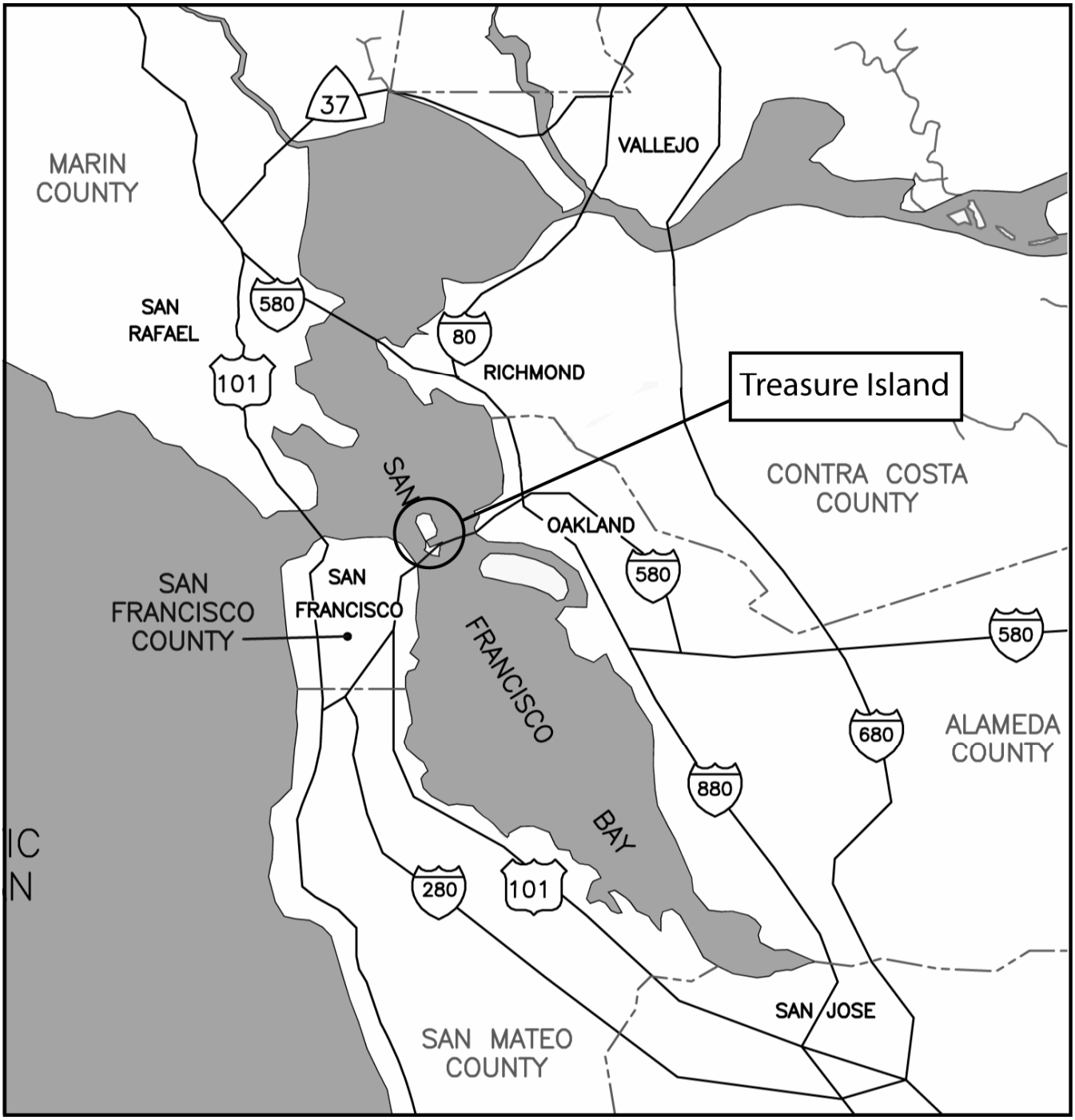
LOCATION MAP

Primary #
HRI# _
Trinomial

Page 3 of 3 *Resource Name or # Gun Mount

*Map Name: Treasure Island Location Map *Scale: NTS

*Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

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

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Gun Mount

B1. Historic Name: Same as

B2. Common Name: Building 347

B3. Original Use: Training weapon

B4. Present Use: Unused

*B5. Architectural Style: Weapon

*B6. Construction History:
About 1951 or earlier

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

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1951-1991 Property Type: Weapon Applicable Criteria: N/A

B11. Additional Resource Attributes:
HP34 Military Property, HP11 Engineering Structure--gun

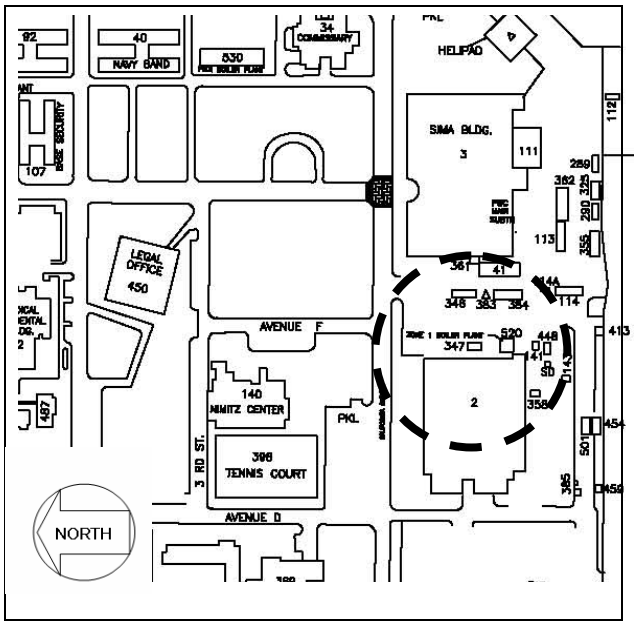
*B12. References:
Personal communication between Marianne Thompson, Treasure Island Development Authority (TIDA) and Christopher Pollock, September 10, 2009.

Personal communication between Christopher Pollock and Jim Sullivan, CIV OASN (I&E) BRAC PMO West, on September 15, 2009.

B13. Remarks:

*B14. Evaluator:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:
February 3, 2010



(This space reserved for official comments.)

*Required information

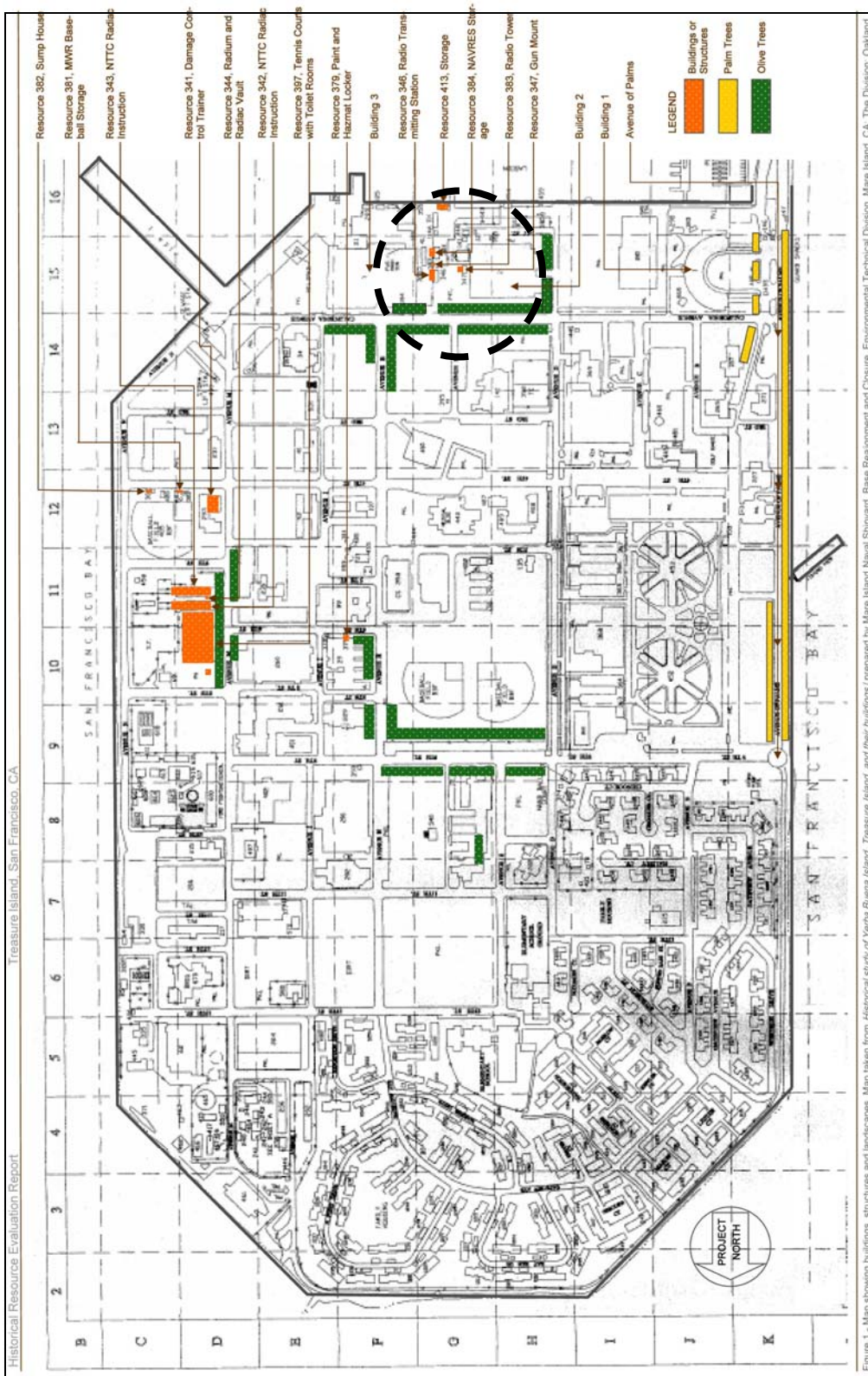


Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* prepared by Mare Island Naval Shipyard, Base Realignment and Closure, Environmental Technical Division, Mare Island, CA. The Division, Oakland, CA 1996.

*Resource Name or #: Paint And Hazmat Locker

P1. Other Identifier: Resource 379

*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: On 6th Street, just south of Building 29, Treasure Island City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data::

*P3a. Description:

Uses of the Building
The building was used for the storage of paint and other potentially hazardous flammable materials.

Physical Description of Site and Exterior
The site is flat and the ground plane is covered in asphalt. Immediately to the north is Building 29E also known as 550 Avenue H. It is located in the mid-block between Avenues H and I, on the north side of 8th Street. The small one story building is a square mass with a symmetrically peaked roof with its ridgeline running east to west. The building sits on an on-grade concrete slab and is of metal construction. It is very similar in construction and details but is smaller in its footprint and height than Building 381, MWR Baseball Storage. An oval embossed sheet metal plaque is mounted on each gable's apex and says "Butler Manufacturing Company, Kansas City, MO." The exterior and roof are covered in painted galvanized sheet steel which is ribbed. A round air vent is centered on the ridge. The vertical facing material stops just above the eave line and becomes flat metal in the pediment. The roof has a slight downward curve as it reaches the eaves. There is a boarded up window on the west and a two panel metal door on the east. There are vents low to the ground on the north and south sides.

Interior
The interior of this building was not accessible at the time of the survey.

Structure
The building is a prefabricated metal building.

Manufacturer
The building was manufactured by Butler Manufacturing Company.

*P3b. Resource Attributes:
HP34 Military Property, HP39 Other--shed

*P4. Resources Present: ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5b. Description of Photo: View looking southeast at Resource 379. Photo by Knapp Architects, 2009.

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

1956-The construction date was established only by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**

U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

***P8. Recorded by:**

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**

February 3, 2010

***P10. Survey Type:**

Intensive

***P11. Report Citation:**

Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

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

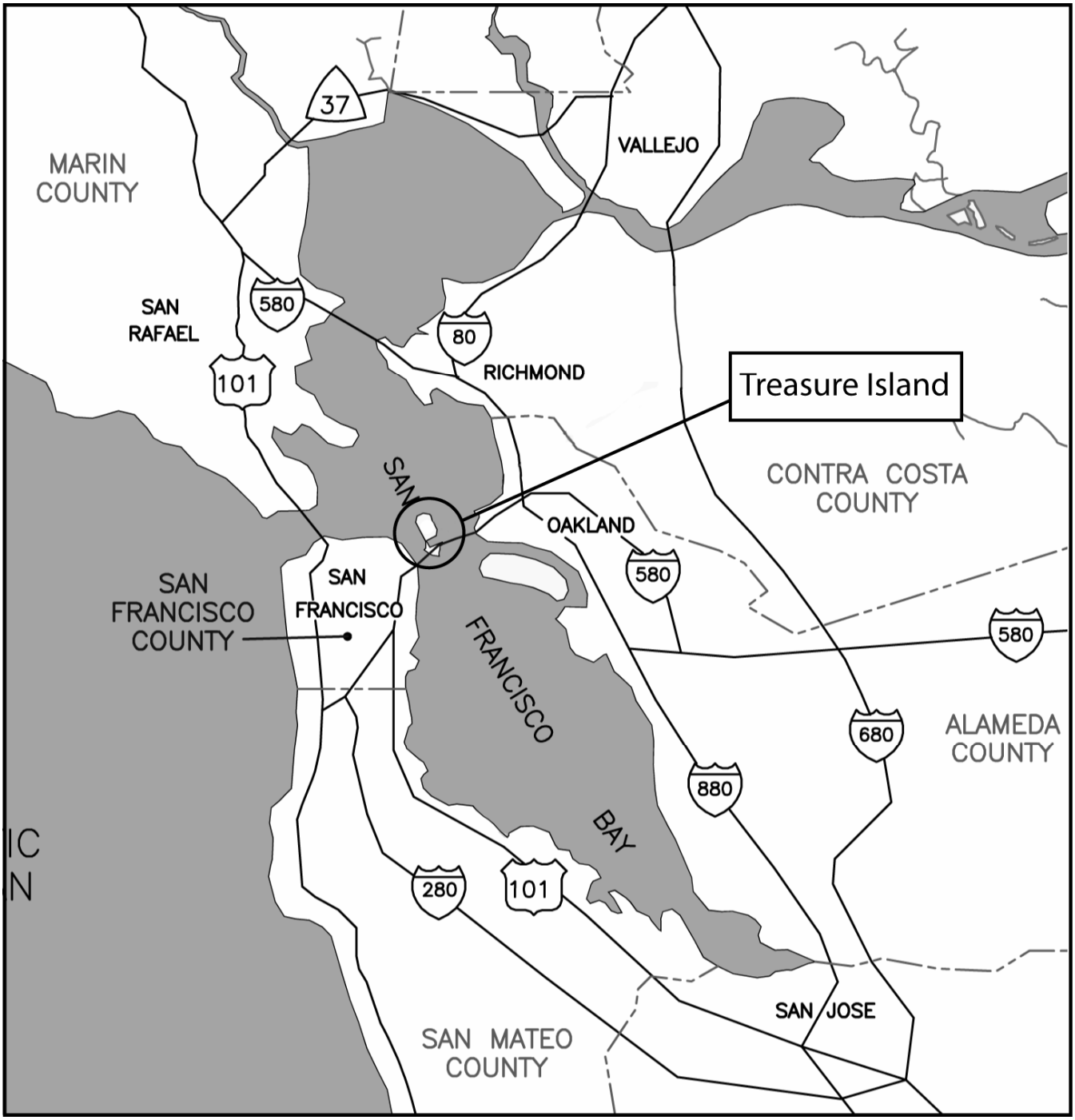
LOCATION MAP

Primary #
HRI# _
Trinomial

Page 3 of 5 *Resource Name or # Paint And Hazmat Locker

*Map Name: Treasure Island Location Map *Scale: NTS

*Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Paint and Hazmat Locker

B1. Historic Name: Same as

B2. Common Name: Building 379

B3. Original Use: Storage

B4. Present Use: Unknown

*B5. Architectural Style: Mid-Century, modular building

*B6. Construction History:
About 1956

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

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Butler Manufacturing Co.

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1956-1991 Property Type: Storage Applicable Criteria: N/A

B11. Additional Resource Attributes:
HP34 Military Property, HP39 Other--storage

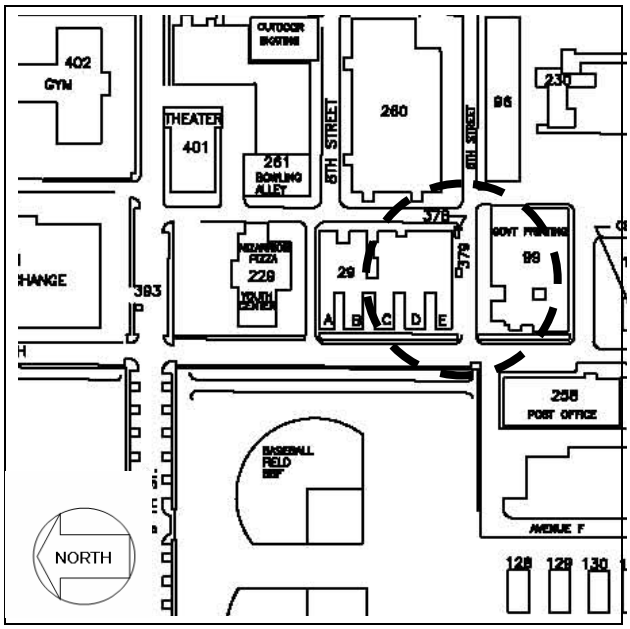
*B12. References:

B13. Remarks:

*B14. Evaluator:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:
February 3, 2010

(This space reserved for official comments.)



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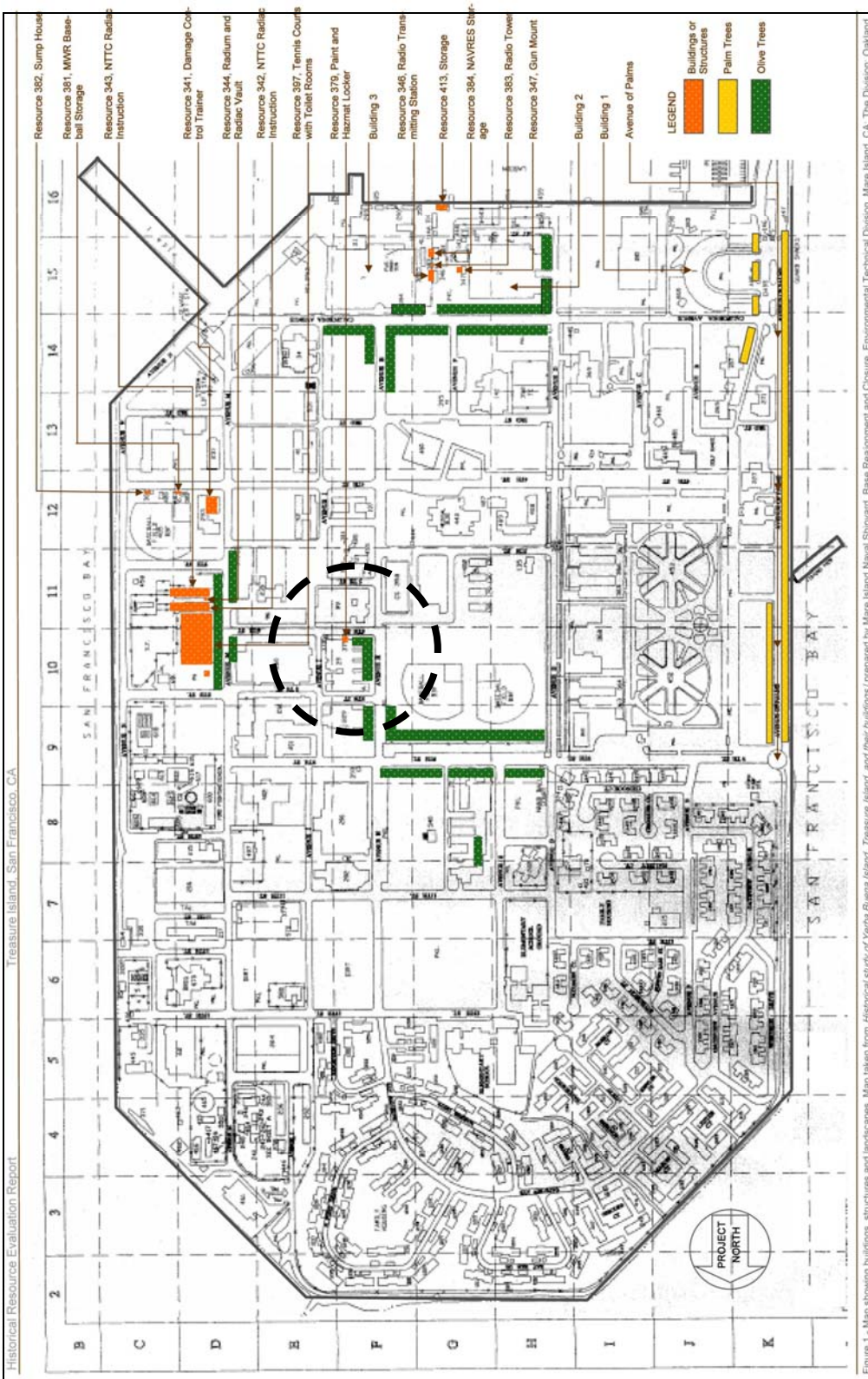


Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* prepared by Mare Island Naval Shipyard, Base Realignment and Closure, Environmental Technical Division. Mare Island, CA. The Division; Oakland, CA 1996.

*Resource Name or #: MWR Baseball Storage

P1. Other Identifier: Building 381

*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: On 4th Street, between Avenues N and M, Treasure Island City: San Francisco
Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data:

*P3a. Description:

Uses of the Building
The building currently serves as storage for the adjacent baseball field. A 1961 map noted the building as a paint locker.[1]

Physical Description of Site and Exterior
The site is flat and the surface is gravel covered. Masonry bleachers occur to the north and the masonry Snack Shack is to the east, both part of Playground C. It is located in the mid-block between Avenues M and N, on the north side of 4th Street.

The one-story building is a rectangular mass with a low pitched roof whose ridgeline runs east to west. The exterior and roof are covered in painted galvanized sheet steel which is ribbed. The roof edges round down slightly at the eaves. A round air vent protrudes centered on the ridgeline. A metal door on the west side is the only opening into the building. The vertical facing material stops just above the eave line and becomes flat metal in the pediment. There is a blocked up window on the west face. An oval embossed sheet metal plaque is mounted on each gable's apex and says "Butler Manufacturing Company, Kansas City, MO."

Interior
The interior of this building was not accessible at the time of the survey.

Structure
The building is a prefabricated metal building.

Manufacturer
The building was manufactured by Butler Manufacturing Company.

Existing Conditions and Integrity
The window is boarded up. There is some rust on the metal siding and roof.

*P3b. Resource Attributes:
HP34 Military Property, HP39 Other--shed

*P4. Resources Present: ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

[1] Map of U. S. Naval Station Treasure Island and Yerba Buena Islands, December 12, 1961.

P5b. Description of Photo: MWR Baseball Storage, 381, view looking northeast with baseball field in background. Photo by Knapp Architects, 2009.

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

1957-The construction date was established only by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**

U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

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

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**

February 3, 2010

***P10. Survey Type:**

Intensive

***P11. Report Citation:**

Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

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

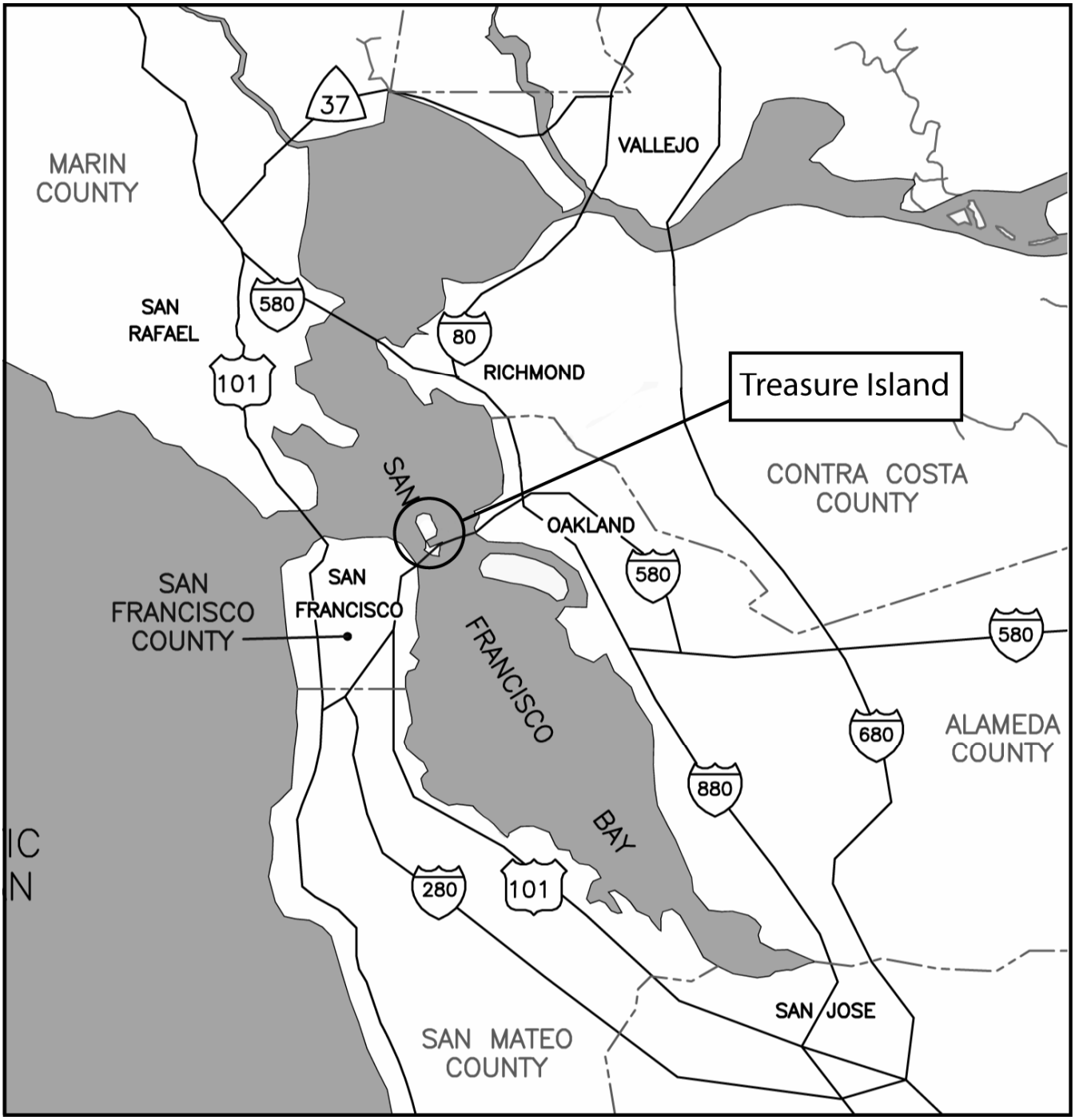
LOCATION MAP

Primary #
HRI# _
Trinomial

Page 3 of 5 *Resource Name or # MWR Baseball Storage

*Map Name: Treasure Island Location Map *Scale: NTS

*Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # MWR Baseball Storage

B1. Historic Name: Same as

B2. Common Name: Building 381

B3. Original Use: Storage

B4. Present Use: Unknown

*B5. Architectural Style: Mid-Century, modular warehouse

*B6. Construction History:

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

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Butler Manufacturing Co.

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco

Period of Significance: 1957-1991 Property Type: Storage Applicable Criteria: N/A

B11. Additional Resource Attributes:

HP34 Military Property, HP39 Other--shed

*B12. References:

Map of U. S. Naval Station Treasure Island and Yerba Buena Islands, December 12, 1961.

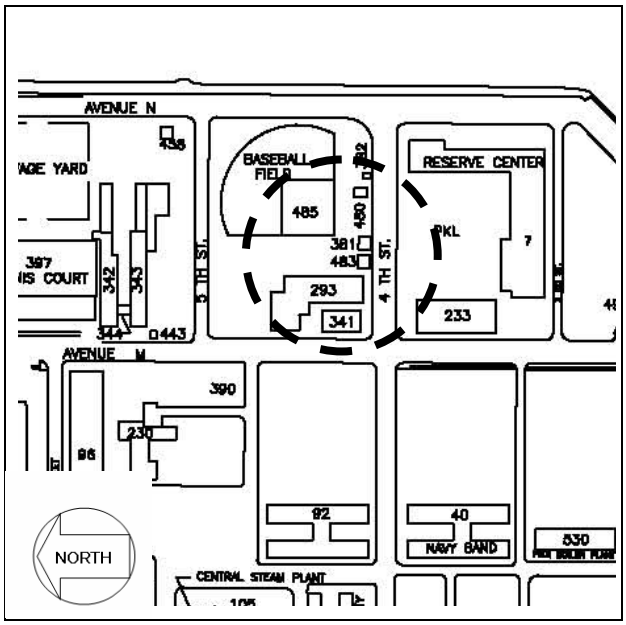
B13. Remarks:

*B14. Evaluator:

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:

February 3, 2010



(This space reserved for official comments.)

*Required information

Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* prepared by Mare Island Naval Shipyard, Base Realignment and Closure, Environmental Technical Division. Mare Island, CA. The Division, Oakland, CA 1996.

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

*Resource Name or #: Sump House

P1. Other Identifier: Resource 382

*P2. Location: ☐ Not for Publication ■ Unrestricted
*a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: On 4th Street, between Avenues N and M, Treasure Island City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data::

*P3a. Description:

Uses of the Building
As the structure was not accessible it is unknown just what workings the building houses.

Physical Description of Site and Exterior
The site is flat and has a baseball field to the north. It is located on the north side of 4th Street, near the intersection of Avenue M and south of Playground C. The building is surrounded by a chain link fence, supported by round section galvanized steel pipe sections, with vertical plastic infill strips. There is a padlocked gate in the south face of the fence. There is a utility pole within the enclosure which is sited just south of the building.

The small, one-story building is square mass and has a low sloped roof whose ridgeline runs east to west. It sits on a concrete foundation and the building is covered in horizontally placed V-groove siding and has simple corner and eave trim. A horizontal trim piece connects the eaves on the east and west, creating a pediment form. The roof has composition shingles. The north elevation has a wood vent and the east an outswinging door which matches the siding. A plywood box hangs on the south elevation and the west has a very large eye hook in the pediment and near ground level there are two large pipes with valves which enter the building from the groundplane. All the wood materials are painted.

Interior
The interior of this building was not accessible at the time of the survey.

Structure
The structure appears to be all wood.

Existing Conditions and Integrity
The building is in fair condition. The coating is peeling on some of the siding and the composition shingles are deteriorating.

*P3b. Resource Attributes:
HP34 Military Property, HP39 Other--shed

*P4. Resources Present: ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5b. Description of Photo: View of east elevation. Photo by Knapp Architects, 2009.

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

1959-The construction date was established only by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**

U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

***P8. Recorded by:**

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**
February 3, 2010

***P10. Survey Type:**
Intensive

***P11. Report Citation:**
Historic Resource Evaluation Report, Treasure Island, San Francisco, California Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

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

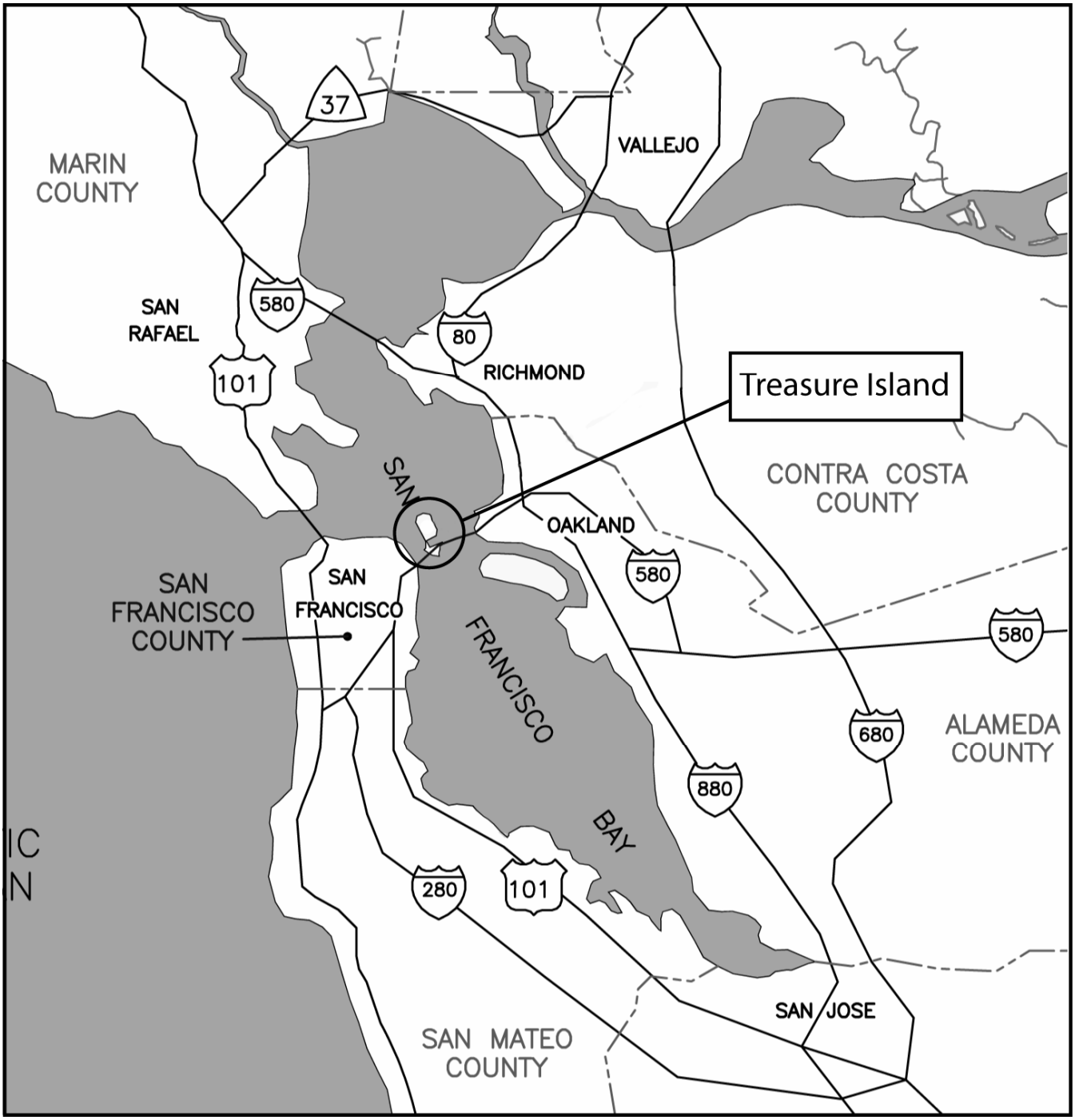
LOCATION MAP

Primary #
HRI# _
Trinomial

Page 4 of 6 *Resource Name or # Sump House

*Map Name: Treasure Island Location Map *Scale: NTS

*Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Sump House

B1. Historic Name: Same as

B2. Common Name: Building 382

B3. Original Use: Sump enlcosure

B4. Present Use: Unknown

*B5. Architectural Style: Vernacular

*B6. Construction History: (Construction date, alterations, and date of alterations)
About 1959

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

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1959-1991 Property Type: Shed Applicable Criteria: N/A

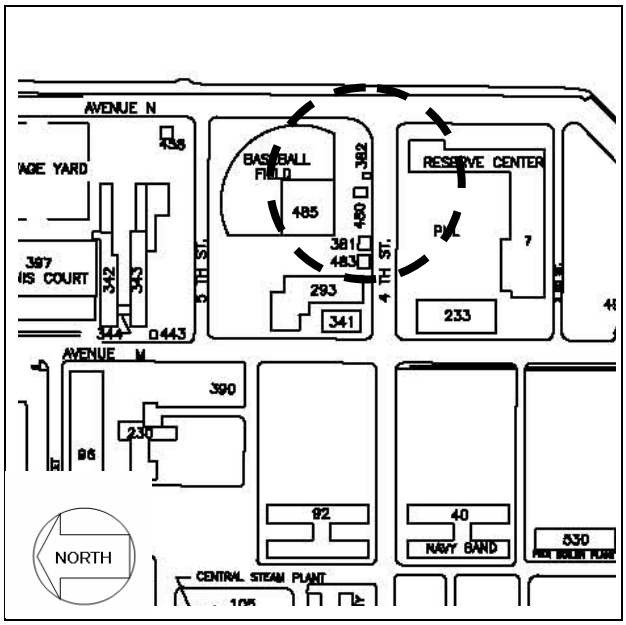
B11. Additional Resource Attributes:
HP34 Military Property, HP39 Other—shed

*B12. References:
Cultural Resource Inventory and Evaluation Investigation at: Yerba Buena Island and Treasure Island Naval Station, Treasure Island, San Francisco, CA, Engineering Field Activity, West Naval Facilities Engineering Command, March 1997, p. 3-9.

B13. Remarks:

*B14. Evaluator:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:
February 3, 2010



(This space reserved for official comments.)

*Required information

Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* / prepared by Mare Island Naval Shipyard, Base Realignment and Closure, Environmental Technical Division, Mare Island, CA. The Division; Oakland, CA.1996.

*Resource Name or #: Radio Tower

P1. Other Identifier: Resource 383

*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: Just south of 500 California Street, Treasure Island
City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data::

*P3a. Description:

Uses of the Structure
The tower supported a radio antenna.

Physical Description of Site and Exterior
The a site is flat and the groundplane covered in concrete. A remnant of a chain link fence runs north to south near its east side. It is located south of California Avenue, between Avenues E and F, and just east of Building 2. The some 70-foot high tower is sited just south of the Radio Transmitting Station, Building 346 and north of NAVRES Storage, Building 384. The tower is a triangular plan steel truss structure. The concrete foundation is triangular in plan with beams spanning between its raised feet. All sides of the truncated base are splayed and then, at three bents high, the tower rises at a lesser angle for 14 bents as an Eiffelized, or tapering as it rises, tower. At the point the angle changes, a metal ladder starts on the east face and continues to the top, where there is a small platform surrounded by a guardrail.

Existing Conditions and Integrity
The tower appears in good condition but it has not been structurally evaluated.

*P3b. Resource Attributes:
HP34 Military Property, HP11 Enginering Structure

*P4. Resources Present: ☐Building ■Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a.

P5b. Description of Photo: View looking east with 346, Radio Transmitting Station to its south and Building 3 in the background. Photo by Knapp Architects, 2009.

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

1948-The construction date was established only by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**

U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

***P8. Recorded by:**

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**

February 3, 2010

***P10. Survey Type:**

Intensive

***P11. Report Citation:**

Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

DPR 523A (1/95) *Required information

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

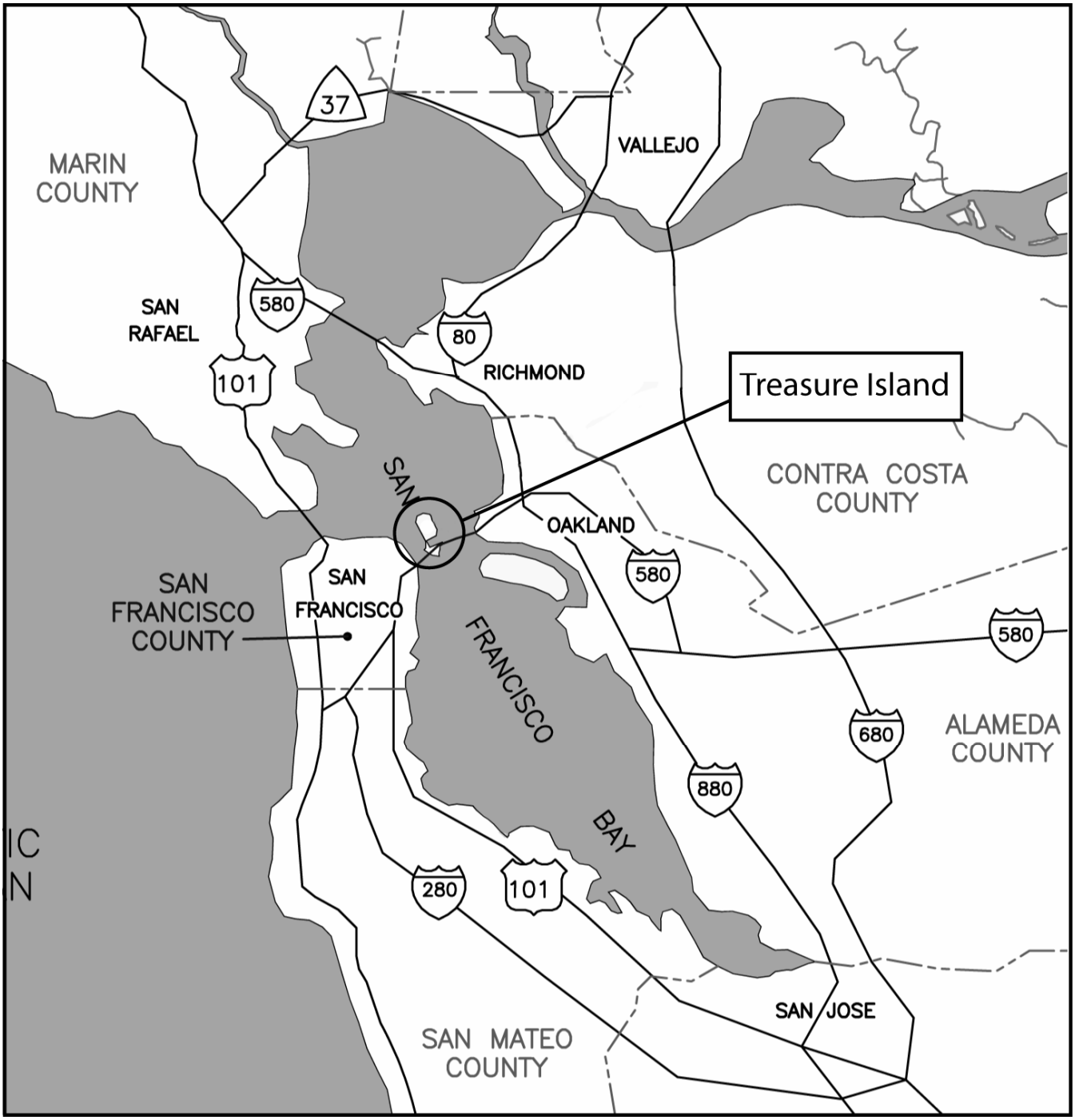
LOCATION MAP

Primary #
HRI# _
Trinomial

Page 4 of 6 *Resource Name or # Radio Tower

*Map Name: Treasure Island Location Map *Scale: NTS

*Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Radio Tower

B1. Historic Name: Same as

B2. Common Name: Building 383

B3. Original Use: Radio transmission

B4. Present Use: None

*B5. Architectural Style: Infrastructure tower, truss

*B6. Construction History:
About 1948

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

*B8. Related Features: Building 346-Radio Transmitting Station

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1948-1991 Property Type: Infrastructure tower Applicable Criteria: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

B11. Additional Resource Attributes:
HP34 Military Property, HP11 Enginering Structure

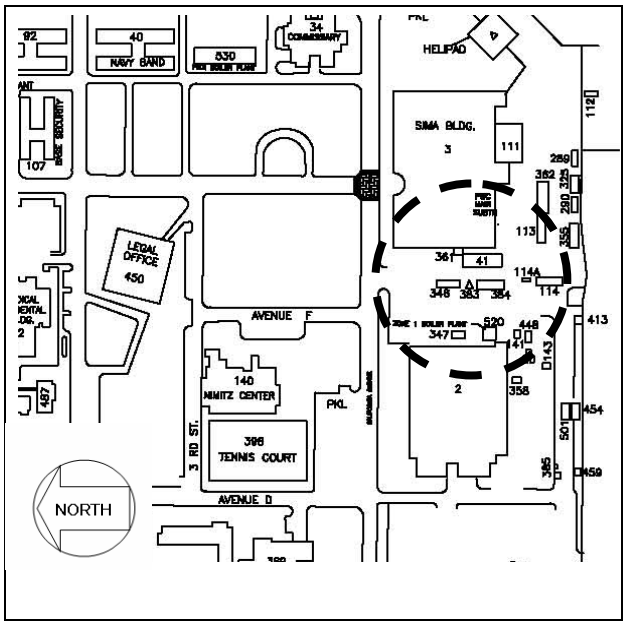
*B12. References:

B13. Remarks:

*B14. Evaluator:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:
February 3, 2010

(This space reserved for official comments.)



*Required information

Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* prepared by Mare Island Naval Shipyard, Base Realignment and Closure, Environmental Technical Division, Mare Island, CA. The Division, Oakland, CA 1996.

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

*Resource Name or #: NAVRES Storage

P1. Other Identifier: Building 384

*P2. Location: ☐ Not for Publication ■ Unrestricted
and
*a. County: San Francisco
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: Just west of Building 3, Treasure Island City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data:

*P3a. Description:

Uses of the Building

A 1961 map notes the building to have been used as a "garage – training tanks."[1] A 1995 historic survey noted it to be Naval Reserve (NAVRES) storage. Currently, the building is empty.

Physical Description of Site and Exterior

The building is located on a flat site and is surrounded by asphalt paving. It is located south of California Avenue, between Avenues E and F, and just east of Building 2. Shrubs grow tightly to the east face where there are remnants of a chain link fence.

The mass is a rectangle with a slightly sloped roof which slopes down to the east. There are four large openings in the west façade. One opening, the second from north, is higher than the others. There is a man door in the upswinging garage door at the south end. The exterior is vertically mounted corrugated galvanized sheet metal siding except for the west façade which has horizontally oriented corrugated sheet metal over the doors. The roof has wood framing with a plywood deck and roll roofing underlayment with no finish material.

Interior

The interior is one large space, except that there is a lower-height room in the southeast corner. The building's perimeter walls are sheathed in plywood and the floor is concrete.

Structure

This is a four bay building entirely framed of wood.

Existing Conditions and Integrity

The structure is in fair condition. Some of the roof fascia is missing.

*P3b. Resource Attributes:

HP34 Military Property, HP39 Other--Garage

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

[1] Map of U. S. Naval Station Treasure Island and Yerba Buena Islands, December 12, 1961.

5b. Description of Photo: NAVRES Storage, 384, view looking northeast with Building 3 in background. Photo by Knapp Architects, 2009.

***P6. Date Constructed/Age and Sources:** ■Historic
☐Prehistoric ☐Both
1958-The construction date was established only by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**
U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

***P8. Recorded by:**
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**
February 3, 2010

***P10. Survey Type:**
Intensive

***P11. Report Citation:**
Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

DPR 523A (1/95) *Required information

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

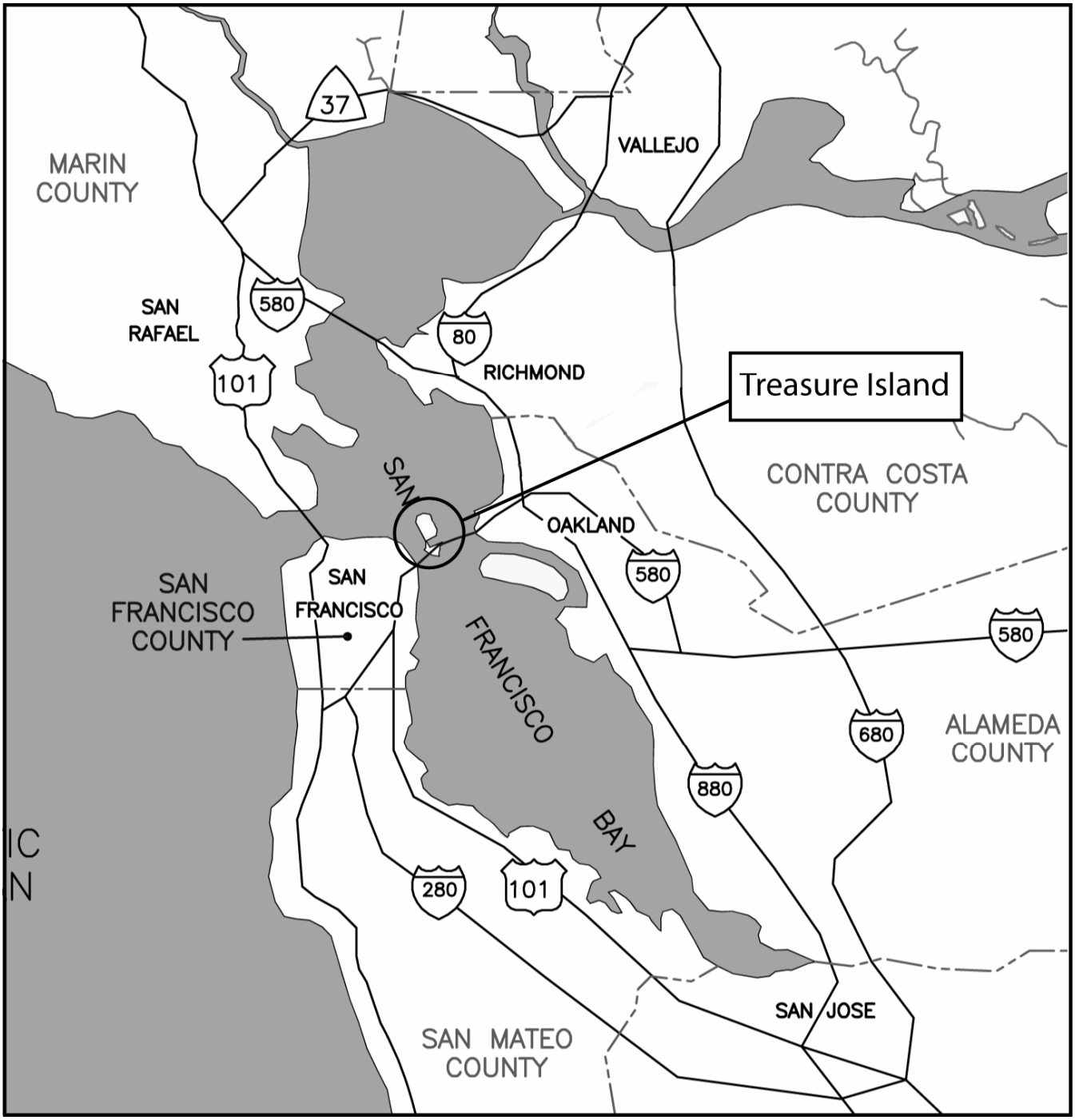
LOCATION MAP

Primary #
HRI# _
Trinomial

Page 4 of 6 *Resource Name or # NAVRES Storage

*Map Name: Treasure Island Location Map *Scale: NTS

*Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # NAVRES Storage

B1. Historic Name: Same as

B2. Common Name: Building 384

B3. Original Use: Garage

B4. Present Use: None

*B5. Architectural Style: Vernacular

*B6. Construction History:
About 1958

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

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1958-1991 Property Type: Storage Applicable Criteria: N/A

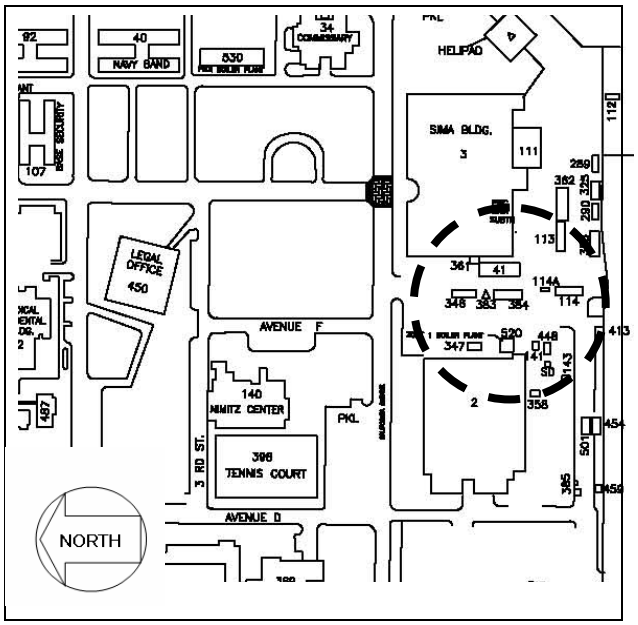
B11. Additional Resource Attributes:
HP34 Military Property, HP39 Other--Garage

*B12. References:
Map of U. S. Naval Station Treasure Island and Yerba Buena Islands, December 12, 1961.

B13. Remarks:

*B14. Evaluator:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:
February 3, 2010



(This space reserved for official comments.)

*Required information

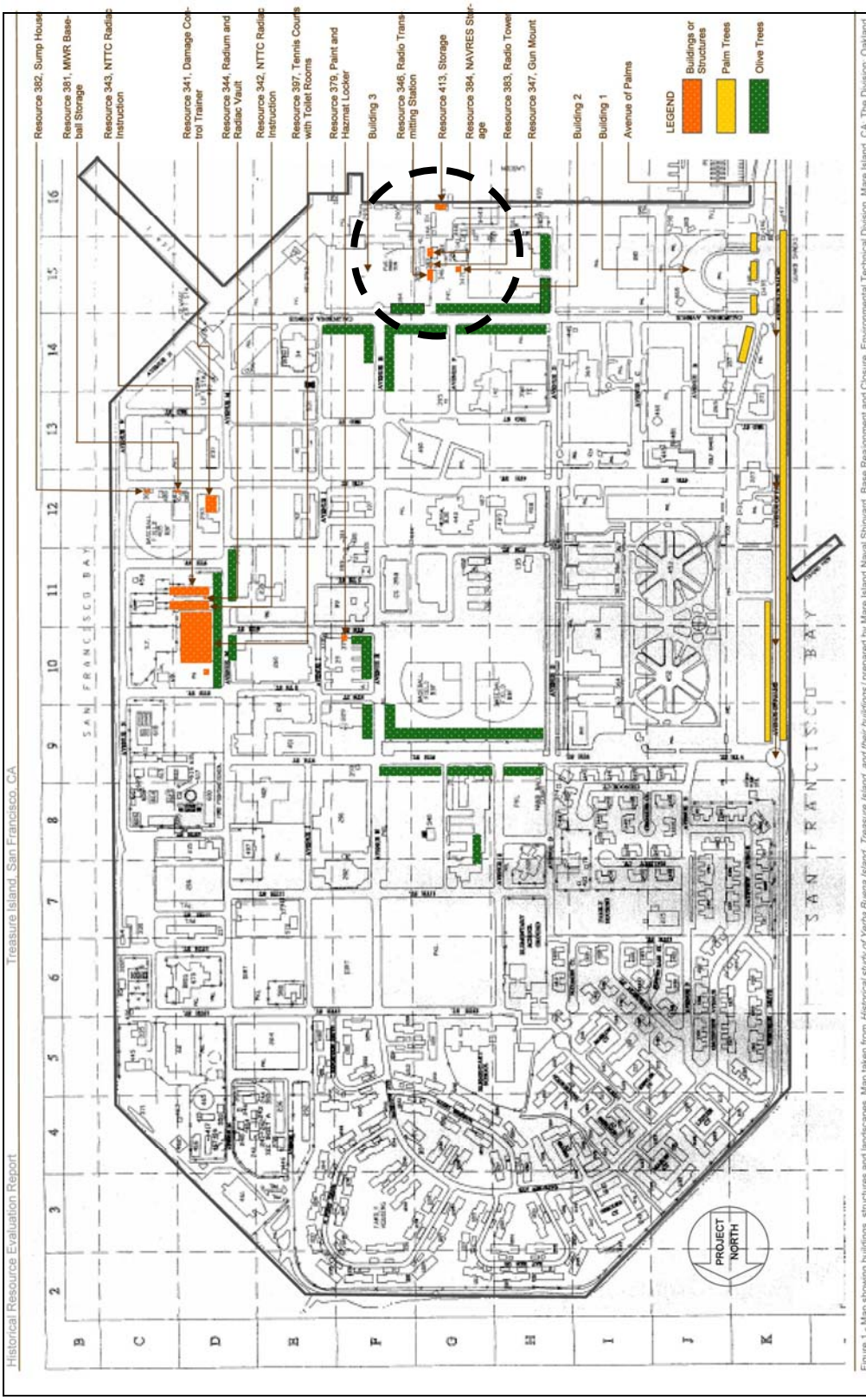


Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* prepared by Mare Island Naval Shipyard, Base Realignment and Closure, Environmental Technical Division, Mare Island, CA. The Division, Oakland, CA 1996.

P1. Other Identifier: Resource 397

*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County: San Francisco
and
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: Immediately north of 470 Avenue M, Treasure Island
City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data:

*P3a. Description:

Uses of the Building

The building was used as two separate sex, toilet rooms. There is a narrow utility space between the two toilet rooms.

Physical Description of Site and Exterior

The site, located immediately north of Resource 342, is flat and surrounded by areas of exposed dirt with some shrubs and small trees. It is located on the east side of Avenue M, mid-block, between 5th and 8th Streets. Surrounding the courts are galvanized chain link fencing which is supported on galvanized steel tubes with cross members at the top which are the same material. The courts are paved with concrete and have a coating surface.

There are a total of six courts within the boundaries of the exterior fence and there are a total of four fenced enclosures, two with one court each, on the east, and two with two courts each, on the west. Gates of the same fencing and steel members allow passage from one court to another. The surrounding fence near the northeast corner is missing. The net support posts are square painted steel. There is pole-mounted, cantilevered lighting over each court. The court surface is concrete with a non-slip coating.

Just north of the two single courts is a small toilet room building. The building is on a flat site and is surrounded by an unkempt field. It is a rectangular mass with a subtle butterfly shaped roof which has a ridgeline running east to west. Within the small building there are two similar toilet rooms, one with a door on the south for men and one with a door on the north for women. A small access space in the center is reached by a narrow door on the west. The building sits on a poured-in-place concrete foundation which extends beyond the building that acts as a step on all four sides. The structure is made entirely of galvanized sheet metal which is painted. The vertical members appear like battens used in board and batten facing used in wood construction. On the east and west sides there are clerestory openings filled with metal mesh. A cast metal sign in the form of a butterfly shape is mounted on the upper portion to the women's toilet while the one for the men's is missing but its shadow remains.

Existing Conditions and Integrity

The court surfaces are in good condition with wear to the coating. The chain link fencing is in good condition in some places and poor in others. The northeast corner fencing is missing entirely.

The toilet building is in poor condition, with a peeling coating and some missing elements . Also, the exterior is rusted in some places.

*P3b. Resource Attributes:
HP34 Military Property, HP39 Other—Recreation Field and Toilets

*P4. Resources Present: ☐Building ■Structure Object ☐Site ☐District ☐Element of District ☐Other

P5b. Description of Photo: View of Resource 397 looking south with Building 342 in the near distance. Photo by Knapp Architects, 2009.

*P6. Date Constructed/Age and Sources: ■Historic ☐Prehistoric ☐Both
1950-The construction date was established only by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

*P7. Owner and Address:
U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

*P8. Recorded by:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*P9. Date Recorded:
February 3, 2010

*P10. Survey Type:
Intensive

*P11. Report Citation:
Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

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

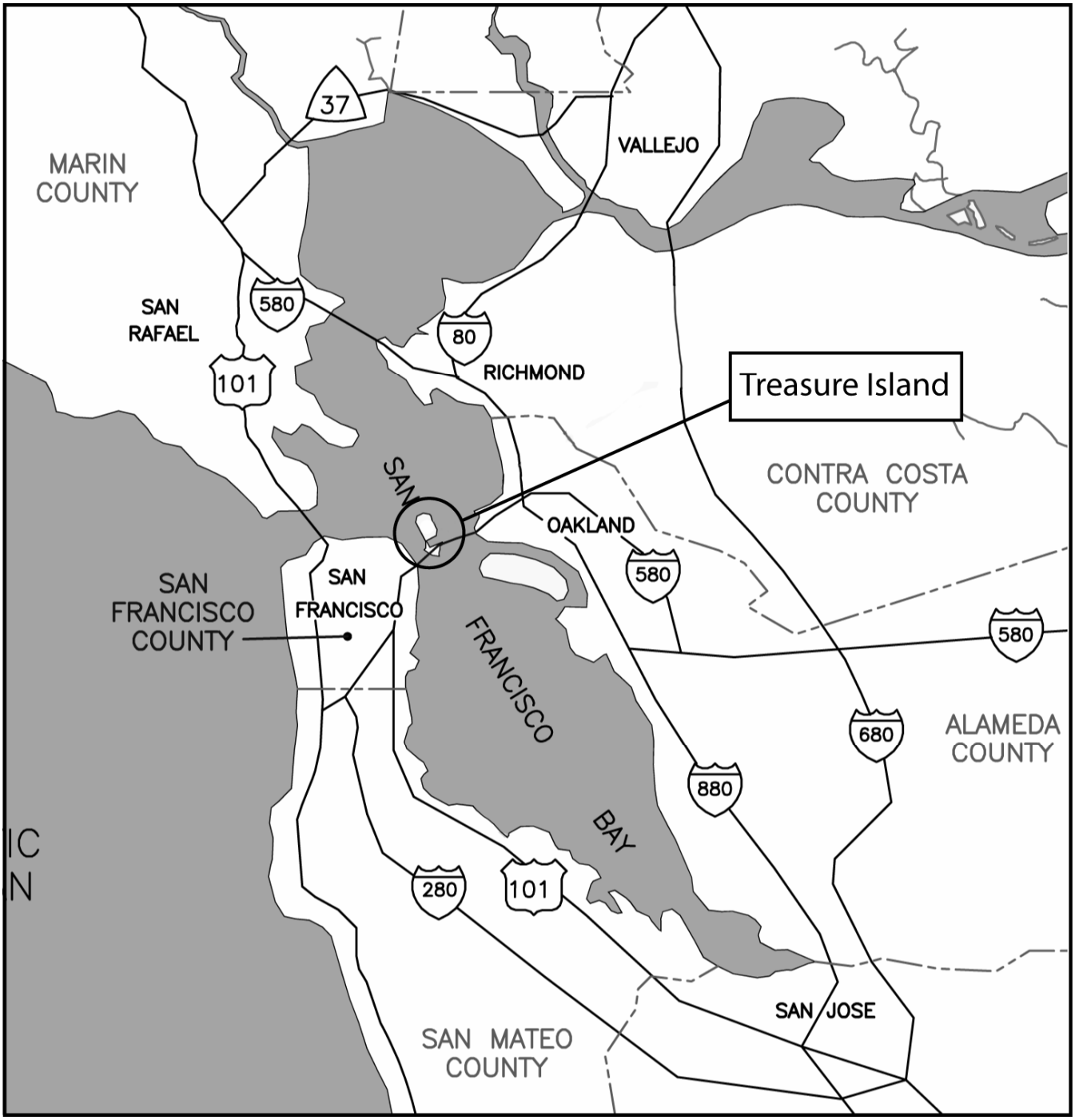
LOCATION MAP

Primary #
HRI# _
Trinomial

Page 4 of 6 *Resource Name or # Tennis Courts

*Map Name: Treasure Island Location Map *Scale: NTS

*Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Tennis Courts

B1. Historic Name: Same as

B2. Common Name: Building 397

B3. Original Use: Tennis courts and Toilets

B4. Present Use: None

*B5. Architectural Style: Mid-Century Recreation, court and toilet building

*B6. Construction History:
About 1950

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

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco
Period of Significance: 1950-1991 Property Type: Recreation Applicable Criteria: N/A

B11. Additional Resource Attributes:
HP34 Military Property, HP39 Other—Recreation Field and Toilets

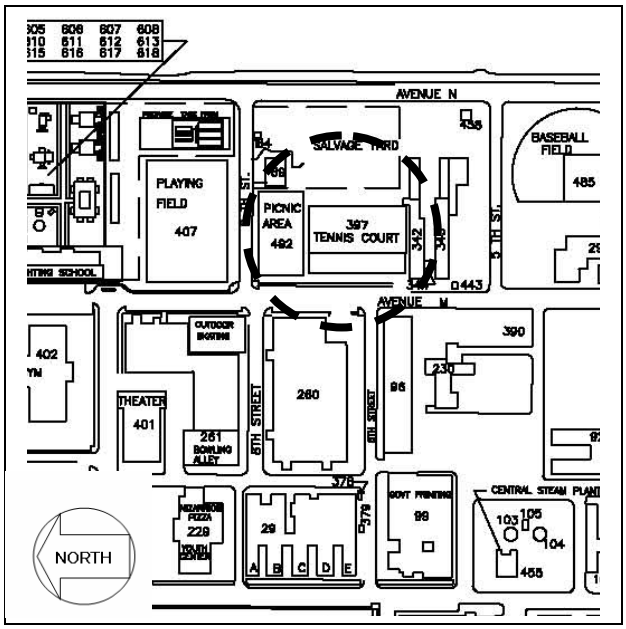
*B12. References:

B13. Remarks:

*B14. Evaluator:
Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:
February 3, 2010

(This space reserved for official comments.)



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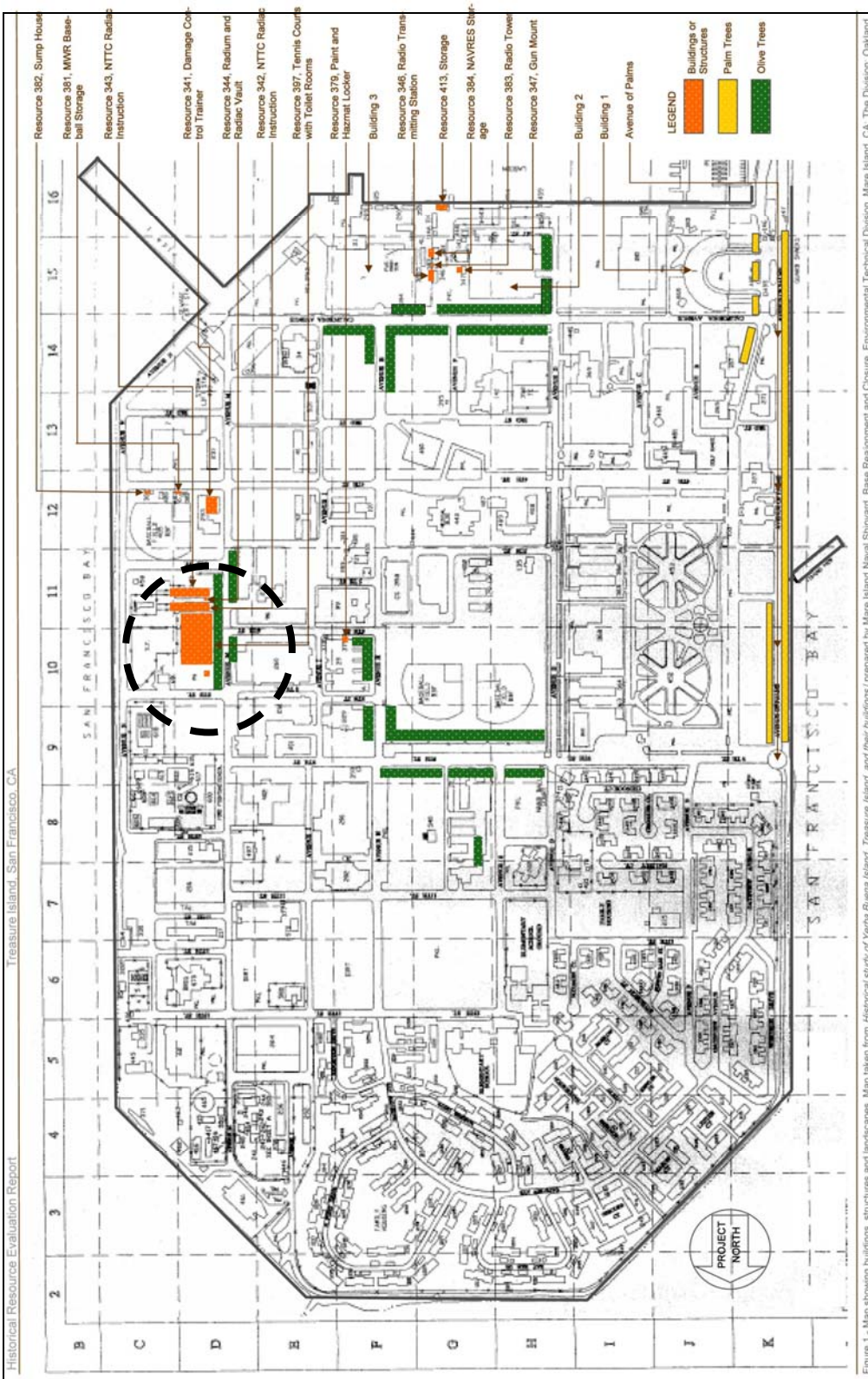


Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* prepared by Mare Island Naval Shipyard, Base Realignment and Closure, Environmental Technical Division, Mare Island, CA. The Division, Oakland, CA 1996.

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

*Resource Name or #: Storage Building

P1. Other Identifier: Building 413

*P2. Location: ☐ Not for Publication ■ Unrestricted
and
*a. County: San Francisco
*b. USGS 7.5' Quad: Oakland West Date: 1993 T ; R ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: X, Treasure Island City: San Francisco Zip: 94130
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data:

*P3a. Description:

Uses of the Building
The original use of the building is unknown but is assumed to be storage. It does not appear in the 1961 map listing by the Navy.

Physical Description of Site and Exterior
The site is the edge of the lagoon, known as Clipper Cove, which is flat to the north but slopes down to the water's edge just behind the building. the slope is covered in large rocks. It is located on the south edge of island, facing from the lagoon, and just south of the space between Buildings 2 and 3.

The building is a rectangular mass with a symmetrical low sloped roof whose ridgeline runs east to west. The north façade is symmetrical with the entry door centered in the façade which is flanked by windows. All of the window and door openings are boarded up. The siding is wood horizontal V-groove tongue and the roof is composition shingles. There is a cantilevered light fixture on the west façade near the roof's gabled peak.

Interior
The interior of this building was not accessible at the time of the survey.

Structure
The structure appears to be wood.

*P3b. Resource Attributes:
HP34 Military Property, HP39 Other--shed

*P4. Resources Present: ☐Building ■Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5b. Storage Building, 413 – View looking southeast with Clipper Cove and the San Francisco-Oakland Bay Bridge in the background. Photo by Knapp Architects, 2009.

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

1950-The construction date was established only by the study of dated maps and/or photographs. No permits or other documents were available. Maps were not available for every year so the date is to be considered broad and as circa. This date came from the document *Historical Study of Yerba Buena Island, Treasure Island, and their buildings,* p. 2-52.

***P7. Owner and Address:**

U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

***P8. Recorded by:**

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

***P9. Date Recorded:**

February 3, 2010

***P10. Survey Type:**

Intensive

***P11. Report Citation:**

Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

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

LOCATION MAP

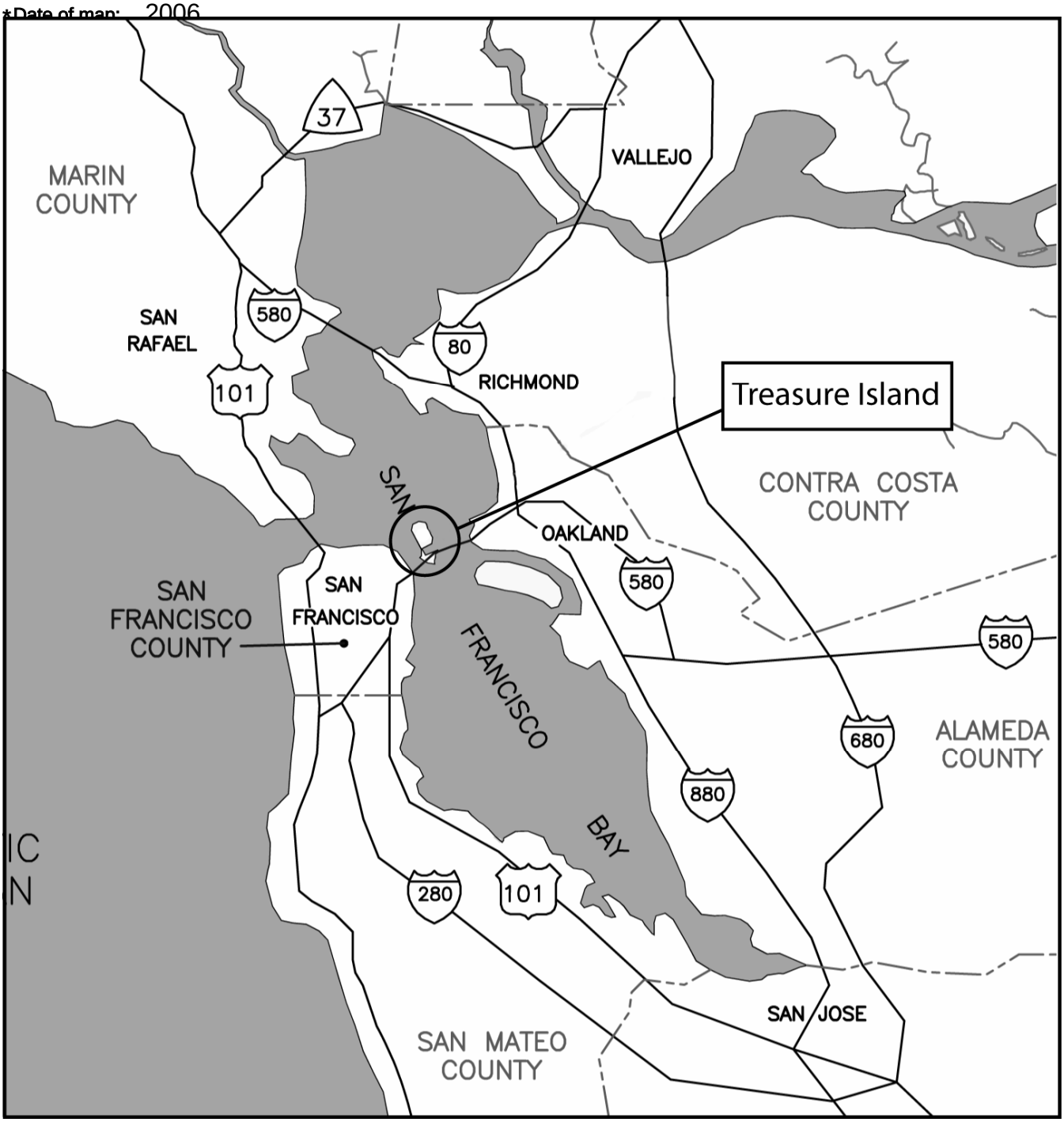
Primary #
HRI# _
Trinomial

Page 3 of 5 *Resource

Name Storage Building *Map

Name: Treasure Island Location Map *Scale: NTS

*Date of map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island – Final Environmental Impact Report (San Francisco Planning Department, 2006)

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

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Storage

B1. Historic Name: Same as

B2. Common Name: Building 413

B3. Original Use: Storage

B4. Present Use: None

*B5. Architectural Style: Vernacular

*B6. Construction History:

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

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme: Military Bases Area: Treasure Island, San Francisco

Period of Significance: 1950-1991 Property Type: Storage Applicable Criteria: N/A

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

B11. Additional Resource Attributes:

HP34 Military Property, HP39 Other--storage

*B12. References:

Cultural Resource Inventory and Evaluation Investigation at: Yerba Buena Island and Treasure Island Naval Station, Treasure Island, San Francisco, CA, Engineering Field Activity, West Naval Facilities Engineering Command, March 1997, p. 3-9.

B13. Remarks:

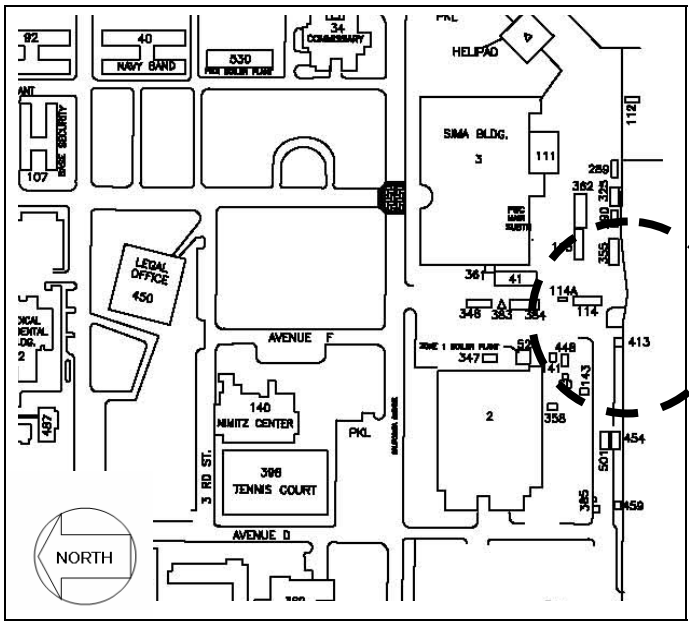
*B14. Evaluator:

Frederic Knapp-AIA, Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*Date of Evaluation:

February 3, 2010

(This space reserved for official comments.)



*Required information

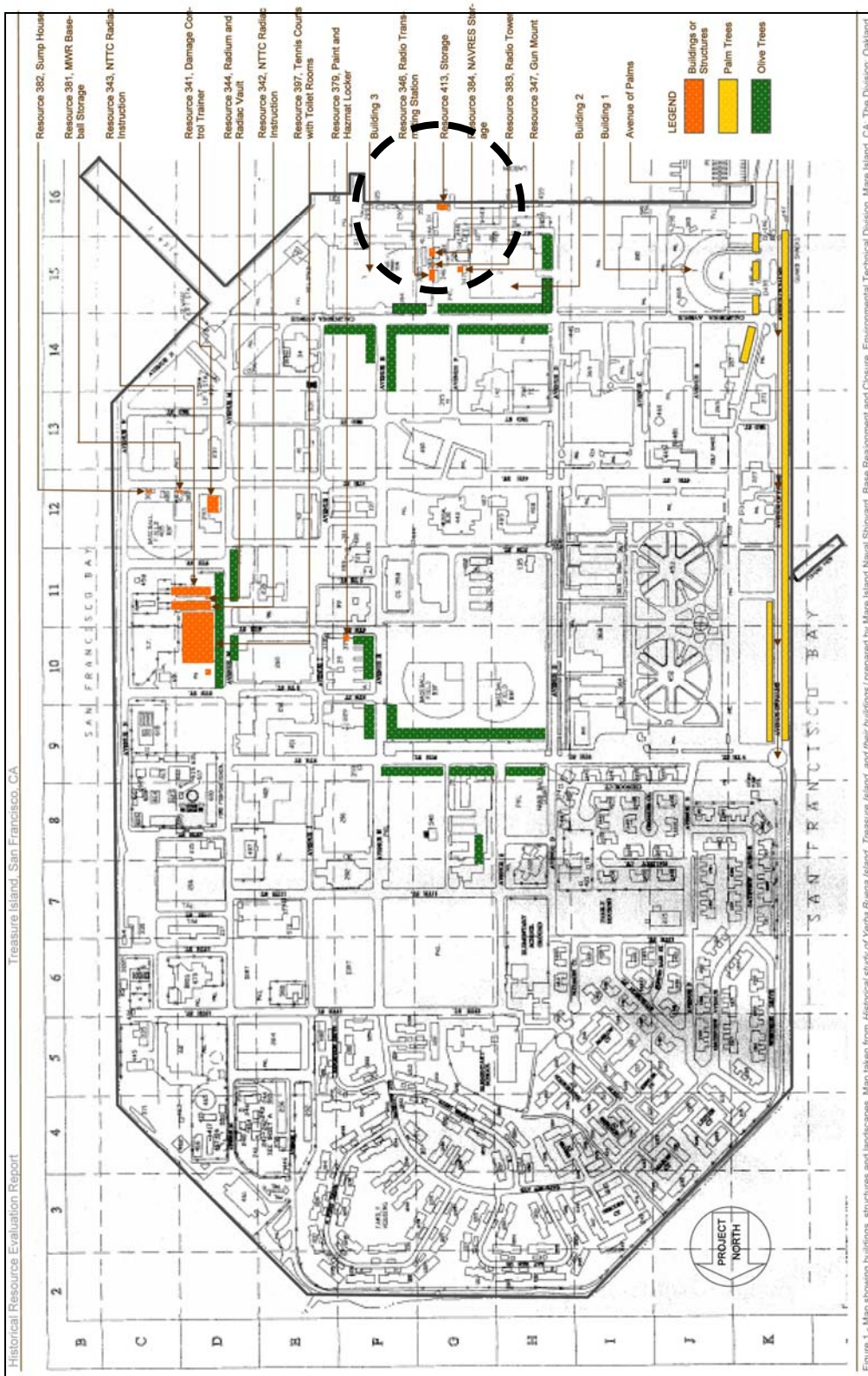


Figure 1 - Map showing buildings, structures and landscapes. Map taken from *Historical study of Yerba Buena Island, Treasure Island, and their buildings* prepared by Mare Island Naval Shipyard, Base Realignment and Closure, Environmental Technical Division. Mare Island, CA. The Division; Oakland, CA 1996.

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 *Resource Name or #: (Assigned by recorder) Avenue of Palms

P1. Other Identifier: _____

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 1993 T ___; R ___; ___¼ of ___¼ of Sec ___; _____B.M.
c. Address Treasure Island City San Francisco Zip 94130
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)
west edge of island

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

The Avenue of Palms is located along the west edge of Treasure Island. It begins at the entrance gate and ends at 9th Street.

A row of 28 Canary Island date palms, planted at regular intervals of between 75 and 80 feet, are located along the west side of the road. Although there are a few missing trees in this row, these trees along the west side of the Avenue of Palms provide a consistent visual presence along the outer edge of the island.

The east side of the road has 5 palm trees located at the south end (immediately in front of Building 1), 5 palms that remain from the road's original 1939 curved alignment just north of California Avenue (now located in the lawn area adjacent to the Chapel), and 6 trees located at the north end.

*P3b Resource Attributes: (List attributes and codes) HP29 Landscape Architecture, HP37 Highway/Trail
*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 #)
View looking northwest along the Avenue of Palms. Photo by Knapp Architects, 2009.

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both
1939; The construction date was established by the study of dated maps and/or photographs.

*P7. Owner and Address:
U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

*P8. Recorded by: (Name, affiliation, and address)
Denise Bradley ASLA for Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*P9. Date Recorded: Sept 2009

*P10. Survey Type: (Describe)
Intensive

P11. Report Citation*: (Cite survey report and other sources, or enter "none".) *Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures, and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940.* (San Francisco: Knapp Architects, 2010)

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

Photos (continued)

2. View of the south end of the Avenue of Palms, at the vehicular entrance to Treasure Island. (2) Denise Bradley photo, 2009.

3. View north showing the west row of palms along the bayside and the remaining portion of the east row of palms that originally lined the entire east side of the Avenue of Palms. (6) Denise Bradley photo, 2009.

Photos (continued)

4. View of the remaining portion of the double row of palms at the north end of the street. (16) Denise Bradley photo, 2009.

Location of Palms shown in yellow. Source: Base map from *Historical Survey of Yerba Buena Island. Treasure Island and Their Buildings* (Mare Island Naval Shipyard Base Realignment and Closure, Environmental Technical Division, 1996.

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Avenue of Palms

B1. Historic Name: Avenue of Palms

B2. Common Name: Avenue of Palms

B3. Original Use: street and street trees B4. Present Use: street and street trees

***B5. Architectural Style:** NA

***B6. Construction History:** (Construction date, alterations, and date of alterations)

1939: road constructed and palm trees planted

1940-1947: Navy altered road's alignment and removed trees on east side of street

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

***B8. Related Features:** Alignment of street and row of palm trees located on both sides of street

B9a. Architect: GGIE Architectural Commission (site plan) and Julius Girod – Bureau of Horticulture of the Exposition (vegetation and planting plan) b. Builder: Bureau of Horticulture of the Exposition (vegetation and planting plan)

***B10. Significance: Theme** Golden Gate International Exposition **Area** San Francisco

Period of Significance NA **Property Type** site (designed landscape) **Applicable Criteria** NA

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

History

The Avenue of Palms was developed as part of the GGIE design. During the Exposition, it extended along the western edge of the island from the entrance gate, at the south end, to the parking lot area, at the north end. The road had a landscaped center island for most of its length. This center island widened in front (west) of the "Portals of the Pacific" to accommodate the "Sunset Bridge," and as a result the road's north-bound land had a slight curve.

A row of palm trees were planted along both sides of the Avenue of Palms, and their alignment paralleled that of the road. As a result, the row planted along the outer side of the north-bound lane originally curved slightly in front (west) of the "Portals of the Pacific" to accommodate the "Sunset Bridge." The row of palms that lined the south-bound lane curved slightly just north of the "Sunset Bridge." This row along the outside of the south-bound lane also marked the western edge of the island. The palms ended at the West Ferry Terminal (in the area where 9th Street intersects with the Avenue of Palms today.)

See continuation sheet

B11. Additional Resource Attributes: (List attributes and codes) HP29 Landscape Architecture, HP37 Highway/Trail

***B12. References:**

See continuation sheet.

B13. Remarks:

***B14. Evaluator:** Denise Bradley

Date of Evaluation: September 2009

(Sketch map with north arrow required)

(This space reserved for official comments.)

History (continued)

The Navy straightened the alignment of the road and removed the curve associated with the "Portals of the Pacific" and the "Sunset Bridge." They also removed the center islands except in the area between California Avenue and the entrance gate, in front (west) of Building 1. By 1947, the southern half of the expanded center island area associated with the "Sunset Bridge" was paved (and was now located on the east side of the new road alignment) and the northern half was grass (and also located on the east side of the new road alignment).

The palms that were along the east edge of the original curved alignment (i.e., along the outer edge of the north-bound lane) were removed as part of the Navy's realignment of the road so that only the north end of the Avenue of Palms had trees along both sides.

Existing Conditions and Integrity

Today, the alignment of the Avenue of Palms and the location of the palms along the sides of the road remain consistent with the changes made by the Navy in the 1940s. The original (GGIE-related) alignment of the road only remains at the north and south ends of the road; between California Avenue and the entrance gate (south end) and between 9th Street and the vicinity of Building 453 (north end). The configuration of the landscaped center islands in the area in front of Building 1 also dates from the changes made by the Navy in the 1940s.

During the field survey for this report, 28 of the original 31 palms (i.e. those planted as part of the GGIE) were identified along the west side of the Avenue of Palms. Sixteen of the original 28 along the east side were identified; this number includes the 5 palms located directly in front of Building 1 and 5 palms that remain from the original curved alignment just north of California Avenue (now located in the lawn area adjacent to the Chapel). The palms are planted at regular intervals of between 75 and 80 feet. There are a few gaps in the row along the west of the road, but for the most part this row still provides a consistent visual presence along the outer edge of the island. The original double rows of palms (one on either side of the road) only exist at the north and south ends of the street (in the areas where the original alignment of the road remains).

The palm trees planted along the Avenue of Palms represent the use of uniform plantings along the street system to reinforce the spatial organization of the GGIE's plan, and as such are tangible reminders of the GGIE and are artifacts of this event. Additionally, the street is a part of the original street system for the GGIE. The Navy altered the street's alignment, removed most of the landscaped center islands, and removed a portion of the palms on the east side of the street. The palm trees located along the Avenue of Palms are remaining examples of plant materials from the GGIE. In a diminished way (due to the loss of almost half of the trees along the east side of the street), they represent the original use of uniform rows of trees planted along the Exposition's streets as a way to reinforce the spatial organization of the GGIE plan. The palm trees retain enough of a presence to continue to signal the entry into the island and are a consistent visual presence along the outer edge of the island.

Evaluation

The Avenue of Palms is not individually significant under CRHR Criteria in relation to the GGIE. Rather its potential for significance would be as a contributing circulation and vegetation feature of the Exposition's designed landscape, However the overall design for the GGIE landscape does not appear to be eligible under the CRHR Criteria due to a lack of integrity. As a result, the Avenue of Palms does not appear to be eligible for the CRHR in relation to the GGIE under either Criteria 1 or 3.

Any potential for significance of the Avenue of Palms in relation to the Navy's use of the island would be as a contributing feature to a historic district, and as explained in a preceding section, there does not appear to be a Navy-related historic district on Treasure Island under the CRHR Criteria. So the Avenue of Palms does not appear to be eligible for the CRHR in relation to the Navy under either Criteria 1 or 3.

Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to qualify under Criterion 2. Additionally, it is unlikely that the Avenue of Palms would be significant for its information potential under Criterion 4 since this criterion is commonly understood to apply primarily to archaeological resources.

References

California Commission for the Golden Gate International Exposition. *Golden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*. Copy viewed at the "Treasure Island 1939: San Francisco's Pageant of the Pacific, " exhibit at the Presidio of San Francisco Officers' Club, Treasure Island Development Authority, 2009.

James, Jack and Earle Weller. *Treasure Island: 'Magic City', 1939-1940*. San Francisco: Pisani Press, 1941.

Neuhaus, Eugen. *The Art of Treasure Island, First-hand Impressions of the Architecture, Sculpture, Landscape Design, Color Effects, Mural Decorations, Illumination, and Other Artistic Aspects of the Golden Gate International Exposition of 1939*. Berkeley, CA: University of California Press, 1939.

Pacific Aerial Survey. Aerial photograph. 1939, 1940, 1940[1], 1940[2], 1940[3], 1947, 1969, 1985, 1991, 1993, and 2001.

Pipes, Jason. *San Francisco's Treasure Island*, Charleston, South Carolina: Arcadia Press, 2007.

Reinhardt, Richard. *Treasure Island, San Francisco's Exposition Years*. Mill Valley, CA: Squarebooks, 1978.

Schnoebelen, Anne. *Treasures: Splendid Survivors of the Golden Gate International Exposition*. Berkeley: GGIE Research Associates, 1991.

Treasure Island Development Authority. "Treasure Island 1939: San Francisco's Pageant of the Pacific, " exhibit at the Presidio of San Francisco Officers' Club, July 22-October 18, 2009.

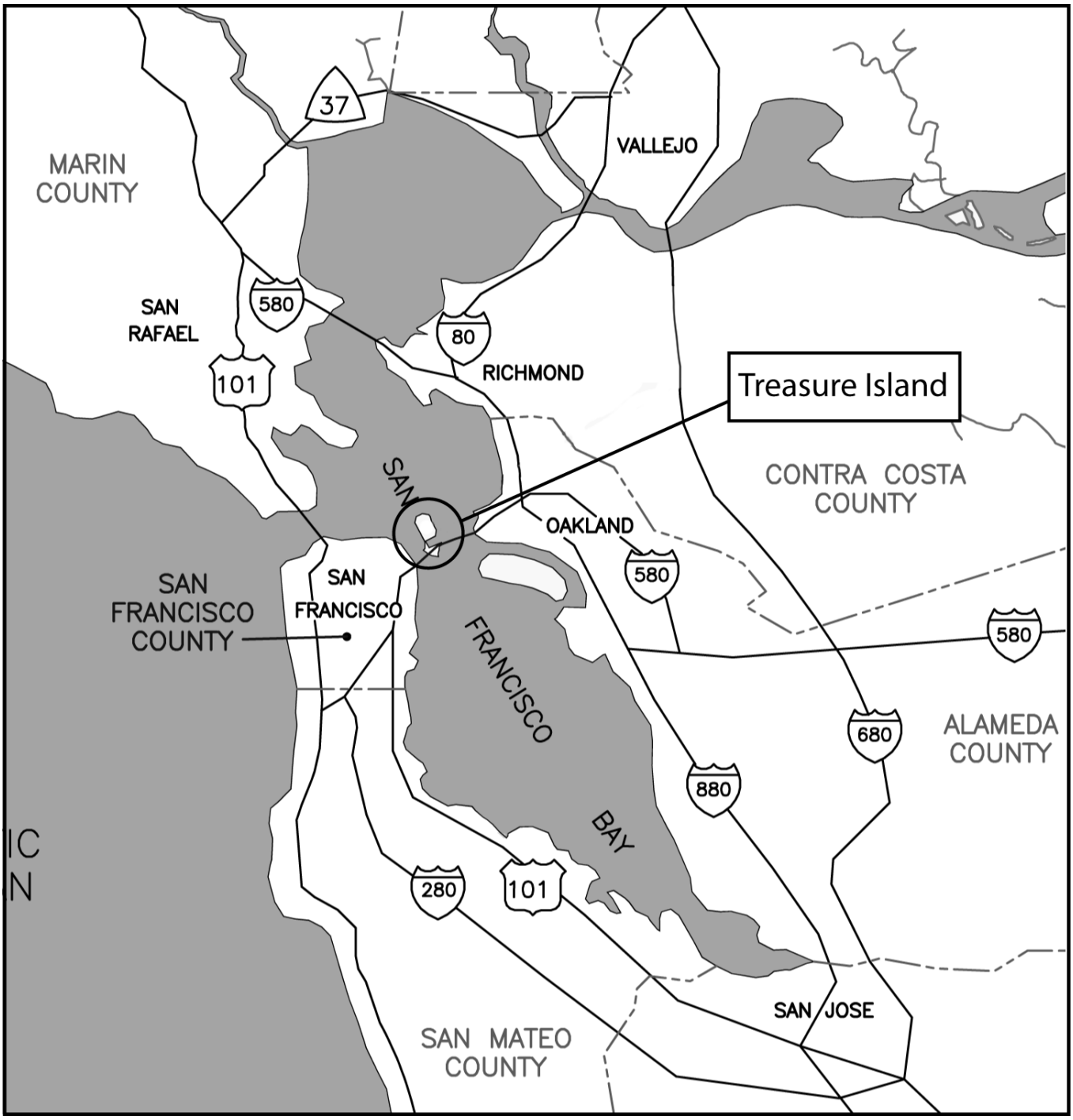
United States Geological Survey, Earth Resources Observation and Science (EROS) Center. Aerial photograph, flown 6-11-1952 (USGS Entity IDs: ARB031250020030 and ARB031250020031). http://edcsns17.cr.usgs.gov/EarthExplorer (accessed 31 August 2009).

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

LOCATION MAP

Primary # _____
HRI# _____
Trinomial# _____

Page 8 of 8 *Resource Name or # (Assigned by recorder) Avenue of Palms
*Map Name: Treasure Island Location Map *Scale: NTS *Date of Map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island - Final Environmental Impact Report (San Francisco Planning Department 2006)

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code Reviewer Date

 *Resource Name or #: (Assigned by recorder) Olive Trees on Treasure Island

P1. Other Identifier: _____

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 1993 T ___; R ___; ___¼ of ___¼ of Sec ___; _____B.M.
c. Address Treasure Island City San Francisco Zip 94130
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)

During the field survey for the HRER (Knapp Architects 2010), 128 olive trees were located. Of these, 114 olives trees remain as street trees in the following locations (see map on page 5 of DPR):

Location 1

- 8 trees on the east side of Avenue M between 5th Street and 8th Street
- 7 trees on the west side of Avenue M between 5th Street and 8th Street

(see continuation sheet)

*P3b Resource Attributes: (List attributes and codes) HP29 Landscape Architecture

*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 #)
View of the remaining portion of the double row of olive trees along California Avenue that are located between Avenue D and Avenue F. (Location 4 on map) (107) Denise Bradley photo, 2009.

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both
1939; The construction date was established by the study of dated maps and/or photographs.

*P7. Owner and Address:
U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

*P8. Recorded by: (Name, affiliation, and address)
Denise Bradley ASLA for Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*P9. Date Recorded: Sept 2009

*P10. Survey Type: (Describe) Intensive

P11. Report Citation*: (Cite survey report and other sources, or enter "none".)
Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures, and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

Description (continued)

Location 2
- 6 trees on the east side of Avenue H between 6th Street and 9th Street
- 8 trees on the west side of Avenue H between 6th Street and 9th Street
- 1 tree on the north side of 6th Street at the intersection with Avenue H

Location 3
- 3 trees on the east side of Avenue H between California Avenue and 3rd Street
- 9 trees on the west side of Avenue H between California Avenue and 3rd Street

Location 4
- 8 trees on the north side of California Avenue between Avenue D and Avenue F.
- 11 trees on the south side of California Avenue between Avenue D and Avenue F.
- 4 trees on the north side of California Avenue between Avenue F and Avenue H.
- 2 trees on the south side of California Avenue between Avenue F and Avenue H.
- 6 trees on the north side of California Avenue between Avenue H and Avenue I.

Location 5
- 12 trees on the north side of 9th Street between Avenue D and Avenue H (Note: 4 trees, located between Avenue D and Avenue E, were added by the Navy between 1991 and 1993; no trees existed in this location between 1947 and 1991.)
- 14 trees on the south side of 9th Street between Avenue D and Avenue H (Note: 5 trees, located between Avenue D and Avenue E, were added by the Navy between 1991 and 1993; no trees existed in this location between 1947 and 1991.)
- 2 trees on the east side of Avenue D at the intersection with 9th Street.

Location 6
- 3 trees on the east side of Avenue E between 9th Street and 11th Street

Location 7
- 9 trees on the east side of Avenue D in front of Building 2.
- 1 tree on the west side of Avenue D at the intersection with California Avenue.

The trees in Locations 1-7 were originally spaced approximately 36-40 feet apart, however, today there are now gaps in the rows caused by missing trees. There are only two locations were the trees are still planted along both sides of the street in a somewhat consistent row (i.e., without trees missing from the row). These include along a short section of California Avenue between Avenue D and Avenue F (Location 4) and along 9th Street between Avenue D and Avenue H (Location 5). Along the 9th Street location, the Navy replanted trees on the west end of the street between 1991 and 1993.

Location 8: Additionally, there are 14 trees located in the green space between the Chapel and the Library (Location 8). These trees were transplanted to this site after these buildings were constructed by the Navy. Today, there are 12 trees arranged in what appears to have originally been four rows (trees within each of the rows are now missing so that the original arrangement is difficult to identify). Two of these 12 trees are located in planters that are a part of the terrace on the south side of the library building. Additionally, there are two olives located at the northeast corner of the library building.

Photos (continued)

2. View of olive trees on west side of Avenue M near corner of 6th Street. (Location 1 on map) Photo by Knapp Architects, 2009.

3. View of the remaining portion of the double row of olive trees along 9th Avenue that are located between Avenue E and Avenue H. (Location 2 on map) (18) Denise Bradley photo, 2009.

Photos (continued)

4. View of olive trees located on the south side of the Library. The olives in this area were transplanted to this location by the Navy after the end of the GGIE. (Location 8 on map) (46) Denise Bradley photo, 2009.

5. View of the remaining olives in the rows on the south side of the Library. (Location 8 on map) (48). Denise Bradley photo, 2009.

Location of Olive trees shown in green. Base map from *Historical Survey of Yerba Buena Island. Treasure Island and Their Buildings* (Mare Island Naval Shipyard Base Realignment and Closure, Environmental Technical Division, 1996.

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Olives Trees on Treasure Island

B1. Historic Name: none

B2. Common Name: none

B3. Original Use: street trees B4. Present Use: street trees

***B5. Architectural Style:** NA

***B6. Construction History:** (Construction date, alterations, and date of alterations)

planted in 1939; by 1947over half of the original trees had been removed

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

***B8. Related Features:**

olive trees

B9a. Architect: GGIE Architectural Commission (site plan); Julius Girod/Bureau of Horticulture of the Exposition (vegetation and planting plan) Builder: Bureau of Horticulture of the Exposition (vegetation)

***B10. Significance: Theme** Golden Gate International Exposition **Area** San Francisco

Period of Significance NA **Property Type** site (designed landscape) **Applicable Criteria** NA

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

History

Olive trees were used as street trees along several of the streets during the Exposition. At least some of these olive trees were donated by Giuseppe Brucia, a San Franciscan who owned an olive ranch in Santa Clara. Donated trees were used throughout fair and helped to solve the logistics and costs associated with the need for large numbers of mature trees to create an established landscape for the exposition. According to the family history described in a *San Francisco Chronicle* article, Brucia, who was one of 10 Italian Americans who underwrote the San Francisco Opera in 1922, "was friendly with the city's arts and culture benefactors. They included people connected to the fair . . . When Giuseppe was asked to supply olive

See continuation sheet

B11. Additional Resource Attributes: (List attributes and codes) HP29 Landscape Architecture, HP37 Highway/Trail

***B12. References:**

See continuation sheet.

B13. Remarks:

***B14. Evaluator:** Denise Bradley

Date of Evaluation: September 2009

(Sketch map with north arrow required)

(This space reserved for official comments.)

History (continued)

trees for the exposition, he happily obliged"[1] and provided 250 trees. It is not known if the olives donated by Brucia accounted for all or only part of the olives that were planted for the Exposition. (Olives and palms were the two most used species of trees.[2])

The exact locations where the original olive trees were planted are not known. Based on the locations of trees shown on maps of the Exposition grounds (which are schematic and do not indicate species), a review of aerial photographs (1940, 1947, 1969, 1985, 1991, 1993, and 2000), and the locations of the surviving trees in 2009, it seems likely that olives were planted as street trees the following locations:

- Along California Avenue east of Avenue D,
- Along both sides of the section of Avenue D in front Building 2,
- At the south end of Avenue H (where it intersects with California Avenue),
- At the north end of Avenue H (where it intersects with 9th Street),
- Along Avenue M,
- Along 9th Street, and
- Along the section of 10th Street between Avenue M and Avenue N.[3]

In these locations, the trees were equidistantly spaced in rows along both sides of the street. The trees were also possibly planted in other focal areas throughout the fair, such as along the outer paths at the Enchanted Garden between the Administration Building and the Yerba Buena Clubhouse, in the "La Plaza" area, or around the Court of Pacifica. There also appears to have been a small grove in front of the Floriculture Building on California Avenue (between Avenue F and Avenue H).

By 1947, the trees in the vicinity of the Enchanted Garden area had been removed along with all other traces of this landscape feature, and this would have been the case for any other trees planted in conjunction with GGIE landscape features (i.e., La Plaza, the Court of Pacifica, etc.). The numbers of trees along the streets were reduced to the approximate locations and numbers that continue to exist today (the trees that remained were along streets that were incorporated into the Navy's street system).

Evaluation Under CRHR Criteria

The olive trees represent the use of uniform plantings along the street system to reinforce the spatial organization of the GGIE's plan. The olive trees are tangible reminders of the GGIE and are artifacts of this event. However, it is estimated that fewer than half of the olive trees that were planted along the street system are extant. The ones that remain exist in only short sections and have trees missing within their rows and so no longer serve their original function within the design.

The street tree plantings of olive trees are not individually significant under CRHR Criteria in relation to the GGIE. Rather their potential for significance would be as contributing features of the Exposition's designed landscape. However the overall design for the GGIE landscape does not appear to be eligible under the CRHR Criteria due to a lack of integrity. As a result, the street tree plantings of olive trees do not appear to be eligible for the CRHR in relation to the GGIE under either Criteria 1 or 3.

The olive trees planted in the vicinity of the Library and Chapel (south of Avenue B between California Avenue and 3rd Street) were transplanted into this area by the Navy and are not associated with the GGIE plan. These trees are not individually significant in relation to the Navy's use of landscaping. Any potential for significance of these olive trees in relation to the Navy's use of the island would be as a contributing feature to a historic district, and as explained in a preceding section, there does not appear to be a Navy-related historic district on Treasure Island under the CRHR Criteria. So the olive trees located in the vicinity of the Library and Chapel do not appear to be eligible for the CRHR in relation to the Navy under either Criteria 1 or 3.

Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to qualify under Criterion 2. Additionally, it is unlikely that the olive trees would be significant for their information potential under Criterion 4 since this criterion is commonly understood to apply primarily to archaeological resources.

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[1] Robert Selena, "World's Fair Olive Trees Still Thriving," *San Francisco Chronicle*, April 13, 2009.
[2] Eugen Neuhaus, *The Art of Treasure Island*. Berkeley, CA: University of California Press, 1939, p. 71.
[3] California Commission for the GGIE, *GGIE, Plot Plan Drawing No. D-101, Feb. 1939* and Pacific Aerial Survey 1940, 1947, 1969, 1985, 1991, 1993, and 2000.

References

California Commission for the Golden Gate International Exposition. *Golden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*. Copy viewed at the "Treasure Island 1939: San Francisco's Pageant of the Pacific, " exhibit at the Presidio of San Francisco Officers' Club, Treasure Island Development Authority, 2009.

James, Jack and Earle Weller. *Treasure Island: 'Magic City', 1939-1940*. San Francisco: Pisani Press, 1941.

Neuhaus, Eugen. *The Art of Treasure Island, First-hand Impressions of the Architecture, Sculpture, Landscape Design, Color Effects, Mural Decorations, Illumination, and Other Artistic Aspects of the Golden Gate International Exposition of 1939*. Berkeley, CA: University of California Press, 1939.

Pacific Aerial Survey. Aerial photograph. 1939, 1940, 1940[1], 1940[2], 1940[3], 1947, 1969, 1985, 1991, 1993, and 2001.

Pipes, Jason. *San Francisco's Treasure Island*, Charleston, South Carolina: Arcadia Press, 2007.

Reinhardt, Richard. *Treasure Island, San Francisco's Exposition Years*. Mill Valley, CA: Squarebooks, 1978.

Schnoebelen, Anne. *Treasures: Splendid Survivors of the Golden Gate International Exposition*. Berkeley: GGIE Research Associates, 1991.

Selana, Robert. "World's Fair Olive Trees Still Thriving", San Francisco Chronicle, April 13, 2009.

Treasure Island Development Authority. "Treasure Island 1939: San Francisco's Pageant of the Pacific, " exhibit at the Presidio of San Francisco Officers' Club, July 22-October 18, 2009.

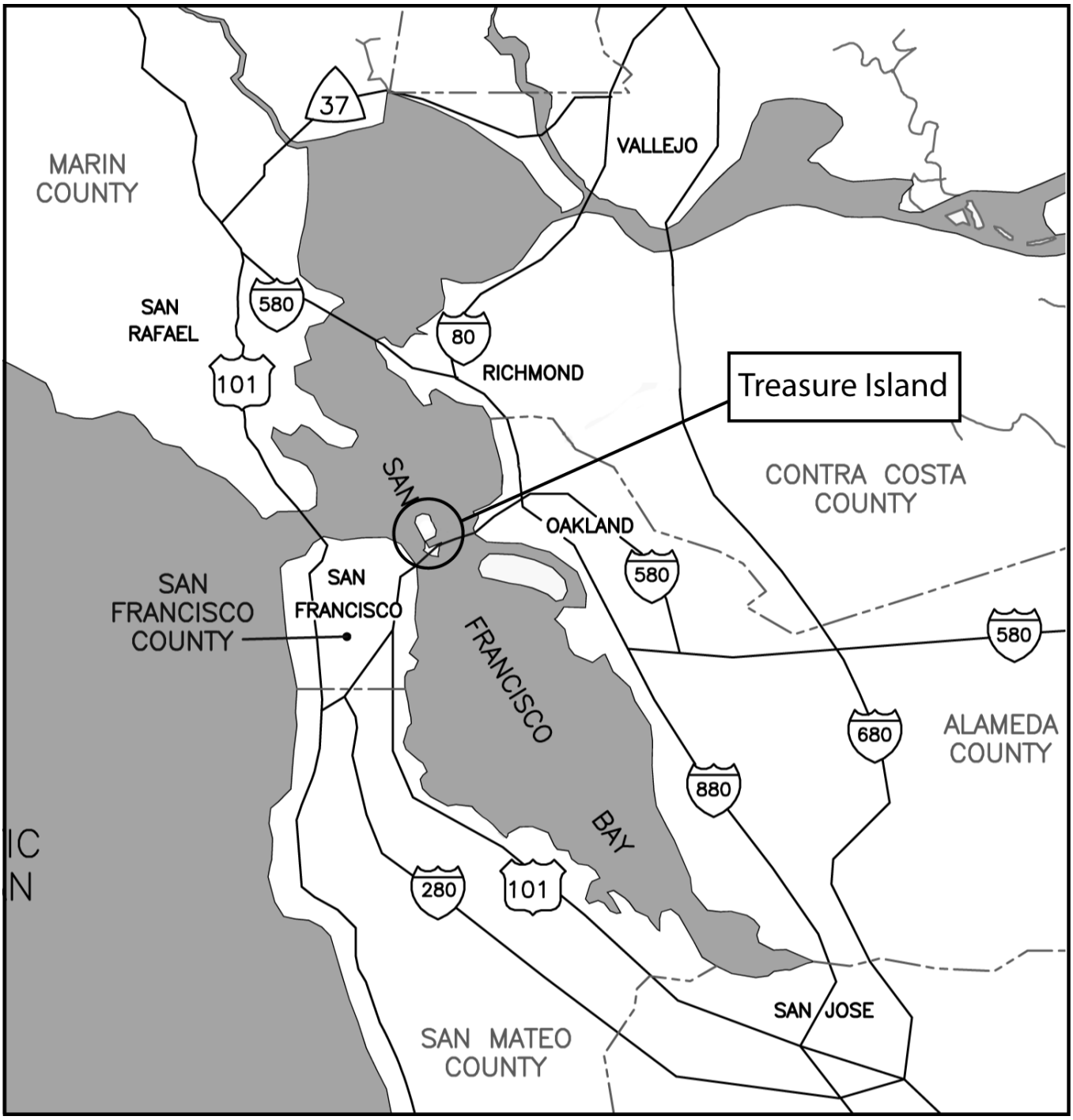
United States Geological Survey, Earth Resources Observation and Science (EROS) Center. Aerial photograph, flown 6-11-1952 (USGS Entity IDs: ARB031250020030 and ARB031250020031). http://edcsns17.cr.usgs.gov/EarthExplorer (accessed 31 August 2009).

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

LOCATION MAP

Primary # _____
HRI# _____
Trinomial# _____

Page 9 of 9 *Resource Name or # (Assigned by recorder) Olive Trees on Treasure Island
*Map Name: Treasure Island Location Map *Scale: NTS *Date of Map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island - Final Environmental Impact Report (San Francisco Planning Department 2006)

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 *Resource Name or #: (Assigned by recorder) Landscape around Building 1

P1. Other Identifier: _____

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 1993 T ___; R ___; ___¼ of ___¼ of Sec ___; _____B.M.
c. Address Treasure Island City San Francisco Zip 94130
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)

The primary entrance to the building is located on the west side and consists of an entrance drive and adjacent sidewalks that parallel the U shape of the building. There are two concrete retaining walls, with detailing that resembles that of the building, located on either side of the building, extending from the edge of the building to the Avenue of Palms. There is a secondary entrance road into the basement of the building located on the lower side of this retaining wall on both the north and south ends of the building. Vegetation features are located in the following areas: (1) a bed across the front of the entrance (created by the Avenue of Palms, the entrance drive to the building, and a wall), (2) beds located along the inside edge of the roads into the basement, (3) areas with lawns located on the outside edge of the roads into the basement, (5) groupings of shrubs and trees at the outside corners of the building, and (5) and a row of palms located next to the Avenue of Palms.

(See continuation sheet)

*P3b Resource Attributes: (List attributes and codes) HP29 Landscape Architecture
*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 Side of Building 1. View of landscape setting. Character-defining features include the location of this bed and the palms. (131). Denise Bradley photo, 2009.

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both
1939; The construction date was established by the study of dated maps and/or photographs.

*P7. Owner and Address:
U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

*P8. Recorded by: (Name, affiliation, and address)
Denise Bradley ASLA for Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*P9. Date Recorded: Sept 2009

*P10. Survey Type: (Describe)
Intensive

P11. Report Citation*: (Cite survey report and other sources, or enter "none".) *Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures, and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940*. (San Francisco: Knapp Architects, 2010)

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

Description (continued)

There is a narrow strip of landscaping on the north side of the building that contains large eucalyptus trees, Monterey cypress trees, and various species of large shrubs. There is also a narrow, concrete sidewalk that runs along the outer edge of the landscaped area.

There is a secondary entrance on building's east side. A concrete sidewalk leads to this entrance. There are landscaped beds along both sides of this sidewalk. Foundation plantings (composed of various species of large shrubs and small trees) are located along the base of the eastern side of the building. There is a paved parking area and turnaround located to the south of the entrance. Tall trees and large shrubs are planted to the west of this turnaround next to a tall chainlink fence.

There is a lawn on the south side of building. There are two entrances to the building on its south side. Both have concrete sidewalks that lead from the parking lot (located south of the lawn) to the entrance doors. Access to the sidewalk that leads to the entrance near the buildings is between two small buildings located at the edge of the lawn area (the Treasure Island Bar and Grill and the Treasure Island Yacht Club). There are various species of trees and shrubs located along the west side of the sidewalk near the building's west end (between the sidewalk and the brick wall). There is also a group of trees and shrubs located toward the east end of the building.

Photos (continued)

Photo 2. West Side of Building 1: Character-defining features include U-shaped entrance drive and entrance sidewalk and open area (now a parking lot). (26) Denise Bradley photo, 2010.

Photo 3. West Side of Building 1: Character-defining features include: Concrete retaining wall along the south side of the entrance to Building 1 and the entrance sidewalk. There is an identical wall on the north side. (130) Denise Bradley photo, 2009.

Photos (continued)

Photo 4. West Side of Building 1: Character-defining features include: the secondary entrance road and sidewalks, location of a planting bed between the retaining wall and road (but not these particular plant materials), and location of lawn on the south side of the road (but not the other vegetation). There are comparable features on the north end of the building. (132) Denise Bradley photo, 2009.

Photo 5. West Side of Building 1: View of lawn area. Location of lawn is a character-defining feature. All other vegetation is non-contributing. (135) Denise Bradley photo, 2009.

Photos (continued)

Photo 6. West Side of Building 1: Character-defining features include: the secondary entrance road and sidewalks, location of a planting bed between the retaining wall and road (but not these particular plant materials), and location of lawn on the north south side of the road (but not the other vegetation). (122) Denise Bradley photo, 2009.

Photo 7. West Side of Building 1: Location of lawn is a contributing feature. All other vegetation and the sidewalk across the lawn are non-contributing. (118) Denise Bradley photo, 2009.

Photos (continued)

Photo 8. North side of Building 1: Character-defining features include the location of narrow strip of landscape and lawn. All other vegetation and the sidewalk located in this area are non-contributing. (53) Denise Bradley photo, 2010.

Photo 9. North side of Building 1: Character-defining features include the location of narrow strip of landscape and lawn. All other vegetation and the sidewalk are non-contributing. (54) Denise Bradley photo, 2010.

Photos (continued)

Photo 10. East side of Building 1: The location of entrance pavement is a character-defining feature. Vegetation is non-contributing. (67) Denise Bradley photo, 2009.

Photo 11. East side of Building 1: The location of entrance pavement is a character-defining feature. Vegetation is non-contributing. (67) Denise Bradley photo, 2009.

Photos (continued)

Photo 12. East side of Building 1: The location of lawn (although smaller in area than during the GGIE) identifies the setting for the building and is a character-defining feature. All other vegetation is non-contributing. Sidewalk along east edge added by Navy and is non-contributing. (59) Denise Bradley photo, 2009.

Photo 13. East side of Building 1: Parking area and turnaround added by the Navy are non-contributing. (14) Denise Bradley photo, 2010.

Photos (continued)

Photo 14. South side of Building 1: The presence of the lawn (although smaller in area than during GGIE) identifies the setting for the building and is a character-defining feature. The sidewalk leading to entrance at west end of building is also a character-defining feature. (19) Denise Bradley, 2010.

Photo 15. South side of Building 1: Showing remaining portion of character-defining lawn. Area in the foreground of photo was paved by Navy and is not contributing. (7) Denise Bradley, 2010.

Photos (continued)

Photo 16. South side of Building 1: Showing former lawn area that was paved by Navy. (11) Denise Bradley, 2010.

Photo 17. South side of Building 1: Showing brick wall and vegetation located on west side of sidewalk (left side of photo) added by Navy. These are not contributing features. (1) Denise Bradley, 2010.

Photos (continued)

Photo 18. South side of Building 1: Lawn is a character-defining feature. Other vegetation and sidewalk were added by Navy and are non-contributing features. (18) Denise Bradley photo, 2010.

Photo 19. South side of Building 1: This sidewalk was added by the Navy and is a non-contributing feature. (15) Denise Bradley, 2010.

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3CS

***Resource Name or #** (Assigned by recorder) Landscape around Building 1

B1. Historic Name: none

B2. Common Name: none

B3. Original Use: designed landscape associated w/ Bldg. 1 B4. Present Use: designed landscape associated w/ Bldg. 1

***B5. Architectural Style:** NA

***B6. Construction History:** (Construction date, alterations, and date of alterations)

constructed 1939; altered by Navy after 1940 (removal of GGIE vegetation, addition of new vegetation, addition of parking area and turnaround (in former lawn area) on east side, removal of part of the lawn on east side, removal of part of lawn and addition of paving on south side, addition of brick wall south of building, addition of entrance sidewalk on south side)

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

***B8. Related Features:**

B9a. Architect: GGIE Architectural Commission (site plan) and Julius Girod Director of Bureau of Horticulture of the Exposition (vegetation and planting plan)

b. Builder: GGIE (hardscape) and Bureau of Horticulture of the Exposition (vegetation)

***B10. Significance: Theme** Golden Gate International Exposition **Area** San Francisco

Period of Significance 1939-1940 **Property Type** designed landscape **Applicable Criteria** CRHR 1

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

History

Building 1 was the "Administration Building" during the GGIE. It was located along the outer row of the Exposition's exhibits on the island's southern edge, between California Avenue and the Esplanade. (The other two permanent buildings, Buildings 2 and 3, were also located in this same row.) The building was located immediately adjacent to the vehicular entrance to the Exposition, and its primary entrance faced the Avenue of Palms. The secondary entrance to the building was on its east side and faced the Enchanted Garden area. There were distinctly delineated landscape areas around the building's west, north, east, and south sides which created a landscape setting for the building, defined the outdoor space associated with it, and provided a separation between the building and the adjacent circulation features (the Avenue of Palms, California Avenue, Marguerite Path, and the Esplanade). In general, the planting around the building was less elaborate than in the various Courtyards (which were key outdoor spaces for the Exposition). However, due to its highly visible location at the vehicular entrance to the GGIE, the landscape treatment for the front of the building was an integral part of its design.

See continuation sheet

B11. Additional Resource Attributes: (List attributes and codes) HP29 Landscape Architecture

***B12. References:**

See continuation sheet.

B13. Remarks:

(Sketch map with north arrow required)

See page 19

***B14. Evaluator:** Denise Bradley ASLA

Date of Evaluation: September 2009

(This space reserved for official comments.)

History (continued)

The landscape zone in front of the building, which provided a landscape setting in relation to the Avenue of Palms, had a symmetrical layout. The entrance drive and adjacent sidewalks paralleled the U-shape of the building. Two concrete retaining walls, on either side of the building, extended from the edge of the building along the outer edge of the sidewalk that lined the entrance drive. These walls framed the entrance and served as retaining walls for the grade change between the primary entrance and the two secondary entrance roads (one on either side of the building) that provided access to the basement. The material, form, and detailing of the walls also extended the stylistic features of the building into the landscape. There was a landscaped bed across the front of the entrance, created by the Avenue of Palms, the entrance drive to the building, and a wall. Beds (bounded by the sidewalk along the Avenue of Palms, the building, and the retaining wall) were also located along the inside edge of the drives into the basement; there appears to have been minimal planting in this area, either grass or a low groundcover with a grouping of palms at the end next to the building. A grouping of palms was also located at both outer corners of the two wings of the building. Palms (that were part of the Avenue of Palms street tree planting) extended in a row across the front edge of the landscape.

The landscape zone on the north side of the building consisted of a narrow strip of ground between the building and California Avenue. A tall wall bisected this landscape zone and extended across California Avenue, to connect to the Mines, Metals, and Machinery Building; this wall was part of the entrance gate feature across California Avenue. Three tall palms were located on the west side of the intersection of this wall and Building 1. Shrubs were planted along the portion of Building 1's foundation that was in front of this intersection with the wall. On the east side of this intersection (between the wall and Building 1), historical photographs show a mass of vegetation (with taller trees and shrubs) that was probably meant to mask what was, in effect, the back side of the wall/entrance gate feature.

Because this wall intersected the east side of Building 1 at a 45 degree angle, a mass of vegetation was planted on the south end of the east side of Building 1 at a similar angle so that these two plantings formed roughly symmetrical features in relation to the view to the building from the Enchanted Garden.

The landscape zone on the east side of the building included lawn between the building and the outer path (Marguerite Path) for the Enchanted Garden. A row of trees (possibly olives) were planted along the edge of this lawn; there was a matching row on the other side of Marguerite Path. There was a broad sidewalk that connected the building's entrance to Marguerite Path. Historical images do not provide a clear view of the landscape zone on this side of the building, but there were probably foundation plantings and vegetation on both sides of the entrance to frame this entry.

The landscape zone on the south side of the building included a lawn that extended out to the edge of the Esplanade. This lawn provided a landscape setting for the building in relation to the Esplanade, the circulation corridor along the edge of the island. There was likely a simple row of foundation planting along this side of the building. (The resolution of historical images makes it difficult to establish the extent of the plantings next to the building's foundation.) Two sidewalks provided connections between the building's entrances and the Esplanade. There were also temporary benches placed at the south edge of the lawn next to the Esplanade to provide seating.

Changes Made by the Navy

By 1947, several changes had occurred to the landscape zone around Building 1. All traces of the Enchanted Garden (located adjacent to Building 1 on its east side) had been removed. The wall that crossed California Avenue (and that intersected the building's north side) had also been removed. The Navy had added a paved parking area and turnaround just south of the building's entrance on the east side. The distinction between the edge of the lawn area on the building's south side and the Esplanade had become less delineated, and it appears that part of this area, along the outer edge, had been converted to a parking lot. This parking lot was eventually paved, and at some point, the Navy added two small buildings to the east end of this paved parking area.

Later, the vegetation features in the landscape zone in front of the building were altered, and the palms that were planted at both corners of the building were removed and replaced with other types of vegetation. Additional plantings were added to the lawn area on the south end to hide the brick wall that added by the Navy to this area.

History (continued)

Existing Conditions and Integrity

Today, the landscape zone remains largely intact in front of Building 1. Remaining features associated with the GGIE landscape design and the design of Building 1 include the following: (1) the entrance drive and adjacent sidewalks that parallel the U-shape of the building; (2) the two concrete retaining walls, on either side of the building, that extend from the edge of the building to the Avenue of Palms; (3) two secondary entrance roads into the basement of the building; (4) the location of the landscape bed across the front of the entrance, created by the Avenue of Palms, the entrance drive to the building, and a wall; (5) the location of the landscape bed located along the inside edge of the drives into the basement; (6) the location of lawns at the outer edges of the building; and (7) palms extending in a row across the front edge of the landscape (these trees are part of the Avenue of Palms street tree planting). The other trees, shrubs, and groundcovers have all been added by the Navy.

The landscape zone along the north side of the Building 1, between the building and California Avenue, remains in place. The date when the shrubs and trees (tall eucalyptus, Monterey cypress, overgrown leptospermum, etc.) were planted is not known. It is likely that they were added by the Navy. If they date from the GGIE planting, they no longer form a unified foundation planting, as would have been the intention of the planting in association with the GGIE landscape design. The narrow concrete sidewalk was added by the Navy.

The landscape zone on the east side of the Building 1 remains. The entrance feature (sidewalk and walls) to the building is clearly associated with the GGIE landscape design. However, the sidewalk that parallels the road was added by the Navy. Also, it is not clear if any of the vegetation on this side of the building was planted as part of the GGIE design. The extant vegetation features provide basically the same functions (foundation plantings and framing the entrance) that would have been present during the GGIE, but the appearance is not consistent with that during the Exposition (either because the plants are old and overgrown and/or because they were planted by the Navy). The row of olives at the edge of the lawn that paralleled Marguerite Path is missing. The paved parking area and turnaround just south of the building's entrance, which was added by the Navy in the 1940s, is still extant. The date when the tall trees and large shrubs located between this turnaround and on both sides of the chain-link fence were planted is not known. Some may date from the GGIE and would be a remnant of the mass that was planted at a 45-degree angle to match the one on the north end of the building (planted in relationship to the wall that extended across California Avenue).

On the south side of the building, over half of the lawn area that existed during the GGIE was paved by the Navy so that the size of the landscape zone and the size of the lawn area that existed during the Exposition have both been reduced. The original sidewalk that provided access to the west end of the building was shortened when the paved parking area was added. The original sidewalk at the east end of the building was removed, and the current alignment of the sidewalk (that extends to the area between the Treasure Island Bar and Grill and the Yacht Club) was added by the Navy in the 1940s.

Evaluation Under CRHR Criteria

I. LANDSCAPE FEATURES THAT CONTRIBUTE TO THE SIGNIFICANCE OF BUILDING1 UNDER CRHR CRITERION 1 (IN ASSOCIATION WITH GGIE):

Front (West) Side

1. *Primary entrance drive and adjacent sidewalks that parallel the U shape of the front of the building.*
2. *Two concrete retaining walls (that extend from the edge of the building to the Avenue of Palms along the outside of the entrance drive).*
3. *Two secondary entrance roads on the front (west) side of the building.*
4. *Location of a landscape bed across the front of the entrance (defined by the Avenue of Palms, the entrance drive to the building, and a wall).*
5. *Location of the planting bed on the inside of the secondary road into the basement (between the road and the retaining wall).*
6. *Grass in the landscape zones on the north and south ends of the building.*
7. *A row of palms that extend across the front of planting bed next to the Avenue of Palms (these trees are a part of the Avenue of Palms street tree planting).*

North Side

1. *Location of landscape zone between the side of the building and California Avenue.*

East Side

1. *Broad sidewalk leading to the secondary entrance on the east side of the building.*
2. *Landscape zone and lawn located between the building and the pavement.*

South Side

1. *Sidewalk leading to the entrance at the west end of the building.*
2. *Landscape zone with lawn across the south side extending from the building to the parking lot.*

II. NON-CONTRIBUTING LANDSCAPE FEATURES

Front (West) Side

1. *All vegetation other than the grass and Canary Island date palms located next to the Avenue of Palms.*
2. *The sidewalk that cuts across the section of lawn on the north end of the building.*
3. *The sidewalk along California Avenue.*

North Side

1. *All vegetation.*
2. *Sidewalk along California Avenue.*

East Side

1. *All vegetation other than the grass.*
2. *Turnaround and parking area located at the south end.*
3. *Chain-link fence located behind this turnaround area.*

South Side

1. *Pavement located in the area that was originally grass lawn.*
2. *All vegetation other than the grass lawn.*
3. *Brick wall.*
4. *Sidewalk leading to the entrance near the east end of the building.*
5. *Sidewalk aligned parallel to the building that runs between the two entrances to the building.*
6. *Chain-link fence located at the east end.*

Building 1 is individually listed on the National Register of Historic Places (NRHP) under Criterion A in association with the GGIE and under Criterion C as an example of Art Moderne-style of commercial architecture from the late 1930s. The boundary for this listing only included the "area immediately adjacent to the Administration Building;" this is shown on the boundary map as including the landscape zone in front of the building (to the edge of a line extending from the north edge of the building, to

Evaluation (continued)

the Avenue of Palms, and to the edge of a line extending from the south edge of the building). The boundary map in the NRHP nomination excluded the landscape zone and hardscape on the building's east side (facing the now non-extant Enchanted Garden) and the landscape zone on the building's south side that extended from the building to the Esplanade. The boundary justification in the NRHP nomination stated that these areas were excluded because they lacked integrity to the period of significance (1938-1940).[1]

Criterion 1 (Events) – The review of additional historical sources (including two contemporary accounts of the Exposition,[2] plans from the Exposition that show the landscape features at a schematic level, historical photographs, and historical aerial photographs[3]) that were not included in the NRHP nomination has provided a more detailed description of the landscape zone (i.e., the location of lawns or planted areas, the types of vegetation features, and the location of the hardscape features) associated with the Administration Building (Building 1) during the GGIE. This review has shown that there remains a distinct landscape zone around the building that contributes to the significance of Building 1 under CRHR Criterion 1 (in association with the GGIE). This remaining landscape zone still conveys the spatial organization that existed around the building during the GGIE. Additionally, this landscape zone continues to function as a landscape setting for Building 1 in the same way (functionally) as it did during the GGIE.

There have been changes to the landscape zone on the east and south sides of the building; the size of both has been reduced since the end of the Exposition by the addition of paving. The landscape zone on the north side remains but with vegetation whose appearance is different than during the Exposition. However, these landscape zones (on the north, east, and west sides of the building) appear to retain sufficient integrity along with the more intact landscape zone on the building's front side to contribute to the significance of Building 1 under the CRHR Criterion 1 (in association with the GGIE). The diagram at the end of the form shows the boundary of the CRHR significance in relation to the NRHP Nomination boundary.

The contributing and non-contributing features located in the landscape zone on each side of the building are listed at the beginning of this "Evaluation" section.

This evaluation of the significance of the building's landscape features under CRHR Criterion 1 does not alter the boundary for the NRHP nomination for Building 1.

The landscape zone does not extend to include the Esplanade and the area along the waterfront south of the building since these were related to the overall function of the island during the exposition and not to that of Building 1. Building 1, which served as the Administration Building for the exposition, was sited so that it would be in close proximity to the vehicular entrance to the exposition. Neither the design of the building nor its associated landscape setting focused on the waterside, and the significance and integrity of Building 1 under the CRHR Criteria 1 (in association with the GGIE) and 3 (as an example of the Art Moderne-style of commercial architecture from the late 1930s) do not depend on this waterside setting.

Criterion 2 (Persons) – Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to qualify under Criterion 2.

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[1] Toni Webb (JRP Historical Consulting), *Administration Building (Building 1), Treasure Island, National Register of Historic Places Registration Form*, not dated.

[2] *The Art of Treasure Island, First-hand Impressions of the Architecture, Sculpture, Landscape Design, Color Effects, Mural Decorations, Illumination, and Other Artistic Aspects of the Golden Gate International Exposition of 1939* was prepared by Eugen Neuhaus in 1939 to serve as both an analysis of the various components of the plan (architecture, sculpture, plant materials, murals, color, and lighting) and a guidebook. *Treasure Island: 'Magic City', 1939-1940* prepared by Jack James and Earle Weller in 1941 provided information on the process involved in the creation of the island and the installation of the landscape.

[3] California Commission for the Golden Gate International Exposition. G*olden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*; the "Ground Plan of the Exposition with Guide to Courts and Buildings, in the appendix of *The Art of Treasure Island . . .* by Eugen Neuhaus (Berkeley, CA: University of California Press, 1939); and Pacific Aerial Survey 1939, 1940, 1947, 1969, and 1971.

Evaluation (continued)

Criterion 3 (Design) – The NRHP nomination included a portion of the landscape zone in front of the building on the NRHP boundary map.[4] (See the diagram at the end of the DPR form) This portion of the landscape zone on the front (west) side of the building that corresponds with that included on the NRHP boundary map (to the edge of a line extending from the north edge of the building, to the Avenue of Palms, and to the edge of a line extending from the south edge of the building) contributes to the significance of the building under CRHR Criterion 3 (as an example of Art Moderne-style of commercial architecture from the late 1930s).

The portion of the landscape zone on the west side outside of the NRHP boundary and the remaining landscape zone on the north, east, and south sides do not contribute to the Building 1's significance under CRHR Criterion 3 (as an example of the Art Moderne-style of commercial architecture from the late 1930s).

Criterion 4 (Information Potential) – Additionally, it is unlikely that the landscape for Building 1 would be significant for its information potential under Criterion 4 since this criterion is commonly understood to apply primarily to archaeological resources.

[4] Toni Webb (JRP Historical Consulting), *Administration Building (Building 1), Treasure Island, National Register of Historic Places Registration Form*, not dated.

References

California Commission for the Golden Gate International Exposition. *Golden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*. Copy viewed at the "Treasure Island 1939: San Francisco's Pageant of the Pacific, " exhibit at the Presidio of San Francisco Officers' Club, Treasure Island Development Authority, 2009.

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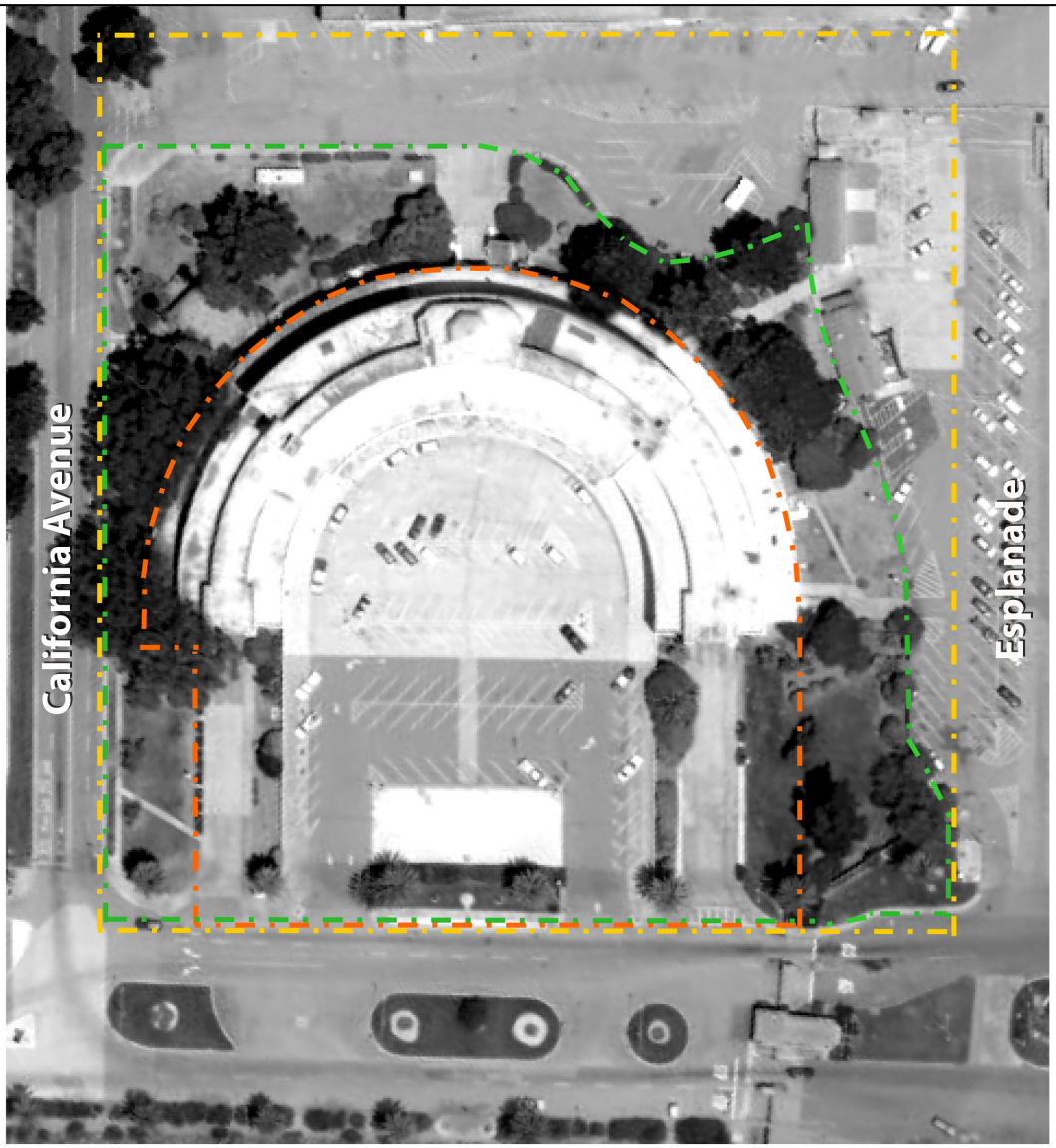
United States Geological Survey, Earth Resources Observation and Science (EROS) Center. Aerial photograph, flown 6-11-1952 (USGS Entity IDs: ARB031250020030 and ARB031250020031). http://edcsns17.cr.usgs.gov/EarthExplorer (accessed 31 August 2009).

1. Photo of Building 1 in 1940 near the end of the GGIE. Source: Pacific Aerial Surveys-Oakland, CA.



LEGEND

General footprint of landscape setting for building during Golden Gate International Exposition

National Register Listing boundary

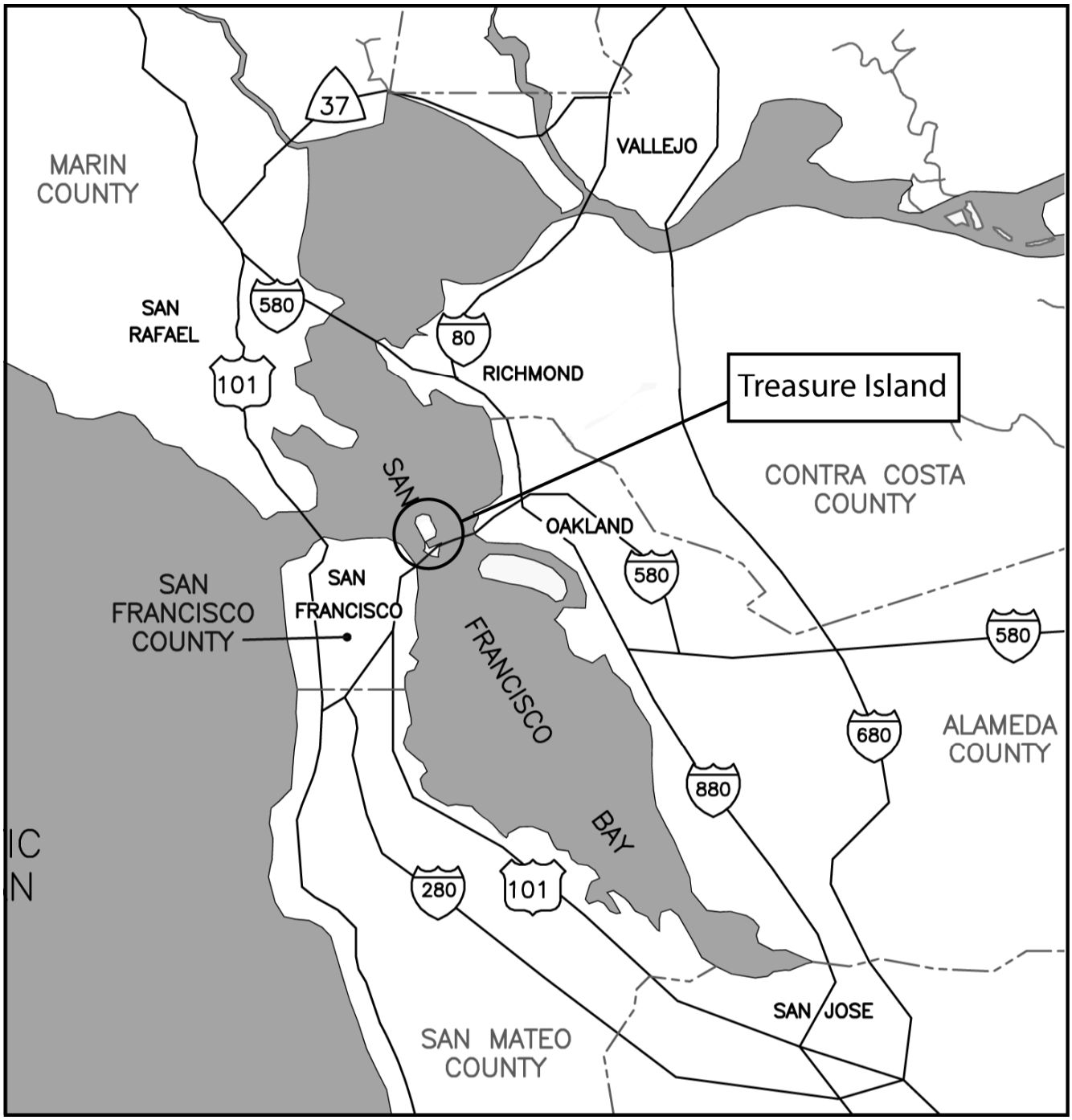
Location of remaining Golden Gate International Exposition landscape setting that contributes to CRHR significance of building

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

LOCATION MAP

Primary # _____
HRI# _____
Trinomial# _____

*Resource Name or # (Assigned by recorder) Landscape around Building 1
*Map Name: Treasure Island Location Map *Scale: NTS *Date of Map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island - Final Environmental Impact Report (San Francisco Planning Department 2006)

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 *Resource Name or #: (Assigned by recorder) Landscape around Building 2

P1. Other Identifier: _____

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 1993 T ___; R ___; ___¼ of ___¼ of Sec ___; _____B.M.
c. Address Treasure Island City San Francisco Zip 94130
d. UTM: (Give more than one for large and/or linear resources) Zone x ____; _____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)

The primary entrance to the building is located on the west side. A paved sidewalk (approximately 25 feet wide) connects the entrance door to Avenue D and creates an entrance plaza in front of the building. The west end of this pavement splits into two paths so that in plan view the pavement resembles an inverted "Y." The area on either side of this pavement is planted with grass and is maintained as a lawn. There is a row of olive trees located along the outer (west) edge of the lawn. A group of large shrubs and trees are located at the north and south corners of the building.

On the north side of the building, the area between the building and the sidewalk along California Avenue is planted with grass and maintained as a lawn. A row of trees is planted mid-way between the building and the street, and a variety of shrubs are planted next to the building's foundation.

(See continuation sheet)

*P3b Resource Attributes: (List attributes and codes) HP29 Landscape Architecture
*P4. Resources Present: ☐ Building ☒Structure ☐ Object ☒ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)
P5b. Description of Photo: (View, date, accession #) West Side of Building 3. View of the landscape setting. Lawn and a portion of the concrete entry sidewalk are character-defining features. The split or "V" portion of the concrete sidewalk was added by the Navy and is non-contributing feature. (92) Denise Bradley photo, 2009.

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

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both
1939; The construction date was established by the study of dated maps and/or photographs.
*P7. Owner and Address:
U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101
*P8. Recorded by: (Name, affiliation, and address)
Denise Bradley ASLA for Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918
*P9. Date Recorded: Sept 2009

P10. Survey Type: (Describe) Intensive P11. Report Citation: (Cite survey report and other sources, or enter "none".)
Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures, and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940. (San Francisco: Knapp Architects, 2010)

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

Description (continued)

The area along the east side of the building is paved with concrete.

The area immediately adjacent to the south side of the building is paved. However, there is a grassed area located about 75 feet south of the building. This grassed area is approximately the same length as the building and about 50 feet wide. There are a few trees located at its west end.

Photos (continued)

Photo 2. West Side of Building 2.

Row of olive trees in front of the west side of Building 2, next to Avenue D, continues to relate to the landscape in front of Building 2 and is a character-defining feature in relation to defining the landscape setting on the west side of Building 2. (The row on the other side of Avenue D is non-extant). Denise Bradley photo, 2009. (85)

Photos (continued)

Photo 3. North side of Building 2. View of the landscape setting. Location of lawn and row of olives are character-defining features. The sidewalk (aligned parallel to California Avenue) and the other vegetation (trees and shrubs) were added by the Navy and are non-contributing features. (93) Denise Bradley photo, 2009.

Photos (continued)

Photo 4. North Side of Building 2.

The section of pavement at the east end of lawn was added by the Navy and is a non-contributing feature to the landscape setting on this north side of Building 2.

During the GGIE, the row of olive trees, along the edge of the lawn next to California Avenue, defined the edge of the landscape in front of Building 2 and was a part of the street tree planting that extended along California Avenue. This row of trees continues to relate to the landscape in front of Building 2 and is a character-defining feature in relation to defining the landscape setting on the north side of Building 2.

However, the overall street tree planting along California lacks integrity due to missing trees. Denise Bradley photo, 2009. (100)

Photos (continued)

Photo 5. North side of Building 2. Location of sidewalk leading to entrance is a character-defining feature. (The asphalt was added by the Navy is non-contributing.) (50) Denise Bradley photo, 2010.

Photos (continued)

Photo 6. East side of Building 2.

During the GGIE, the east side of the building was paved with concrete and was originally intended for parking of seaplanes. There was a docking area and ramp located directly south of this area at the island's edge.

The north side of this paved area ended at a line that was parallel with the north wall of Building 2. (The area between the end of the concrete and California Avenue may have been asphalt; the resolution of historical photographs makes it difficult to determine this for certain.) A narrow strip of grass and the row of olive trees located on the north side of Building 2 (shown in Photos 3 and 4) extended to the edge of the street that separated Building 2 and Building 3.

The GGIE design for this area has been altered. The distinction between the original concrete pavement and the streets (Esplanade and unnamed street between Buildings 2 and 3) that was evident during the GGIE has been lost. The Navy removed the olives and added a sidewalk along California. The small structures located along the south and east sides of this paved area, on the east of Building 2, were also added by the Navy. The result has been a loss of integrity for the landscape setting on the east side of Building 2. Denise Bradley photo, 2010. (49)

Photos (continued)

7. South side of Building 2. View from east end.

The strip of grass identifies the outer edge of the original landscape setting for the building during the GGIE.

The GGIE design for this area has been altered. The Navy added the pavement between the grass and Building 2 and in doing so removed a portion of the lawn and GGIE sidewalks. They also added the structures at the east end (right side of photo) and the trees at the west end (background area of photo). The result has been a loss of integrity for the landscape setting on the south side of Building 2. Denise Bradley photo, 2010. (45)

Photos (continued)

Photo 8. South side of Building 2. View from west end.

The strip of grass identifies the outer edge of the original landscape setting for the building during the GGIE.

The GGIE design for this area has been altered. The Navy added the pavement between the grass and Building 2, the trees at the west end (left side of photo), and the structures at the east end (background in the photo). The result has been a loss of integrity for the landscape setting on the south side of Building 2. Denise Bradley photo, 2010. (48)

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3CS

***Resource Name or #** (Assigned by recorder) Landscape around Building 2

B1. Historic Name: none

B2. Common Name: none

B3. Original Use: designed landscape associated w. Bldg. 2 B4. Present Use: designed landscape associated w. Bldg. 2

***B5. Architectural Style:** NA

***B6. Construction History:** (Construction date, alterations, and date of alterations)

constructed 1939; altered by Navy after 1940 (removal of GGIE vegetation, addition of new vegetation, alteration of entrance sidewalk on west side, removal of part of lawn area on west side, removal of sidewalks and lawn on south side and replacement with paving)

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

***B8. Related Features:**

B9a. Architect: GGIE Architectural Commission (site plan) and Julius Girod Director of Bureau of Horticulture of the Exposition (vegetation and planting plan) b. Builder: GGIE (hardscape) and Bureau of Horticulture of the Exposition (vegetation)

***B10. Significance: Theme** Golden Gate International Exposition **Area** San Francisco

Period of Significance 1939-1940 **Property Type** site (designed landscape) **Applicable Criteria** CRHR 1

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

History

Building 2 was the "Hall of Transportation" during the GGIE. It was located along the outer row of the Exposition exhibits on the island's southern edge between California Avenue and the Esplanade. (The other two permanent buildings, Buildings 1 and 3, were also located in this same row.) The primary entrance to Building 2 was on its west side facing what is now Avenue D. There were distinctly delineated lawn areas on the building's west, north, and south sides which created a landscape setting for the building, defined the outdoor space associated with it, and provided a separation between the building and the adjacent circulation features (Avenue D, California Avenue, and the Esplanade). In general the plantings around the building was less elaborate than those in the various Courtyards (which were the key outdoor spaces for the Exposition) and the focus was on the exhibits within Building 2, not on the outdoor spaces that surrounded it.

The main entrance to Building 2 was located on its west side. A concrete plaza connected this entrance to Avenue D. On either side of this plaza were lawn areas, approximately 95 feet deep, which extended to the corners of the building. A tall

See continuation sheet

B11. Additional Resource Attributes: (List attributes and codes) HP29 Landscape Architecture

***B12. References:**

See continuation sheet.

B13. Remarks:

(Sketch map with north arrow required)

see page 19

***B14. Evaluator:** Denise Bradley ASLA

Date of Evaluation: September 2009

(This space reserved for official comments.)

History and Analysis (continued)

columnar evergreen flanked each side of the entrance. There were foundation plantings, composed of a grouping of plants (rather than the simple row that was found along the south side) that wrapped around each corner of the building. A row of olive trees was planted along the outer edge of this lawn area; these trees both defined the edge of the landscape zone associated with the building and were part of the street tree planting along Avenue D (matching a similar row on the opposite side of Avenue D).

Along the California Avenue side of Building 2, a lawn area, approximately 70 feet deep, ran the length of the building. A sidewalk led from California Avenue to the entrance door located in the middle of the north wall of the building. A row of olive trees was planted along the outer edge of this lawn area; these trees both defined the edge of the landscape zone associated with the building and were part of the street tree planting that lined both sides of California Avenue. Historical images do not show this side clearly enough to distinguish other vegetation, but there was probably vegetation planted next to the building's foundation.

The area on the east side of Building 2 was paved with concrete and was apparently originally intended for parking seaplanes; there was a ramp and dock located directly south at the island's edge. (An aerial photograph taken in 1939 shows a plane parked on the east side of the building.)

There was a lawn area, approximately 125 feet deep that stretched across the south side of Building 2. This lawn provided a landscape setting for the building in relation to the Esplanade, the circulation corridor along the edge of the island. A concrete sidewalk, oriented parallel to the building's south wall, ran down the middle of this lawn area and divided it into two sections. There were six doors on this side of the building, five of which were connected to this sidewalk by a walkway. There was a concrete plaza (approximately 45' x 45') located at the west end of the building, that connected to the door at the far west end. A simple row of shrubs were planted next to the building.

Changes Made by the Navy

In the landscape zone on the west side (that served as the primary entrance during the GGIE), the Navy reconfigured the shape of the entry plaza (so that in plan view it resembles an inverted "Y"), removed the columnar evergreens that flanked the entrance, and removed part of the lawn area next to Avenue D and approximately 3 olive trees so this area could be used for parking.

In the landscape zone on the north side of the building, the Navy added a sidewalk aligned parallel to California Avenue and some additional vegetation.

The originally intended function of the concrete-paved area on the east side of the building – as a parking area for seaplanes--quickly became obsolete. (The dock and ramp located south of this area was either removed or disappeared.) The Navy repaved this area and over the years, added a number of small structures in various locations along the edges.

The landscape zone on the south side appears largely intact in a historical photograph from 1955. However, by the late 1960s, its design had been altered. The lawn area next to the building and the original sidewalk system, that divided the lawn and that connected to doors on the south wall of the building, were removed and/or paved over. The Navy eventually added a number of small structures at the east end and planted some trees at the west end.

Existing Conditions and Integrity

Today, the landscape zone around Building 2 is still evident but with a number of changes.

Key components of the landscape zone along the west side of the building (the lawn, the paved connection to the building's primary entrance that divides the lawn area into two sections, and about 9 of the original 12 olive trees in the row along the edge of the landscape zone next to Avenue D) remain in place. All have been altered to some degree by the Navy (loss of columnar evergreens that flanked the entrance, alteration of one end of the entry plaza, and removal of a portion of the lawn and olive trees to provide for parking). The vegetation that remains at the corners of the building may include some original GGIE plants; however, if that is the case, the plants are now overgrown for their intended use, and no longer have the same appearance as during the GGIE.

History and Analysis (continued)

Key components of the landscape zone along the north side of the building (lawn, sidewalk leading to the entry in the middle of the building, row of olives along California Avenue) remain in place but all were altered to some degree during the years the Navy occupied the island. Most of the row of olives next to California Avenue remain; approximately 9 of the original 11 trees located directly in front of the building remain; two of the original 4 or 5 trees remain in the portion of the row located in front (north) of the paved area east of the building. A sidewalk leading to the entrance in the middle of the north wall remains extant (the asphalt was added by the Navy). The row of trees planted mid-way between the building and the street are not old enough to have been present during the Exposition. Also the shrubs in the row next to the building were most-likely added by the Navy; the haphazard placement of these shrubs suggests that some have died and were not replaced; their current appearance is more closely associated with the Navy, and the military's predilection for pruning, than with the general character or appearance of plantings associated with the GGIE. The sidewalk running parallel to California Avenue was added by the Navy.

The east side of the building remains paved. However, the GGIE design for this area has been altered. The distinction between the original concrete pavement and the streets (the Esplanade and the unnamed street between Buildings 2 and 3) that was evident during the GGIE has been lost. The small structures located along the south and east sides of this paved area were also added by the Navy. Additionally, the Navy removed two olives in the portion of the row along California (immediately in front/north of the pavement) and added a sidewalk along California.

In the landscape zone on the south side of Building 2, the pavement added by the Navy around the late-1950s or 1960s to the area immediately adjacent to the building remains in place. Although, the plant materials and original pavement from the Exposition have been removed, the delineation between the landscape zone for the building and the Esplanade continues to be discernable due to the remaining strip of grassed area. (There is also some curbing embedded in the pavement that help to distinguish the extent of the original landscape zone.) Based on a review of historical aerial photographs, the trees located at the west end of this area appear to have been planted by the Navy.

Evaluation Under CRHR Criteria

I. LANDSCAPE FEATURES THAT CONTRIBUTE TO THE SIGNIFICANCE OF BUILDING 2 UNDER CRHR CRITERION 1 (in association with GGIE):

West side of Building 2:

1. *Location of the lawn between the building and Avenue D that provides a landscape setting in front of the west side of the building. (Note: A portion of the lawn along the outer/west edge has been removed and paved.)*

2. *Row of olive trees that define the outer edge of the landscape zone on the west side of Building 2. (Note: Three of the original 12 trees are missing in this row.)*

3. *Location of the concrete sidewalk that leads to entrance door. (Note: The split portion of the concrete sidewalk was added by the Navy and is not a contributing feature.)*

North side of Building 2:

1. *Location of the lawn between the building and the edge of the California Street sidewalk.*

2. *Location of the sidewalk leading to the entrance to the building. (Asphalt was added by the Navy.)*

3. *Row of olive trees that define the outer edge of the landscape zone in front of the building. (Note: Two of the original 11 trees are missing in this row.)*

II. NON-CONTRIBUTING FEATURES

West side of Building 2:

1. *Split portion of the concrete sidewalk leading to the entrance.*

2. *Vegetation planted next to the foundation of the building.*

North side of Building 2:

1. *Row of trees planted mid-way between the building and California Avenue.*

2. *Row of shrubs next to the building.*

3. *Sidewalk running parallel to California Avenue.*

4. *Portion of the row of olives trees consisting of 2 trees located in front (north) of the paved area due to the loss of integrity of this area. (Note: Only 2 of the original 4 or 5 trees remain.)*

East side of Building 2:

1. *Existing configuration of the pavement.*

2. *Individual structures located along the south and east edges.*

South side of Building 2:

1. *Pavement located between the building and the outer strip of grass.*

2. *Structures located at the east end.*

3. *Trees located at the west end.*

Building 2 is individually listed on the National Register of Historic Places (NRHP) under Criterion A in association with the GGIE and under Criterion C as an example of the Art Moderne-style of commercial architecture from the late 1930s. The boundary for the NRHP listing only included the "area immediately adjacent to the Hall of Transportation", and the boundary

Evaluation Under CRHR Criteria (continued)

justification stated that these areas were excluded from the boundary because they lacked integrity to the period of significance (1938-1940).[1] The boundary map in the NRHP nomination included only the landscape zone immediately in front of the west side of the building within the NRHP boundary. The landscape zone and hardscape adjacent to the other sides of Building 2 were excluded from the NRHP boundary. (See diagram on page 20 for the location of the NRHP boundary)

Criterion 1 (Events) – A review of additional historical sources (including two contemporary accounts of the Exposition,[2] plans from the Exposition that show the landscape zone and features at a schematic level, historical photographs, and historical aerial photographs[3]) that were not included in the NRHP nomination has provided a more detailed description of the landscape zone (i.e., the location of lawns or planted areas, the types of vegetation features, and the location of the hardscape features) associated with the Hall of Transportation during the GGIE. This review has shown that there remains a distinct landscape zone along the west and north sides of the building that contributes to the significance of Building 2 under CRHR Criterion 1 (in association with the GGIE).

The landscape zone on the west and north sides of the building continues, even with the changes made during the Navy's tenure, to convey the spatial organization that existed on these sides of the building during the GGIE. Additionally, the landscape zone on the west and north sides of the building continues to function as a landscape setting for Building 2 in the same way (functionally) as during the GGIE. The diagram on page 20 shows the proposed CRHR boundary in relation to the NRHP Nomination boundary.

The contributing and non-contributing features located in the landscape zone on each side of the building are listed at the beginning of this "Evaluation" section.

This evaluation of the significance of the building's landscape features under CRHR Criterion 1 does not alter the boundary for the NRHP nomination for Building 2.

The landscape zone for Building 2 does not extend to include the Esplanade and the area along the waterfront south of the building since these were related to the overall function of the island during the Exposition and not to that of Building 2. The Architectural Commission's plan for the GGIE located the more functional aspects of the exposition at the southern and northern ends of the island. At the south end of the island, this layout was also a response to the intended future use of the island as an airport for San Francisco. The three permanent buildings that were intended to serve as the airport's terminal (Building 1) and hangars for seaplanes (Buildings 2 and 3) were located in a row at the south end of the island, and after the Exposition, the area to the north was to provide the space for the airport's runways and other future airport development. However, the airport never became a reality. Neither the design of Building 2, which served as an exhibition hall during the Exposition, nor its associated landscape setting focused on the waterside, and the significance and integrity of Building 2 under the CRHR Criterion 1 (in association with the GGIE) do not depend on this waterside setting.

Criterion 2 (Persons) – Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to qualify under Criterion 2.

---

[1] Toni Webb (JRP Historical Consulting), *Hall of Transportation (Building 2), Treasure Island, National Register of Historic Places Registration Form*, not dated.

[2] *The Art of Treasure Island, First-hand Impressions of the Architecture, Sculpture, Landscape Design, Color Effects, Mural Decorations, Illumination, and Other Artistic Aspects of the Golden Gate International Exposition of 1939* was prepared by Eugen Neuhaus in 1939 to serve as both an analysis of the various components of the plan (architecture, sculpture, plant materials, murals, color, and lighting) and a guidebook. *Treasure Island: 'Magic City', 1939-1940* prepared by Jack James and Earle Weller in 1941 provided information on the process involved in the creation of the island and the installation of the landscape.

[3] California Commission for the Golden Gate International Exposition. G*olden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*; the "Ground Plan of the Exposition with Guide to Courts and Buildings, in the appendix of *The Art of Treasure Island . . .* by Eugen Neuhaus (Berkeley, CA: University of California Press, 1939); and Pacific Aerial Survey 1939, 1940, 1947, 1969, and 1971.

Evaluation Under CRHR Criteria (continued)

Criterion 3 (Design) – The NRHP nomination included a portion of the landscape zone in front of the west side building on the NRHP boundary map.[4] (See the diagram on page 20.) This portion of the landscape zone on the west side of the building that corresponds with that included on the NRHP boundary map (to the edge of a line extending from the north side of the building, to a line located at the end of the original alignment of the entry sidewalk and parallel with the west side of the building, and to the edge of a line extending from the south side of the building) contributes to the significance of the building under CRHR Criterion 3 (as an example of Art Moderne-style of commercial architecture from the late 1930s).

The portion of the landscape zone on the west side outside of the NRHP boundary and the landscape zone on the north, east, and south sides do not contribute to the Building 3's significance under CRHR Criterion 3 (as an example of the Art Moderne-style of commercial architecture from the late 1930s).

Criterion 4 (Information Potential) – Additionally, it is unlikely that the landscape for Building 2 would be significant for its information potential under Criterion 4 since this criterion is commonly understood to apply primarily to archaeological resources.

[4] Toni Webb (JRP Historical Consulting), *Hall of Transportation (Building 2), Treasure Island, National Register of Historic Places Registration Form*, not dated.

References

California Commission for the Golden Gate International Exposition. *Golden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*. Copy viewed at the "Treasure Island 1939: San Francisco's Pageant of the Pacific, " exhibit at the Presidio of San Francisco Officers' Club, Treasure Island Development Authority, 2009.

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Reinhardt, Richard. *Treasure Island, San Francisco's Exposition Years*. Mill Valley, CA: Squarebooks, 1978.

Schnoebelen, Anne. *Treasures: Splendid Survivors of the Golden Gate International Exposition*. Berkeley: GGIE Research Associates, 1991.

Treasure Island Development Authority. "Treasure Island 1939: San Francisco's Pageant of the Pacific, " exhibit at the Presidio of San Francisco Officers' Club, July 22-October 18, 2009.

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United States Geological Survey. Aerial photograph. 1946. Located on Google Earth.

United States Geological Survey, Earth Resources Observation and Science (EROS) Center. Aerial photograph, flown 6-11-1952 (USGS Entity IDs: ARB031250020030 and ARB031250020031). http://edcsns17.cr.usgs.gov/EarthExplorer (accessed 31 August 2009).

1. View of south side of Building 2 in 1940 near the end of the GGIE. Source: Pacific Aerial Surveys-Oakland, CA.

2. View of north side of Building 2 in 1940 near the end of the GGIE. Source: Pacific Aerial Surveys-Oakland, CA.

3. View of north side of Building 2 in 1939 showing seaplane parked in paved area on the east side of the building.
Source: Pacific Aerial Surveys-Oakland, CA.

LEGEND

General footprint of landscape setting for building during Golden Gate International Exposition

National Register Listing boundary

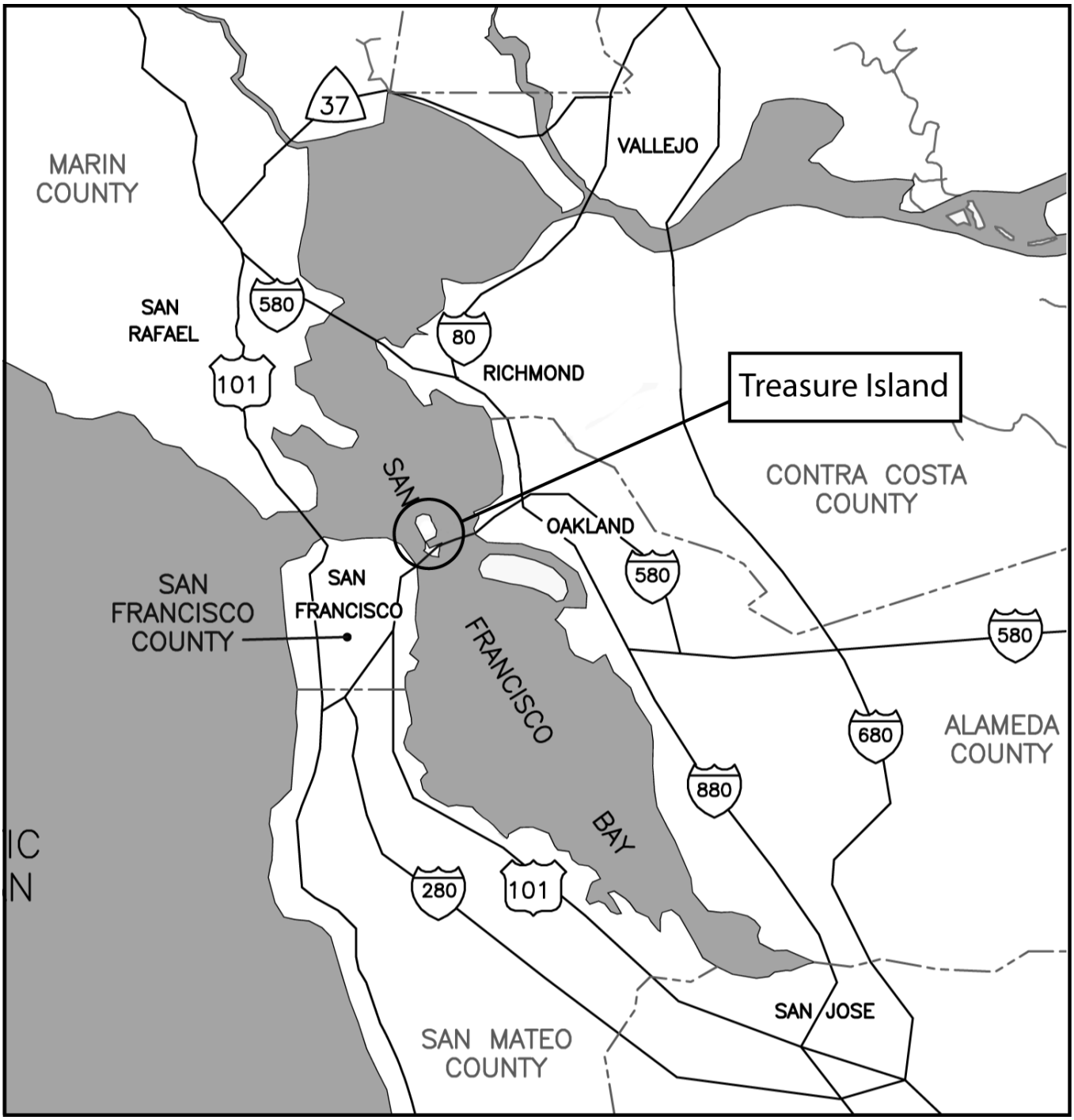
Location of remaining Golden Gate International Exposition landscape setting that contributes to CRHR significance of building

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

LOCATION MAP

Primary # _____
HRI# _____
Trinomial# _____

*Resource Name or # (Assigned by recorder) Landscape around Building 2
*Map Name: Treasure Island Location Map *Scale: NTS *Date of Map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island - Final Environmental Impact Report (San Francisco Planning Department 2006)

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 *Resource Name or #: (Assigned by recorder) Landscape around Building 3

P1. Other Identifier: _____

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 1993 T ___; R ___; ___¼ of ___¼ of Sec ___; _____B.M.
c. Address Treasure Island City San Francisco Zip 94130
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)

On the north side of the Building 3 there is a narrow strip of ground located between the building and California Avenue. A sidewalk that parallels California Avenue bisects this strip. The area between this sidewalk and the building contains grass and a row of shrubs, planted next to the building. There are two olive trees, near the west end of the building, and grass located in the area between the sidewalk and California Avenue.

The pavement extends up to the building on its east, south, and west sides.

There is a rectangular section of grass (approximately 100 feet long by 25 feet wide) located about 100 feet south of the southwest corner of the building. A Monterey cypress tree is located in the west end of this section of grass.

*P3b Resource Attributes: (List attributes and codes) HP29 Landscape Architecture
*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 Side of Building 3. View of the former landscape area on the west side of Building 3. Pavement was added by Navy, and there are no extant character-defining landscape features on this side of the building. (99) Denise Bradley photo, 2009.

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both
1939; The construction date was established by the study of dated maps and/or photographs.

*P7. Owner and Address:
U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

*P8. Recorded by: (Name, affiliation, and address)
Denise Bradley ASLA for Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*P9. Date Recorded: Sept 2009 *P10. Survey Type: (Describe) Intensive

P11. Report Citation*: (Cite survey report and other sources, or enter "none".) *Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures, and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940.* (San Francisco: Knapp Architects, 2010)

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

Photos (continued)

2. North Side of Building 3. View of the landscape setting.

Location of this landscape area in the strip next to the building was part of the GGIE landscape.

Remaining GGIE-related character-defining landscape features include the presence of this green space and the grass.

The two olive trees are the remains of a once longer row of trees that included about 12 trees immediately in front of Building 3 during the GGIE. This non-extant row defined the edge of the landscape in front of Building 3 and was a part of the street tree planting that extended along California Avenue. These two olive trees are tangible reminders of the GGIE and are artifacts of this event. However, the lack of integrity for this row of trees in front of Building 3 results in the two olives being non-contributing features.

The sidewalk and shrubs were added by the Navy and are non-contributing landscape features. (98) Denise Bradley photo, 2009.

Photos (continued)

3. North side of Building 3. View of the entrance.

The red pavement located in front of this entrance was added in the early 1990s and is a non-contributing landscape feature. (102) Denise Bradley photo, 2009.

Photos (continued)

4. East side of Building 3.

Pavement has been extended up to the building, and there are no extant character-defining landscape features on this side of the building. (33) Denise Bradley photo, 2010.

Photos (continued)

5. South side of Building 3.

Pavement has been extended up to the building, and there are no extant character-defining landscape features on this side of the building. (31) Denise Bradley photo, 2010.

Photos (continued)

6. South side of Building 3.

The strip of grass and Monterey cypress tree, located approximately 100 feet south of the southwest corner of the building, were added by the Navy and are non-contributing landscape features. (38) Denise Bradley photo, 2010.

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3CS

***Resource Name or #** (Assigned by recorder) Landscape Around Building 3

B1. Historic Name: none

B2. Common Name: none

B3. Original Use: Designed landscape associated w/ Bldg. 3 B4. Present Use: Designed landscape associated w Bldg. 3

***B5. Architectural Style:** NA

***B6. Construction History:** (Construction date, alterations, and date of alterations)

constructed 1939; altered by Navy after 1940 (removal of GGIE vegetation, addition of new vegetation, removal of entire landscaped area (vegetation and hardscape features) on west, east, and south sides and replacement with paving)

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

***B8. Related Features:**

B9a. Architect: GGIE Architectural Commission (site plan) and Julius Girod Director of Bureau of Horticulture of the Exposition (vegetation and planting plan)

b. Builder: GGIE (hardscape) and Bureau of Horticulture of the Exposition (vegetation)

***B10. Significance: Theme** Golden Gate International Exposition **Area** San Francisco

Period of Significance 1939-40 **Property Type** site (designed landscape **Applicable Criteria** CRHR 1

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

History and Analysis

Building 3 was the "Palace of Fine and Decorative Arts" during the GGIE. It was located along the outer row of the Exposition exhibits on the island's southern edge between California Avenue and the Esplanade. (The other two permanent buildings, Buildings 1 and 2, were also located in this same row.) Its primary entrance was on California Avenue and aligned with Avenue H, one of the main north-to-south oriented circulation corridors for the Exposition. There were distinctly delineated landscape zones around Building 3 that created a landscape setting for the building, defined the space associated with it, and provided a separation between the building and the adjacent circulation features (the unnamed street between Buildings 2 and 3, California Avenue, Argonaut Place, and the Esplanade). In general the planting around the building was less elaborate than that in the various Courtyards (which were the key outdoor spaces at the Exposition) because the focus was on the exhibits within Building 3 and not on the outdoor spaces that surrounded the building.

See continuation sheet

B11. Additional Resource Attributes: (List attributes and codes) HP29 Landscape Architecture

***B12. References:**

See continuation sheet.

B13. Remarks:

(Sketch map with north arrow required)

See page 12

***B14. Evaluator:** Denise Bradley ASLA

Date of Evaluation: September 2009

(This space reserved for official comments.)

History (continued)

On the north (California Avenue) side, there was a narrow strip of grass (approximately 10 feet wide). Historical images do not show this side clearly enough to distinguish any other vegetation. However, because the primary entrance to the building was on the California Avenue side, it seems likely that there was some type of foundation planting. There also may have been a large plant in the planters that are located on both sides of the door to frame this entrance (like the columnar evergreens that framed the entrance to Building 2); these planters were a part of the building's structure. A row of olive trees, part of the street tree planting along California Avenue, extended along the outer edge of the lawn in front of the building.

On the east side, there was a narrow strip landscape zone (approximately 15 feet wide). Historical images do not show this side clearly enough to distinguish any vegetation. There was an entrance to the west side of the building and a paved sidewalk that connected this entrance to Argonaut Place. Again, there were likely foundation plantings along this side of the building and some type of planting to frame the entrance.

On the south side of Building 3, the landscape zone consisted of lawn, approximately 40 feet wide, that provided a landscape setting for the building in relation to the Esplanade, the circulation corridor along the edge of the island. The outer edge of this lawn was parallel to the outer wall of Building 111, the fire station. There was vegetation next to the entrances to the building and fire station and a short row of trees located along the outer edge of the west end of the lawn.

On the west side of Building 3, the landscape zone between the building and the asphalted street was approximately 50 feet wide. Within this landscape zone was a lawn and a row of trees (likely olives) along the lawn's outer edge. There was an entrance on this side of the building, and a paved entrance walk or plaza that connected this entrance to the street. Historical images do not show this west side clearly enough to distinguish any other vegetation, although there were likely foundation plantings along this side of the building and some type of planting to frame the entrance.

Changes Made by the Navy

By 1947, the Navy had removed the landscape features (lawns, other vegetation, and sidewalks) from all but the California Avenue side of the building and had extended the pavement up to the building on its east, south, and west sides. They also added the sidewalk along California Avenue; this sidewalk bisected the narrow landscape zone located on the building's north side. The row of olive trees along California Avenue had been reduced to only two trees by this date. At some later date, a row of shrubs were planted next to the building's north wall.

Existing Conditions and Integrity

Today, the narrow strip of ground between the building and California Avenue is the only portion of the original landscape zone around Building 3 that remains. The two olive trees in the landscape zone on the north side of the building are the remains of a once longer row of trees that included about 12 trees immediately in front of Building 3 during the GGIE. This non-extant row defined the edge of the landscape zone in front of Building 3 and was a part of the street tree planting that extended along California Avenue. These two remaining olive trees are tangible reminders of the GGIE and are artifacts of this event. However, the lack of integrity for this row of trees in front of Building 3 results in the two olives being non-contributing features.

The pavement that was added by the Navy to the landscape zone on the east, south, and west sides of Building 3 remains in place. The strip of grass and Monterey cypress tree located approximately 100 feet south of the southwest corner of the building were also added by the Navy. (See Figure 108) The landscape zone on the building's east, south, and west sides no longer retains integrity due to the removal of the lawns and other vegetation and the loss of any distinction between the these areas and the surrounding pavement.

Evaluation Under CRHR Criteria

I. Landscape Features that Contribute to the Significance of Building 3 under CRHR Criterion 1 (in association with GGIE):

North side of Building 3

1. *Presence of the landscape zone in the area between the north side of the building and California Avenue. The grass is the only contributing vegetation in this landscape zone.*

II. Non-Contributing Landscape Features

North side of Building 3

1. *Sidewalk aligned parallel to California Avenue*
2. *Shrubs.*
3. *Two olive trees (due to the loss of integrity of the original row)*

East, South, and West sides of Building 3

1. *Pavement*

Building 3 is individually listed on the National Register of Historic Places (NRHP) under Criterion A in association with the GGIE and under Criterion C as an example of the Art Moderne-style of commercial architecture from the late 1930s. The boundary for the NRHP listing only included the "area immediately adjacent to the Palace of Fine and Decorative Arts." While the boundary map in the NRHP nomination appears to include the landscape zone on the north side of the building, the boundary justification stated that "remaining landscaping and hardscape adjacent to the building no longer retain integrity to the period of significance and are excluded" from the boundary.[1]

Criterion 1 (Events) – The review of additional historical sources (including two contemporary accounts of the Exposition,[2] plans from the Exposition that show the landscape features at a schematic level, historical photographs, and historical aerial photographs[3]) that were not included in the NRHP nomination has provided a more detailed description of the landscape zone (i.e., the location of lawns or planted areas, the types of vegetation features, and the location of the hardscape features) associated with the Palace of Fine and Decorative Arts (Building 3) during the GGIE. This review has shown that the narrow landscape zone on the north side of the building is the only portion of the original landscape setting around the building that retains sufficient integrity to contribute to the significance of building under CRHR Criterion 1 (in association with the GGIE). This area still conveys the spatial organization that existed on the north side of the building during the GGIE. Additionally, this landscape zone continues to function as a landscape setting for Building 3 in the same way (functionally) as it did during the GGIE. As such, the landscape zone on the north side of Building 3 contributes to the significance of building under CRHR Criterion 1 (in association with the GGIE). See diagram at the end of the DPR form that shows the proposed CRHR boundary in relation to the NRHP Nomination boundary.

The contributing and non-contributing features located in the landscape zone on each side of the building are listed at the beginning of this "Evaluation" section.

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[1] Toni Webb (JRP Historical Consulting), *Palace of Fine and Decorative Arts (Building 3), Treasure Island, National Register of Historic Places Registration Form*, not dated.

[2] *The Art of Treasure Island, First-hand Impressions of the Architecture, Sculpture, Landscape Design, Color Effects, Mural Decorations, Illumination, and Other Artistic Aspects of the Golden Gate International Exposition of 1939* was prepared by Eugen Neuhaus in 1939 to serve as both an analysis of the various components of the plan (architecture, sculpture, plant materials, murals, color, and lighting) and a guidebook. *Treasure Island: 'Magic City', 1939-1940* prepared by Jack James and Earle Weller in 1941 provided information on the process involved in the creation of the island and the installation of the landscape.

[3] California Commission for the Golden Gate International Exposition. G*olden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*; the "Ground Plan of the Exposition with Guide to Courts and Buildings, in the appendix of *The Art of Treasure Island . . .* by Eugen Neuhaus (Berkeley, CA: University of California Press, 1939); and Pacific Aerial Survey 1939, 1940, 1947, 1969, and 1971.

Evaluation Under CRHR Criteria (continued)

This evaluation of the significance of the building's landscape features under CRHR Criterion 1 does not alter the boundary for the NRHP nomination for Building 3.

The landscape zone for Building 3 does not extend to include the Esplanade and the area along the waterfront south of the building since these were related to the overall function of the island during the Exposition and not to that of Building 3. The Architectural Commission's plan for the GGIE located the more functional aspects of the exposition at the southern and northern ends of the island. At the south end of the island, this layout was also a response to the intended future use of the island as an airport for San Francisco. The three permanent buildings that were intended to serve as the airport's terminal (Building 1) and hangars for seaplanes (Buildings 2 and 3) were located in a row at the south end of the island, and after the Exposition, the area to the north was to provide the space for the airport's runways and other future airport development. However, the airport never became a reality. Neither the design of Building 3, which served as an exhibition hall during the Exposition, nor its associated landscape setting focused on the waterside, and the significance and integrity of Building 3 under the CRHR Criterion 1 (in association with the GGIE) does not depend on this waterside setting.

Criterion 2 (Persons) – Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to qualify under Criterion 2.

Criterion 3 (Design) – The landscape zone on the north side of Building 3 does not contribute to the building's significance under CRHR Criterion 3 (as an example of the Art Moderne-style of commercial architecture from the late 1930s).

Criterion 4 (Information Potential) – Additionally, it is unlikely that the landscape area around Building 3 would be significant for its information potential under Criterion 4 since this criterion is commonly understood to apply primarily to archaeological resources.

References

California Commission for the Golden Gate International Exposition. *Golden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*. Copy viewed at the "Treasure Island 1939: San Francisco's Pageant of the Pacific, " exhibit at the Presidio of San Francisco Officers' Club, Treasure Island Development Authority, 2009.

James, Jack and Earle Weller. *Treasure Island: 'Magic City', 1939-1940*. San Francisco: Pisani Press, 1941.

Neuhaus, Eugen. *The Art of Treasure Island, First-hand Impressions of the Architecture, Sculpture, Landscape Design, Color Effects, Mural Decorations, Illumination, and Other Artistic Aspects of the Golden Gate International Exposition of 1939*. Berkeley, CA: University of California Press, 1939.

Pacific Aerial Survey. Aerial photograph. 1939, 1940, 1940[1], 1940[2], 1940[3], 1947, 1969, 1985, 1991, 1993, and 2001.

Pipes, Jason. *San Francisco's Treasure Island*, Charleston, South Carolina: Arcadia Press, 2007.

Reinhardt, Richard. *Treasure Island, San Francisco's Exposition Years*. Mill Valley, CA: Squarebooks, 1978.

Schnoebelen, Anne. *Treasures: Splendid Survivors of the Golden Gate International Exposition*. Berkeley: GGIE Research Associates, 1991.

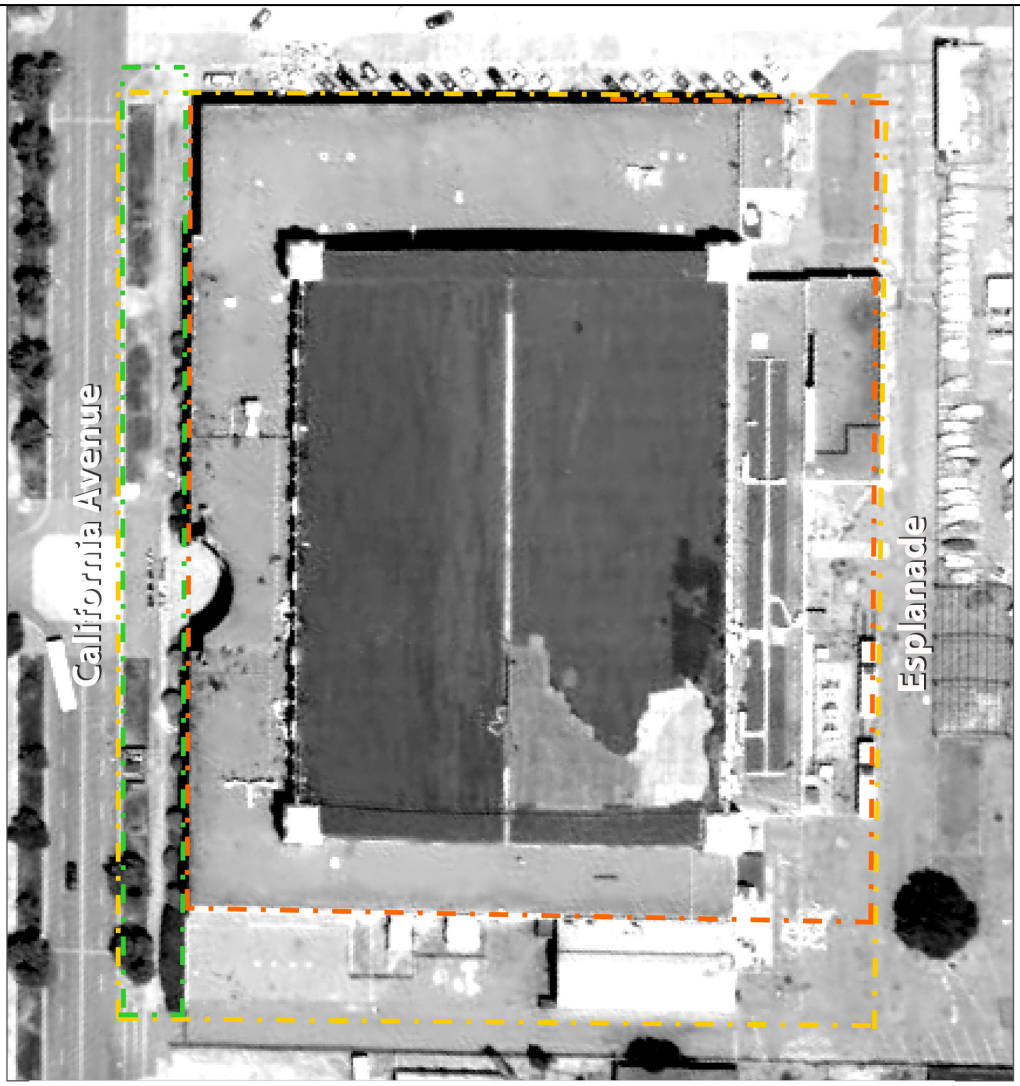
Treasure Island Development Authority. "Treasure Island 1939: San Francisco's Pageant of the Pacific, " exhibit at the Presidio of San Francisco Officers' Club, July 22-October 18, 2009.

Webb, Toni (JRP Historical Consulting). *Palace of Fine and Decorative Arts (Building 3), Treasure Island, National Register of Historic Places Registration Form*, no date.

United States Geological Survey. Aerial photograph. 1946. Located on Google Earth.

United States Geological Survey, Earth Resources Observation and Science (EROS) Center. Aerial photograph, flown 6-11-1952 (USGS Entity IDs: ARB031250020030 and ARB031250020031). http://edcsns17.cr.usgs.gov/EarthExplorer (accessed 31 August 2009).

1. Photo of Building 3 in 1940 near the end of the GGIE. Source: Pacific Aerial Surveys-Oakland, CA.



LEGEND

General footprint of landscape setting for building during Golden Gate International Exposition

National Register Listing boundary

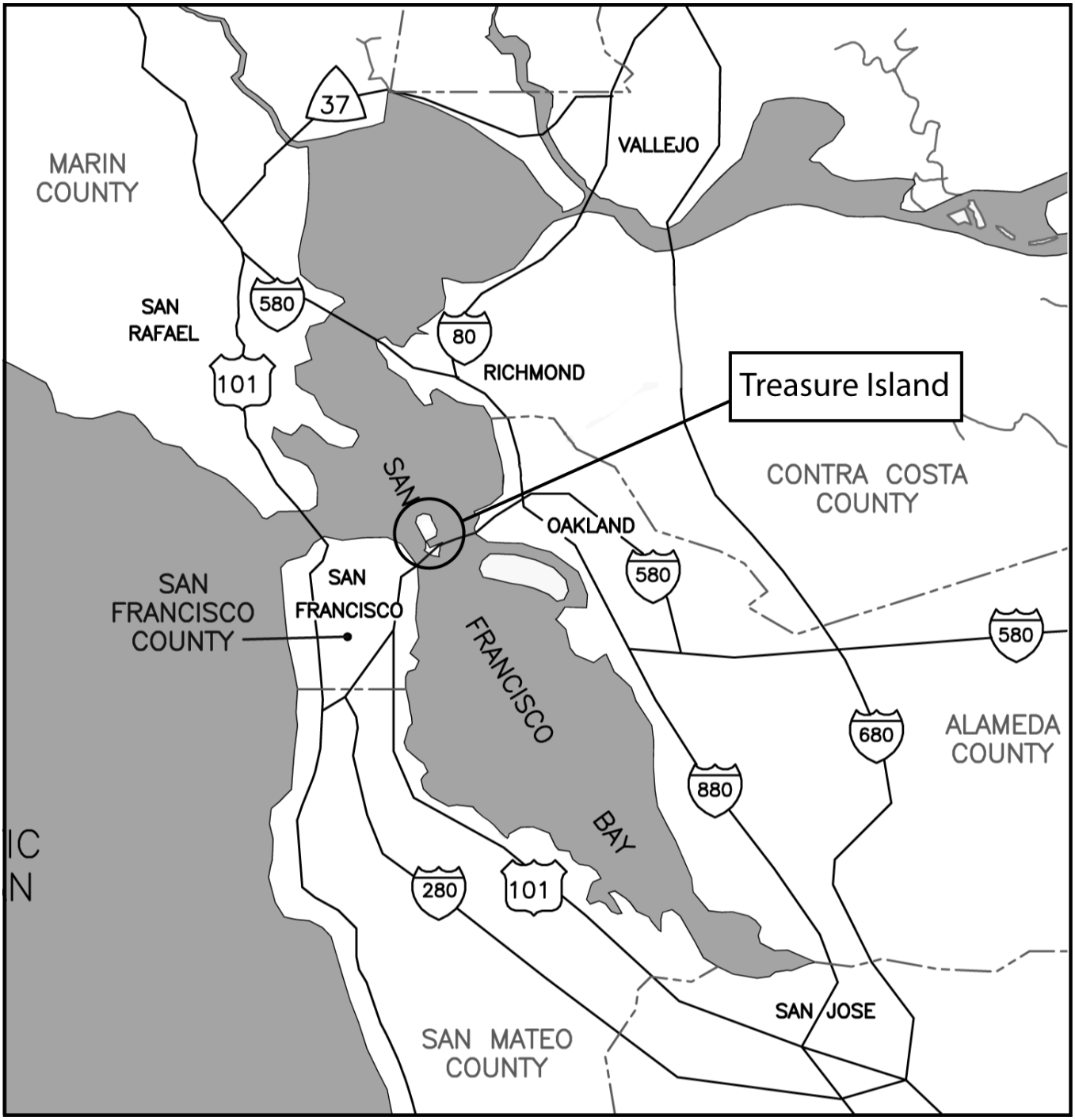
Location of remaining Golden Gate International Exposition landscape setting that contributes to CRHR significance of building

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

LOCATION MAP

Primary # _____
HRI# _____
Trinomial# _____

*Resource Name or # (Assigned by recorder) Landscape around Building 3
*Map Name: Treasure Island Location Map *Scale: NTS *Date of Map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island - Final Environmental Impact Report (San Francisco Planning Department 2006)

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 *Resource Name or #: (Assigned by recorder) Treasure Island Landscape

P1. Other Identifier: _____

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 1993 T ___; R ___; ___¼ of ___¼ of Sec ___; ___B.M.
c. Address Treasure Island City San Francisco Zip 94130
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)

Treasure Island is an artificial island that is located just north of Yerba Buena Island in the middle of San Francisco Bay between San Francisco and Berkeley. It is connected to the mainland via a causeway at its southwest corner that leads to connections to the Bay Bridge located on Yerba Buena Island.

The island's man-made origins are apparent from its shape and topography. It is shaped like a long rectangle (roughly one mile long by two-thirds mile wide) with four clipped corners and has a uniformly level topography. The island contains approximately 403 acres and is designated as Block 1939/Lot 001 by the City and County of San Francisco's Assessor-Recorder's Office.

(see continuation sheet)

*P3b Resource Attributes: (List attributes and codes) HP29 Landscape Architecture, HP37 Highway/Trail
*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 #)
Aerial view of Treasure Island's landscape in 2009. Source: Google Earth Pro.

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both
1939; The construction date was established by the study of dated maps and/or photographs.

*P7. Owner and Address:
U. S. Department of the Navy, SWDIV, 1230 Columbia Street, Suite 1100, San Diego, CA 92101

*P8. Recorded by: (Name, affiliation, and address)
Denise Bradley ASLA for Knapp Architects, 235 Montgomery Street, Suite 747, San Francisco, CA 94104-2918

*P9. Date Recorded: Sept 2009

*P10. Survey Type: (Describe)
Intensive

P11. Report Citation*: (Cite survey report and other sources, or enter "none".) *Historic Resource Evaluation Report, Treasure Island, San Francisco, California: Buildings, Structures, and Objects Built Between 1947 through 1960 and Landscape Features from 1939 through 1940.* (San Francisco: Knapp Architects, 2010)

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

Description (continued)

The spatial organization of the landscape is created by the layout of the streets. For all but the northwestern quadrant, the streets are laid out in a grid system. The lots created by the street system contain a variety of building types and styles that are used for a variety of uses (residential, offices, industrial, etc.). Characteristic vegetation features include lawns in the open spaces around buildings and on open lots or recreational fields, the use of a variety of trees and shrubs around the entrances to buildings and along foundations, and the use of street trees (e.g. . palms along the Avenue of Palms on the west edge of the island and along Avenue N on the east edge of the island, olives along 9th Street, and red flowering gum and olives along California Avenue). The open areas along the south edge and in the northeastern quadrant of the island are dominated by paving.

The alignment of the street system in the northwest quadrant of the island is different than the grid system found on the rest of the island. Similarly, though, the alignment of the streets establishes the organization of the landscape, the building arrangement, and the location of open, green space. Gateway Avenue's alignment, beginning at 9th Street and ending at the intersection of 13th Street and Avenue H, curves in a gentle arc that follows the edge of island. Short drives, providing access to parking lots for groupings of apartment buildings, and looped streets are laid out along both sides of Gateway Avenue. The northwest quadrant of the island is primarily a residential area, and the repetitive arrangement and similar appearance of the buildings provides a uniform character to the landscape of this area. Characteristic vegetation features include lawns in the open spaces around the apartment buildings and the use of a variety of trees and shrubs to mark the entrances to parking lots to the apartment complexes and along the foundations of the buildings.

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Treasure Island Landscape

B1. Historic Name: none

B2. Common Name: none

B3. Original Use: designed landscape associated GGIE B4. Present Use: designed landscape

***B5. Architectural Style:** NA

***B6. Construction History:** (Construction date, alterations, and date of alterations)

constructed 1939; altered by Navy after 1940 (removal of GGIE buildings, roads, lagoon, vegetation, fountains, and courts and addition of new roads, buildings, and vegetation)

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

***B8. Related Features:**

streets, sidewalks, lawns, street trees, and vegetation planted around buildings

B9a. Architect: GGIE Architectural Commission (site plan) and Julius Girod Director of Bureau of Horticulture of the Exposition (vegetation and planting plan) b. Builder: GGIE (hardscape) and Bureau of Horticulture of the Exposition (vegetation)

***B10. Significance: Theme** Golden Gate International Exposition **Area** San Francisco

Period of Significance NA **Property Type** site (designed landscape) **Applicable Criteria** NA

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

History

History of the Landscape Design for the GGIE

The plan for the GGIE was prepared by the members of its Architectural Commission, which included, at its initial stage, architects Arthur Brown Jr., W. P. Day, Lewis P. Hobart, William G. Merchant, Timothy L. Pflueger, and Ernest E. Weihe, and the chairman George Kelham, who, according to Eugen Neuhaus in his book *The Art of Treasure Island*, deserved a large share of the credit for the design. (Following Kelham's death in 1937, Brown was appointed chairman.) The man-made shape of Treasure Island, a long rectangle with its four corners clipped, and its level topography helped to dictate the formal nature of the plan for the exposition, and the local climatic conditions helped to determine where different components were located on the island. The Architectural Commission's plan determined the overall spatial organization and character for the landscape design by designating the location of buildings, the key outdoor spaces, and the circulation system. The

See continuation sheet

B11. Additional Resource Attributes: (List attributes and codes) HP29 Landscape Architecture, HP37 Highway/Trail

***B12. References:**

See continuation sheet.

B13. Remarks:

***B14. Evaluator:** Denise Bradley ASLA

Date of Evaluation: September 2009

(Sketch map with north arrow required)

(This space reserved for official comments.)

History (continued)

architecture, sculpture, plant materials, water features, murals, color, and lighting all functioned within the framework of the Architectural Commission's plan to support the creation of a very specific environment for the exposition.[1]

Neuhaus provided the following succinct description of the Architectural Commission's plan in his book, which served as both an analysis of the various components of the plan (architecture, sculpture, plant materials, murals, color, and lighting) and a guidebook:

"*In the main, the plan of the Exposition is developed upon the use of two main axes, one running almost north and south and the other, shorter at right angles to it, from east to west. These two major lines intersect at a point emphasized by the central court and the tower of the Exposition. The main buildings on the outside are tied together by plain, relatively low, solid, enclosing, horizontal walls, spaced on either side of these two axes in such a way to create protected areas of ample size for a succession of garden courts and outdoor recreational and pleasure areas. As it is an established tradition to cast aspersions upon the climate of San Francisco, it will not be amiss to note here that the buildings are designed in such a way as to offer a maximum of shelter from the prevailing summer winds and that they take the fullest advantage of the sun, which during the middle of the day shines into the long north-south axis.*

"*The plan, although formal, is not bisymmetrical like that of the Panama-Pacific Exposition . . . It is essentially monumental and is vaguely recognizable in the grand plan of Paris or Versailles, which is used with many local modifications at Washington, D.C., and indeed anywhere in the world that a monumental impressive decorative effect is desired. It is best appreciated from a great height, as modern aviation has revealed so instructively . . .*

"The areas outside of this nucleus have been connected with it by wide, tree-lined arteries, which give access to the grounds where stand buildings such as those belonging to the Federal government, the countries of the Pacific area, other foreign countries, California, and other states of the Union."[2]

The key outdoor spaces for the exposition were the "courts" along the major axes[3], two formal gardens[4], the tree-lined circulation arteries, the showy, expansive planting of ice plant along the western edge of the island (called the "Magic Carpet"), and a series of three man-made lakes (collectively called the "Lagoon") that stretched across the eastern side of the Exposition.[5] In contrast to the formality and geometry of the courts, gardens, and circulation paths, the Lagoon (also labeled as the "Lake of the Nations" on an earlier plan) had a meandering informal design. "The picturesque values which have resulted from this change" provided a "striking succession of delightful vistas created by the union of a naturalistically shaped body of water and man-made elements in terms of exotic buildings surrounded by gardens."[6]

The more functional aspects of the exposition were grouped at the southern and northern ends of the exposition's plan. The administrative building and the two other permanent buildings were located in a row at the south end, and a large entertainment and amusement park or midway, called "Gayway" and the outdoor auditorium, the "Cavalcade of the Golden West," stretched across the northern end. The expansive parking area (for buses, taxis, and automobiles) was hidden from

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[1] Eugen Neuhaus, *The Art of Treasure Island, First-hand Impressions of the Architecture, Sculpture, Landscape Design, Color Effects, Mural Decorations, Illumination, and Other Artistic Aspects of the Golden Gate International Exposition of 1939* (Berkeley, CA: University of California Press, 1939), p. 11. More specific analysis on each of these components is provided in the Neuhaus book.
[2] Neuhaus 1939, p. 12.
[3] The Court of Honor was located at the intersection of the two major axes. The Court of Pacifica was located at the north end of the north-south axis and the Enchanted Garden at its south end. Between these were the Court of the Seven Seas and the Court of Moon and Stars. The Court of Nations was located at the east end of the east-west axis, and the Court of Reflections, Court of Flowers, and Lagoon were located between it and the Court of Honor along this axis.
[4] The Enchanted Garden was located between the Administration Building and the Yerba Buena Clubhouse at the southern end of the north-to-south axis. The planting design for this garden was by Isabella Worn, a noted San Francisco floral designer who had also worked on the planting design for Filoli and San Simeon and would work again with architect William Wurster (who designed the adjacent Yerba Buena Clubhouse) on the landscape design of Stern Hall at the University of California's campus in Berkeley in the early 1940s. There was another garden (labeled as the "Commonwealth Nurseries Exhibit" on a 1939 plot plan) located west of the Floriculture Building and across California Avenue from the Hall of Transportation.
[5] The Lagoon was located between California Avenue (on the south), the Pacific Promenade/H Street (on the west), the Avenue of Olives/9th Street (on the north), and the Concourse of the Commonwealths/M Street (on the east).
[6] Neuhaus 1939, p. 12.

History (continued)

view to the north by of this group of features, as were the California Livestock Barns where the various livestock used in the performances at the Cavalcade were quartered.[7] Access to the exposition was provided by a causeway from Yerba Buena Island that connected to the vehicular entrance at the southwest corner of the island and by two ferry terminals, one each on the east and west sides of the island.

The purpose of the planting design was to provide "decorative enhancement and to frame the buildings and sculptural features and to provide a counterpoint to the architectural framework of the site."[8] The two major considerations that governed the selections for plants materials were their color and exposure needs, although the impact of fragrance was also considered. The "separate courts of the elaborate architectural plan were given separate color schemes, carried out by the bloom and the foliage of all forms of growth. Seasonal blooms [annuals and bulbs] were changed three or four times during the 40 weeks of the fair."[9] The colors of the flowers (annuals and perennials) were used to complement and reinforce the color schemes of the buildings and courts.[10] For example, the Court of Flowers was predominantly gold in color and included 45,000 plants of 46 different varieties.[11] The "Magic Carpet," one of the most talked about vegetation features, was meant to be highly visible "welcome mat" in the area between the water and buildings all along the western frontage of the island and was planted with varieties of ice plant, a groundcover succulent, in a "harmonious juxtaposition of tints" – pink, yellow, dark pink, orange, red, and scarlet – to form a carpet that resembled an "Oriental rug."[12] A broad range of tree and shrub species from the various "Pacific climates and nations" were selected to fit within the exposition's theme "A Pageant of the Pacific".[13]

Julius L. Girod was the supervising horticulturist for the GGIE and oversaw the work of the Bureau of Horticulture of the Exposition. Girod, a native of San Francisco, was the assistant to Golden Gate Park Superintendent John McLaren, and had worked for McLaren since 1929. (He was appointed as superintendent of the park in 1943, following McLaren's death, and continued in this capacity until his own death on 25 November 1957.) [14] Neuhaus stated in his book that the park department's (and John McLaren's) experience in creating the landscape for the 1915 Panama Pacific International Exposition "gave an incalculable advantage" in planning and orchestrating the development of the GGIE grounds,[15] which included growing or storing the 4,000 trees, 60,000 shrubs, 800,000 annuals, and 400,000 bulbs that were used in the planting design. The San Francisco Park Department's 28-acre Balboa Park nursery was the headquarters for all of this work. Mature trees were acquired from "widely scattered points in California" and acclimated at the Balboa Park nursery. Others that were obtained from within the Bay Area were shipped directly to Treasure Island from their original sites.[16] Jack James and Earle Weller, in their book *Treasure Island, "Magic City" 1939-1940*, stated that "these trees were donated by owners."[17]

Before a large-scale transplanting effort could begin, the issue of the high salinity content of the bay silt, used as fill in creating the island, had to be resolved. Heavy rainfall during the winter of 1937-1938 helped to lower the soil's saline content, and the soil was amended by adding calcium sulphate and ammonium sulphate and aluminum sulphate in planting areas where plants required a higher acid content. Soil from the Sacramento River delta was also brought in and added on top of the bay silt.[18]

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[7] Neuhaus 1939, p. 13 and California Commission for the Golden Gate International Exposition. *Golden Gate International Exposition, Plot Plan Drawing No. D-101, Feb. 1939*.
[8] Neuhaus 1939, p. 64.
[9] Jack James and Earle Weller, *Treasure Island "Magic City" 1939-1940, The Story of the Golden Gate International Exposition* San Francisco: Pisani Printing and Publishing, 1941, p. 22.
[10] Neuhaus 1939, p. 95.
[11] Treasure Island Development Authority. "Treasure Island is a Pageant of the Pacific in Growing Things," panel, *Treasure Island 1939: San Francisco's Pageant of the Pacific* exhibit at the Presidio of San Francisco Officer's Club (2009).
[12] Ibid. and Neuhaus 1939, p. 72. The current genus is *Carpobrotus* but the plants are referred to as "mesembryanthemums" in descriptions of the exposition since this was the genus name at that time.
[13] A list of plants used within the major courts and areas of the fair and a schematic plan for the fair is provided in Appendix III: Planting Lists in The Art of Treasure Island (Neuhaus 1939, p. 159-189).
[14] "Golden Gate Park Benefactor [Julius Girod] Dies, *Daily Review* [Hayward, CA], 26 November 1957, p. 11 and "Julius Girod Given John McLaren's Place", *San Mateo Times*, January 26, 1943, p.10.
[15] Neuhaus 1939, p. 71.
[16] Neuhaus 1939, p. 69 and 71; Treasure Island Development Authority. "Treasure Island is a Pageant of the Pacific in Growing Things," panel; and Jack James and Earle Weller, *Treasure Island "Magic City" 1939-1940, The Story of the Golden Gate International Exposition* (San Francisco: Pisani Printing and Publishing, 1941), p. 21-22.
[17] James and Weller 1941, p. 22.
[18] Neuhaus 1939, p. 68.

History (continued)

Installation and transplanting began in May 1938, just as soon as this process was completed. Barges, moving "across the Bay like small floating sections of forest,"[19] transported the trees from the San Francisco, Redwood City, and Berkeley waterfronts. Olive trees and palms, the two most widely used species in the plan, were the first to be brought in.[20] The large trees were transplanted at a rate of about 40 to 50 per day, and then the smaller trees, shrubs, and, finally, flowering plants were added.[21]

The irrigation water for the intensively planted gardens and outdoor spaces was supplied by a system that brought water from San Francisco through a "flexing pipeline" located between the decks of the Bay Bridge to a 3,000,000-gallon reservoir on Yerba Buena Island. The water flowed from there by gravity across the 900-foot causeway that connected the two islands to a distribution system that included over 26 miles of pipe for the sprinkler systems within the planted areas.[22]

Changes to the Landscape Design by the Navy

After the fair closed at the end of September 1940, plans for the local airport at Treasure Island were postponed, and by early 1941, the Navy was using Treasure Island for its war planning in conjunction with their already established facility at Yerba Buena Island. After the attack on Pearl Harbor on December 7, 1941, the base's mission was fundamentally redefined to supply armed uniformed guards for merchant marine vessels sailing in the Pacific Ocean, and the island became the temporary homeport for the thousands of sailors awaiting assignment to vessels headed to battle in the Pacific.[23]

The Exposition dismantled some of its buildings soon after the fair closed but others that remained on the site were adapted to meet the Navy's immediate needs. The Exposition's permanent structures, built for the future airport, were also used by the Navy for military functions. There were 109 buildings and structures (ranging from the grand exhibit palaces to small utility sheds) on the island in 1941 when the Navy acquired Treasure Island. Sixty two of these were demolished when the Navy took possession, and the remaining 43 were re-used but re-painted. A fire in 1947 destroyed three of the remaining Exposition palaces, and as a result, the Navy demolished 37 of the remaining 40 re-used GGIE buildings. (A few survived into the 1960s.).[24]

The setting and character of Treasure Island were changed dramatically during this period, and the constructed environment from the GGIE (comprised of its architecture, statuary, murals, plant materials, and the use of color, illumination, and water) was replaced by the utilitarian character of the new Navy facility. When the main exhibition halls were lost in the 1947 fire, the spatial organization from the GGIE's plan along the two central axes was lost. The Navy added at least 90 permanent and temporary naval buildings during the war,[25] and as a result of this construction, the amount of open space on the island that had originally existed within the GGIE plan decreased. The Navy added rows of new buildings, along the western edge of the island, in the area that had been the Magic Carpet during the GGIE, and to the area north of 9th Street that had been the location of Gayway.

After the war, both Treasure and Yerba Buena islands served as a major center for thousands of Navy personnel returning from the War, reportedly the Navy's second largest separation facility at that time. In 1946, Treasure Island was designated Naval Station (NAVSTA) Treasure Island, a designation it retained for the next 38 years. During this era, the Navy constructed over 75 additional buildings on Treasure Island, half of which were built during the 1960s and 1970s. New housing was completed in 1966 in the northwest quadrant of the island. Over 40 additional buildings were constructed on the station through the 1980s and 1990s.[26]

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[19] James and Weller 1941, p. 23.
[20] Ibid, p. 22-23 and Neuhaus 1939, p. 71.
[21] James and Weller 1941, p. 23.
[22] James and Weller 1941, p. 20-21.
[23] Toni Webb, (JRP Historical Consulting), *Administration Building (Building 1), Treasure Island, National Register of Historic Places Registration Form* , undated, Section 8, p. 14-15.
[24] JRP Historical Consulting Services, *Cultural Resource Inventory and Evaluation Investigations: Yerba Buena Island and Treasure Island Naval Station, Treasure Island, San Francisco, CA, March 1997, Appendix 3: World War II Era and Cold War Buildings and Structure* (1997), p. 3-3.
[25] Webb (undated), Section 8, p. 15.
[26] Webb (undated), Section 8, p. 15-16.

History (continued)

The basic grid alignment of the circulation arteries was retained when the Navy converted these to streets; however, some were realigned (e.g., Avenue of the Palms) or extended (e.g., 4th Street), and new east-to-west-oriented cross streets were added to connect between the north-to-south-aligned avenues. The alignment of 4th Street was along the main east-to-west axis for the fair; however the alignment of the main north-to-south axis was not incorporated into the Navy's road system. All of the street system north of 9th Street, except for the perimeter road, was added by the Navy.

The alignment of the street system, organization of the landscape, building arrangement, and location of open, green space in the northwest quadrant of the island is related to the construction of housing in 1966 and differs from that of the rest of the island (that was retrofitted into the original GGIE grid layout). Gateway Avenue's alignment, beginning at 9th Street and ending at the intersection of 13th Street and Avenue H, curves in a gentle arc that follows the edge of island. Short drives, providing access to parking lots for groupings of apartment buildings, and looped streets are laid out along both sides of Gateway Avenue.

By 1947, the Lagoon's system of three lakes had been drained and filled, and buildings and cross streets (3rd, 4th, 5th, 6th, and 8th streets) had been added to this area between Avenues H and M.[27]

The vibrant color displays from the annual and perennial beds disappeared with the closing of the fair. Many, if not most, of the Exposition's trees and shrubs were removed during the initial demolition of the GGIE buildings and structures by the Navy in 1941. Some of the major trees remained on the island either in their original location (e.g., the palms along the Avenue of Palms and about half of the olives that had been used as street trees during the GGIE) or were transplanted to new locations (e.g., Canary Island date palms and Mexican fan palms located at various locations on the island or the olives in the area east of the Chapel). However, most traces of the plantings in the various Courts and in the Enchanted Garden were gone by 1947. (A very simplified planting at the north end of the north-south oriented axis, in the area that had been the Court of Pacifica, remained as a traffic circle near the west end of 9th Street through 1985.) The Magic Garden became the site of rows of barracks. Over the next four decades, plantings were added (primarily street tree or plantings around the foundations of new buildings) as the Navy continued to adapt the island to meet its needs.

Evaluation

Evaluation of Island-Wide GGIE Landscape Under CRHR Criteria
The designed landscape (the primary components of which were the spatial organization of the landscape, its circulation system, and plant materials) was a component of the Architectural Commission's overall plan for the GGIE and its significance would be as a contributing component to this overall plan (under CRHR Criterion 1 and/or CRHR Criterion 3). However, there is no integrity to the overall island-wide design or plan for the GGIE. The foundation of the GGIE plan was its spatial organization.[28] The two central axes that intersected at the Court of Honor (the primary one oriented north-to-south and the secondary one oriented east-to-west) and the arrangement of the Exposition's primary buildings along these were the basic components of this organization. The secondary buildings and the circulation arteries were arranged in a grid system in relation to these axes. The use and location of vegetation supported this organization (e.g., through the use of uniform street tree plantings, the use of trees around the edges of courtyards, the use of plants to frame entries to buildings). The spatial organization that resulted from the arrangement of the GGIE's buildings, circulation system, and vegetation is no longer evident on the island. The overwhelming majority of the original buildings have been removed from the island, and the street system has been altered. The majority of the vegetation materials are no longer extant, and feeling created through the use of plant materials, color, water, and lighting that characterized the landscape during the fair is missing. As a result of these losses, there is no integrity of design, materials, workmanship, setting, feeling, or association related to the GGIE landscape. Due to this lack of integrity, the GGIE's designed landscape does not appear to be eligible for the CRHR under Criteria 1 or 3. Research has not uncovered substantial evidence that this resource possesses association with the life of any important historical figure sufficient to qualify under Criterion 2. Additionally, it is unlikely that the landscape would be significant for its information potential under Criterion 4 since this criterion is commonly understood to apply primarily to archaeological resources.

[27] Pacific Aerial Survey image, 1947.
[28] Spatial organization refers to the three-dimensional organization and the patterns of space in a landscape and is analogous to the arrangement of rooms in a house. The organization of features in the landscape defines and creates spaces and often is closely related to land use. The functional and visual relationship between these spaces within the landscape is integral to the historic character of a property (National Park Service, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* [Washington, D.C., 1996], p. 15.)

Evaluation (continued)

Additionally, any remaining individual components or features from the landscape design – primarily street alignments and examples of vegetation – are not individually significant; rather their significance would be as contributing features within the overall designed landscape of the GGIE, and as explained in the preceding paragraph, the designed landscape for the GGIE does not appear to be eligible for the CRHR because of a lack of integrity. Consequently, any remaining landscape features from the Exposition are not historic resources under the CRHR criteria.

The remaining identifiable examples of the GGIE landscape design – the Avenue of Palms, examples of olives planted as street trees, and landscape zones around Buildings 1, 2, and 3 – are documented in more detail on separate DPR records. Additionally, the landscapes zones around Buildings 1, 2, and 3 are evaluated for their contribution to the individual significance of each respective building on separate DPR records.

Evaluation of Island-Wide Navy Landscape Under CRHR Criteria
Most of the features from the GGIE landscape design were removed by the Navy during or immediately after World War II. A portion of the circulation system from the GGIE design was adapted for use in the Navy's circulation system, and in limited instances some of the vegetation was left in place or was transplanted to new locations, when it did not conflict with the Navy's use of the island. The landscape design that resulted from the Navy's use of the island between 1941 and 1991 developed in an incremental fashion and shared characteristics that were typical to other Navy establishments on the West Coast (i.e., changes to the landscape were ongoing and were carried out in conjunction with changes made to the facilities to meet changing mission requirements, the types of plants that were used, and having an utilitarian appearance). Any potential for an island-wide significance of the landscape design that resulted from the Navy's use of Treasure Island would be as a contributing feature to a historic district related to the Navy's use of the island, and based on a previous evaluation such a district does not appear to exist. A 1997 cultural resources inventory and evaluation of the buildings prepared by JRP Historical Consulting Services concluded that there was no National Register-eligible historic district on Treasure Island comprised of either World War II or Cold War buildings,[29] and the same would appear to be the case for eligibility under the CRHR Criteria.

Any potential for significance of individual Navy-related landscape features on Treasure Island (including those from the GGIE that were adapted by the Navy) would also be as contributing features to a historic district related to the Navy's use of the island, and as explained in the preceding paragraph, there does not appear to be a Navy-related historic district on Treasure Island under the CRHR Criteria.

As a result, neither the Navy-related island-wide landscape design nor any of its individual landscape features are historic resources under the CRHR Criteria.

Evaluation of Potential for a Historic District for Buildings 1, 2, and 3

The Architectural Commission's plan for the GGIE located the more functional aspects of the exposition at the southern and northern ends of the island. At the south end of the island, this layout was also a response to the intended future use of the island as an airport for San Francisco. The three permanent buildings that were intended to serve as the airport's terminal (Building 1) and hangars for seaplanes (Buildings 2 and 3) were located in a row at the south end of the island, and after the Exposition, the area to the north was to provide the space for the airport's runways and other future airport development. However, the airport never became a reality.

Today, Buildings 1, 2, and 3 are the only remaining examples of buildings from the GGIE. However, while Buildings 1, 2, and 3 and the remaining portions of their individual landscape settings are tangible reminders of the GGIE and are artifacts of this event, they do not constitute a historic district in relation to the Exposition under CRHR Criteria. There was no ceremonial progression or circulation axis that connected these three buildings to each other within the GGIE plan, and individually, they were not designed to relate to each other but to the larger GGIE plan. The buildings' relationships to the Avenue of Palms, California Avenue, and the Esplanade – all components of the GGIE circulation system – are still evident. However, other components of the GGIE design (buildings, circulation features, and vegetation features) that were originally located around and adjacent to Buildings 1, 2, and 3 are no longer extant. These non-extant features include the Yerba Buena Club and the Enchanted Garden, both originally located in the area between Buildings 1 and 2. Additionally all of the Exposition features

[29] JRP Historical Consulting Services, *Cultural Resource Inventory and Evaluation Investigations: Yerba Buena Island and Treasure Island Naval Station, Treasure Island, San Francisco, CA, March 1997, Appendix 3: World War II Era and Cold War Buildings and Structure* (1997), p. 3-38.

Evaluation (continued)

located on the north side of California Avenue are gone. Any potential significance for Buildings 1, 2, and 3 and their remaining landscape settings under the CRHR Criteria would be as contributing features within the overall GGIE plan; however, the GGIE plan does not appear to be eligible for the CRHR because of a lack of integrity.

Research has not uncovered substantial evidence that these resources possess association with the life of any important historical figure sufficient to qualify under Criterion 2. Additionally, it is unlikely that they would be significant for their information potential under Criterion 4 since this criterion is commonly understood to apply primarily to archaeological resources.

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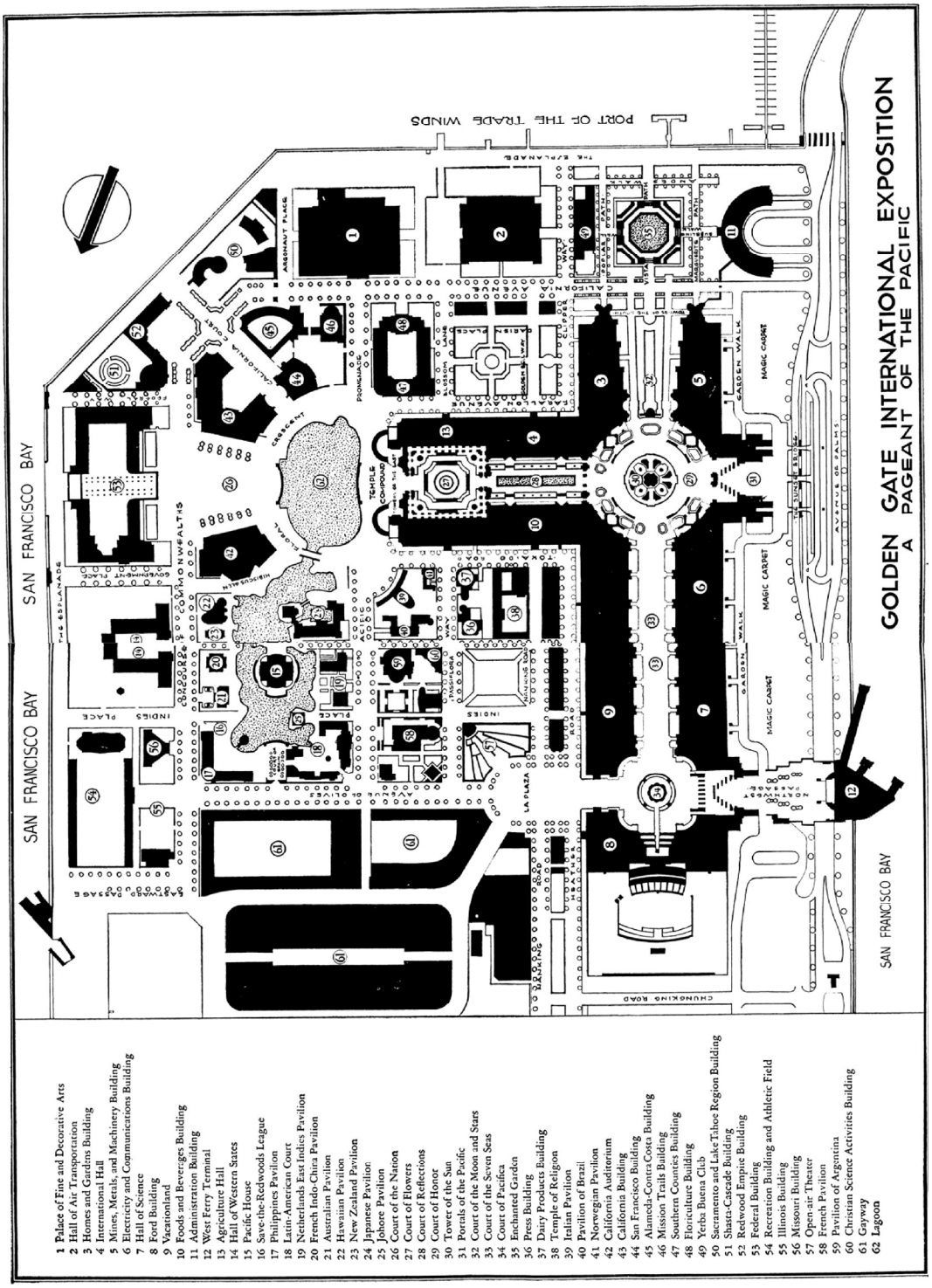
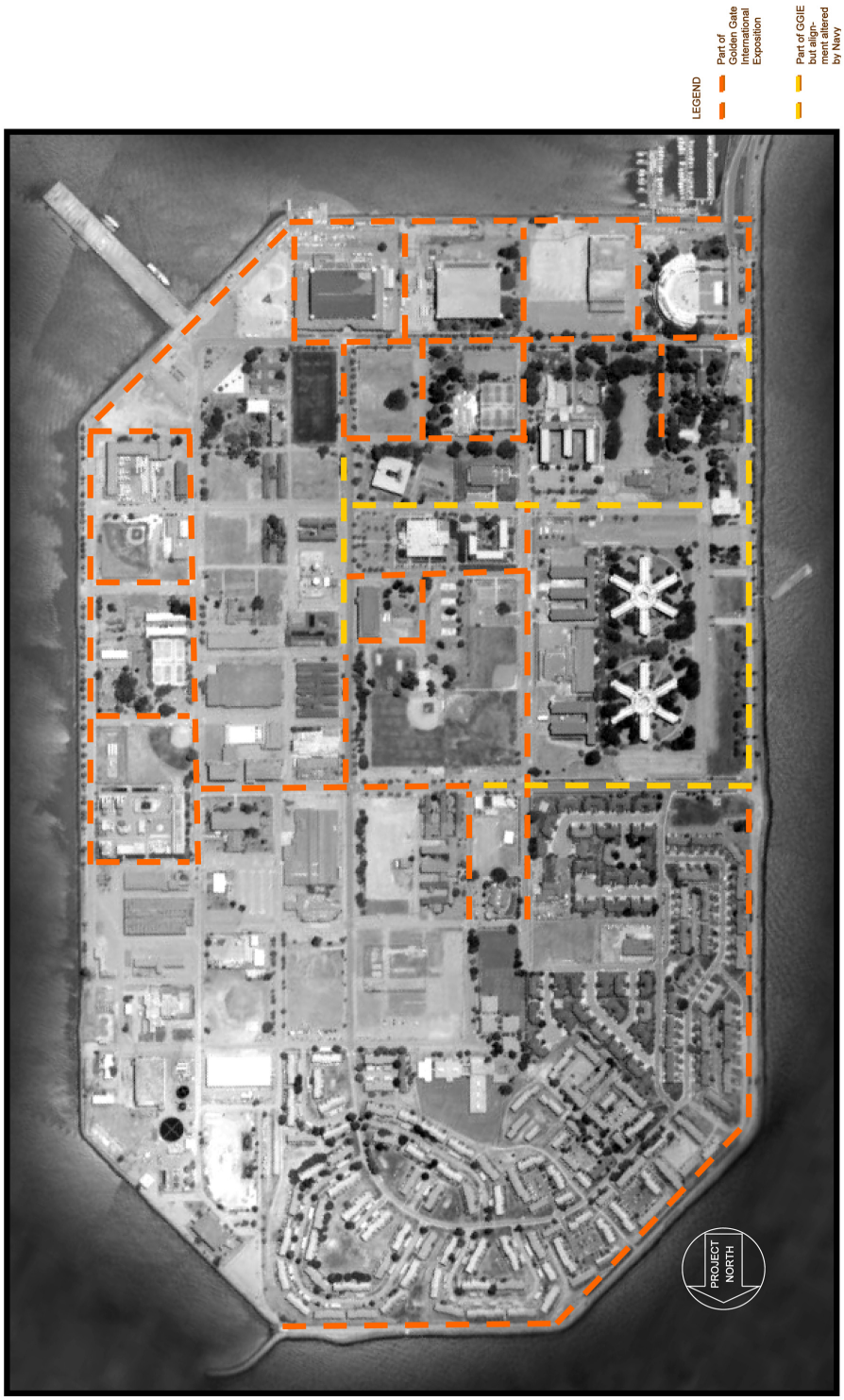


Schematic Plan of GGIE.
Source: *Official Guidebook: Golden Gate International Exposition, World's Fair on San Francisco Bay*. First Edition. San Francisco: The Crocker Company. 1939.



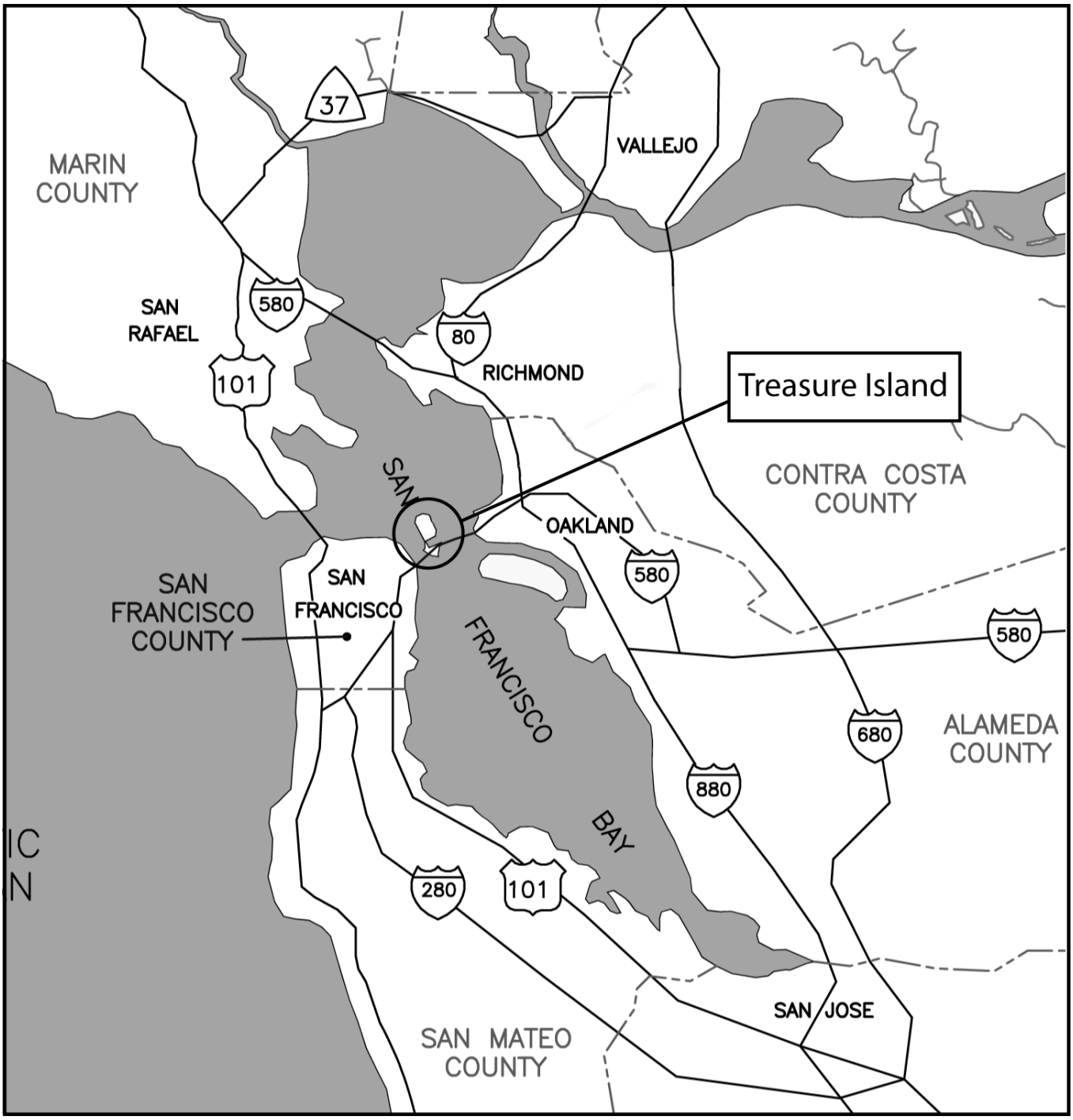
Alteration of the GGIE street system by Navy.

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

LOCATION MAP

Primary # _____
HRI# _____
Trinomial# _____

Page 12 of 12 *Resource Name or # (Assigned by recorder) Treasure Island Landscape
*Map Name: Treasure Island Location Map *Scale: NTS *Date of Map: 2006



Source: Transfer and Reuse of Naval Station Treasure Island - Final Environmental Impact Report (San Francisco Planning Department 2006)