

APPENDIX D

HISTORIC RESOURCE EVALUATION AND CULTURAL RECORDS SEARCHES



May 22, 2017

Alameda Shipways
1100-1250 Marina Village Parkway
Alameda, California

**ADMINISTRATIVE DRAFT
HISTORIC RESOURCE EVALUATION**

INTRODUCTION

Constructed in 1942-1943 as part of the Bethlehem Alameda Shipyard, four shipways at 1100-1250 Marina Village Parkway (APN 74-1334-23-2, 74-1334-24-2, and 74-1334-67-1), are located on the Oakland estuary. The properties are not currently listed on any local, state or national registries. This report is an evaluation of the properties' potential eligibility to be individually listed in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and the Alameda Historical Building Study List.

METHODOLOGY

Carey & Co. conducted a site visit on March 29, 2017 to evaluate the existing conditions, historic features, and architectural significance of the property. Additional research was completed including consultation of all available building permits at the City of Alameda, the Alameda Main Library, the San Francisco Public Library, San Francisco Historical Photograph Collection, Sanborn Fire Insurance maps, historic aerials, trade periodicals, digital archives of the National Register and Historic American Engineering Survey, as well as the San Francisco Chronicle and local newspaper indexes.

This report includes:

- Property Description
- Site History
- Significance Evaluation
- Conclusion
- Bibliography

SUMMARY OF FINDINGS

The shipways at 1100-1250 Marina Village Parkway appear eligible for listing in the NRHP and CRHR under Criterion A/1 (Events), and for listing on the Alameda Historical Building Study List. Constructed in 1943, the structures were part of the Bethlehem Shipbuilding Company's Alameda Yard. They are significant for their association with wartime efforts at the national level and the development of steel shipbuilding and repair in the Bay Area at the local level. The period of significance would begin in 1943, with the construction of the shipways, and end in the early 1950s when the yard was used to maintain and repair equipment used by other Bay Area facilities of Bethlehem. The shipways retain sufficient integrity to communicate their significance.

PROPERTY DESCRIPTION

Site

Located in the northeastern quarter of Alameda, four identical shipway buildings at 1100-1250 Marina Village Parkway are located on the north side of Marina Village Parkway on the Oakland estuary. The buildings are sited in a northeast-southwest direction and paired together. The asphalt-paved parking lots surround the structures. The buildings are labeled Shipway 1, 2, 3, and 4 from west to east.

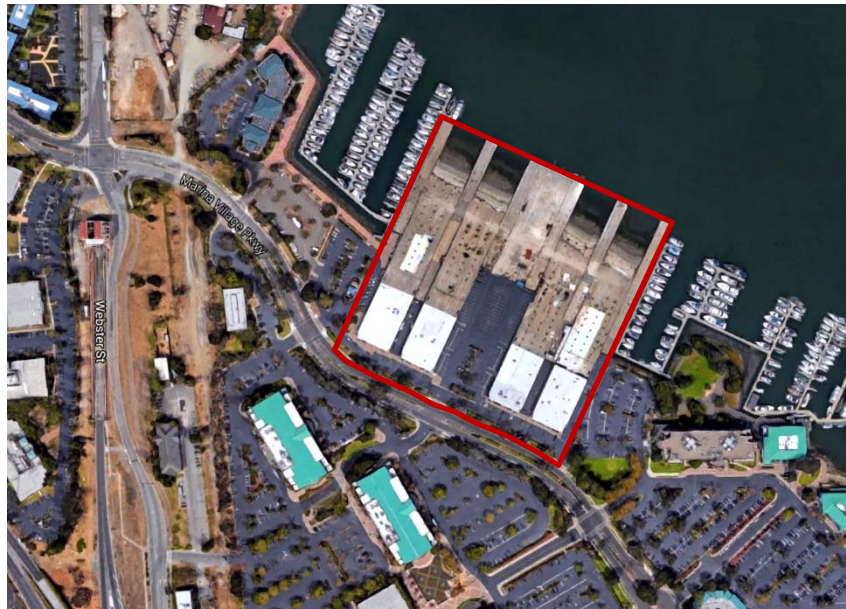


Figure 1. Aerial view of the subject lot outlined in red (Google Maps, retrieved March 24, 2017).



Figures 2 and 3. Shipways 1 and 2 (left) and Shipways 3 and 4 (right).

Architectural Description

The four shipway buildings are virtually identical. The one-story, industrial shipway building, identified as "Shipway 4" is rectangular in plan. The poured-in-place, reinforced concrete structure has a sloping roof platform where ships were once constructed. The high end of the roof at the southern side of the building slopes down to the water at the northern end of the structure. Occupiable space is located at the southern end of the building, sheltered by a quarter of the sloping roof. Concrete pilasters divide the front elevation into four bays. Most bays feature a variety of multi-lite steel sash windows varying in size, and pairs of steel doors. Black canvas awnings shelter each doorway. Three light fixtures adorn the main façade, as does

painted signage identifying the structure as “Ship Way 4.” The side elevations have a mix of paired and single metal doors with a glazed panel. Most glazing is divided into multiple lites. The steel casement and awning multi-lite windows have concrete sills. A raised walkway accesses the doors, while a concrete slab projection at the roof, supported by concrete brackets, shelters these walkways on the sides of the building. Select doorways on the east and west elevations have black awnings. Signage painted on the building reads “Keep Sidewalk Clear” and “Air Raid Shelter.” Alterations to the building include window and door modifications, removal of sections of the roof platform, awnings over doorways and interior changes. The interior of the building serves as office space for several different businesses and is built out with offices.



Figures 4 and 5. Shipway 1 (left) and Shipway 2 (right).



Figures 6 and 7. Shipway 3 (left) and Shipway 4 (right).



Figures 8, 9 and 10. Sloping roof platforms of Shipway 3 (left and center), looking northeast towards the estuary through roof supports of Shipway 4 (right).

Three other identical shipway buildings are located west of the “Ship Way 4” structure. The “Ship Way 1” and “Ship Way 2” buildings are paired together, while “Ship Way 3” and “Ship Way 4” are grouped together east of the other structures. Buildings 1 and 2 have a mix of multi-lite windows and doors in the four bays on the front elevations. Building 3 has similar doors and windows, but only in the center two bays. The side elevations of all three structures are similar to that of the “Ship Way 4” building.



Figure 11. Shipways 1 and 2.



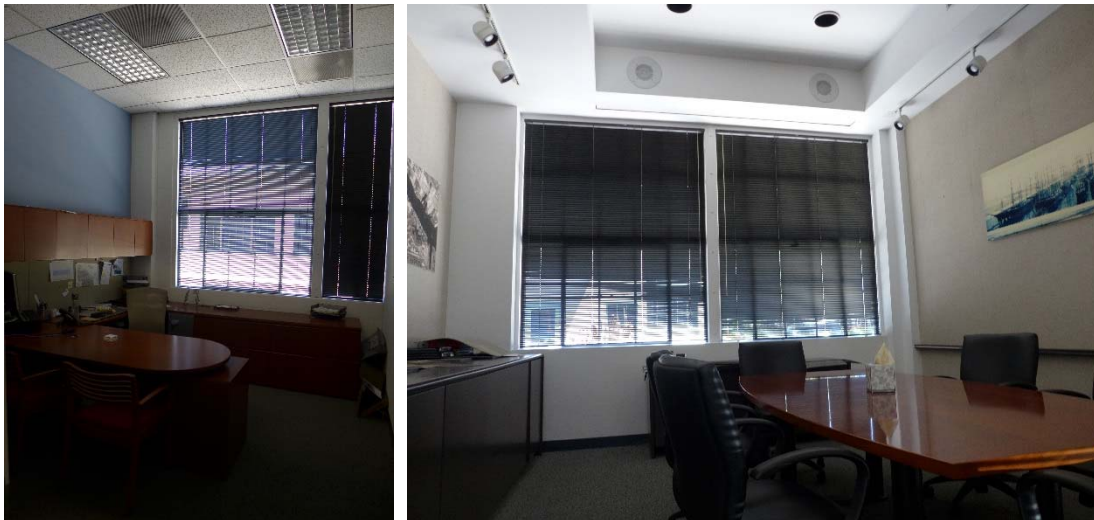
Figures 12 and 13. Side elevations of Shipway 2 (left) and Shipway 3 (right).



Figures 14 and 15. Sloping roof platform of Shipway 3.



Figures 16 and 17. Interior of Shipway 3, the lobby (left) and the corridor (right) of the eastern suite.



Figures 18 and 19. Interior of Shipway 3, an office (left) and a meeting room (right) at the eastern suite.



Figures 20 and 21. Interior of Shipway 3, an office (left) and the meeting area (right) at the western suite.

SITE HISTORY

The shipways on the Marina Village Parkway were constructed in 1942-1943 as part of the Bethlehem Alameda Shipyard. Owned by the Bethlehem Steel Corporation, one of the largest steel manufacturers in the country, Alameda Yard was among the key shipbuilding and repair facilities of the West Coast. The following paragraphs summarize the history of the shipyard:

The shipyard was located on land which had long been known as the Alameda Marsh. By about 1900, Alaska sailing vessels moored there during the winter and, before 1902, Dickie Brothers of San Francisco built a slip for the construction of small wooden ships. In 1903, the United Engineering Company of San Francisco bought the property, improved it and, by 1916, built up an extensive business in repairing and drydocking steam schooners and other ships. This was the first important industry on the Alameda side of the estuary and one of the first at the western end of Alameda, areas that during the World War I would become central to the industrial economy of the whole East Bay.

In 1916, the yard was bought by Union Iron Works, a manufacturer of mining machinery, locomotives, and ships, which already operated the Potrero Works, Risdon Works, and Hunters Point Works in San Francisco. The Alameda Yard was known as the Alameda Works of Union Iron Works. In 1906, Union Iron Works had been bought by the Bethlehem Steel Corporation. In 1917, in response to the World War, Bethlehem Steel set up the Bethlehem Shipbuilding Corporation, Ltd., a consolidation of several shipyards throughout the United States. The three works of Union Iron Works became known as the Union Plant of the Bethlehem Shipbuilding Corporation. A major expansion of the shipbuilding facilities of the Alameda Works took place at that time, including construction of six ways [slips]¹ for the assembling of ships up to 550 feet long; the 500-foot plate shop; the marine building for warehousing and the construction of small parts; the power house; an employee cafeteria; several office buildings; an employee hospital, and the turbine machine shop for the production of reciprocating engines, diesel engines, and marine turbines. The complex was entered through a formal entrance gate at Tynan Avenue. Altogether, the Alameda Works "spread over seventy acres and was considered one of the largest and best equipped yards in the country." The turbine machine shop itself was referred to as "the finest machine shop on the Pacific Coast."

During World War I, several accomplishments of the yard attracted widespread public acclaim and official acknowledgement. In 1919, the company newsletter stated, "Figured on a basis of tons per slip per man, the Alameda plant leads all other plans in the United States for the year 1918." This record included construction of the two largest ships ever built on the Pacific Coast up to that time, the launching of the 12,000 ton freighter "Invincible" after only 24 working days, and the launching of four 12,000 ton freighters on July 4, 1918. The latter event was one of the important rallying points of the war years for Alameda citizens: "The Bethlehem yards were gay with flags and streamers for the quadruple launching, and thousands of spectators crowded every available vantage point to witness the spectacle." These speed records were due in large part to the assembly and riveting on the ground of major sections of ships, which were then hoisted into place. All in all, between 1916 and 1923, a total of 58 ships were built.

¹ An article published in the *Naval Engineering Journal* referred to these structures as "six building slips." Daniel D. Strohmeier, "A history of Bethlehem Steel Company's shipbuilding and ship repairing activities," *Naval Engineers Journal*, May 1963, page 262.

After 1923, the Alameda Works ceased making ships but continued its drydocking and ship repairing operations. In 1933, the turbine machine shop was renamed the Alameda Fabricating Works and was revamped "for the sole function of fabricating structural steel." It maintained this function through World War II years, producing steel for the Alameda County Court House, the San Francisco Mint, and many Army and Navy buildings on the Pacific Coast, among others. It also continued to produce parts for the revitalized shipyard at the Alameda Works during World War II.

At the beginning of World War II, the Alameda Works was reestablished as the Bethlehem Alameda Shipyard, Inc., which was sold to the United States Maritime Commission and leased back to Bethlehem. The yard was modernized and expanded. Among the most prominent of the new structures were a five-story reinforced-concrete warehouse; new ways; and new housing that was built south of the yard. During the war, the yard repaired over 1,000 vessels, and it produced P-2 [P2] troop transport ships, "the largest non-combatant vessel to be built by any American shipyard since Pearl Harbor." A contract for 10 of these 23,000-ton ships called for them to be convertible to luxury liners after the war.²

By March 1942, the Maritime Commission called upon Bethlehem to build and operate a new yard to construct ten large troop transports. Bethlehem Alameda shipyard was reconditioned to handle this, and the management and technical staff was borrowed from the San Francisco yard.³ The budget for reconditioning the shipyard was announced as \$15,000,000.⁴ The ground was broken in June, old buildings were cleared, and the aged facilities were redesigned and reconstructed. Although the work continued into 1943, the shipbuilding at the yard resumed in December 1942.⁵ Built for the Maritime Commission, the new shipyard was designed "as a permanent addition to the shipbuilding facilities of the Pacific Coast" and "to build the largest commercial vessels yet built on the Pacific Coast."⁶ The subject shipways on Marina Village Parkway, which were constructed as part of this reconditioning, were described in detail in a trade periodical as follows:

The new Bethlehem Alameda yard has four ways, arranged in two pairs. Around the ends and sides of each pair are huge preassembly and welding parks. Each pair of ways is served by three crane tracks, one in the center and one on each side, making six crane ways to serve four building ways...The ways are very solidly built of reinforced concrete, and are arranged on the inshore end into offices, store rooms, locker rooms, lavatories and specialty shops. The total space thus occupied would be equivalent of a one story building 90 feet wide and about 1000 feet long, or approximately two acres of floor space...As designed and built, these ways will take vessels up to 700 feet length and 90 feet beam. They are therefore a welcome addition to the permanent ship construction plant of the Pacific coast...⁷

² Michael Corbett and Margaret Welden, *Historic American Engineering Record, Union Iron Works Turbine Machine Shop*, HAER No. CA-43, September 1979, pages 4-5.

³ Strohmeier, *Naval Engineers Journal*, page 272.

⁴ "Bethlehem Alameda Plant to be Reconditioned," *Pacific Marine Review*, April 1942, page 68; "'Fair Price' for Hunters Point Land," *San Francisco Chronicle*, March 11, 1942.

⁵ "Bethlehem-Alameda Shipyard, Inc., Alameda, Calif.," *The Log of the West Coast Maritime Industries*, vol. 39, no. 8, Miller Freeman Publications, July 1, 1944, page 106.

⁶ "Bethlehem's Alameda Yard," *Pacific Marine Review*, August 1943, page 66.

⁷ *Ibid.*, 67-68.

Alameda Yard was among the major contributors to Bay Area shipbuilding along the Oakland-Alameda Estuary with Moore Dry Dock and United Engineering. During World War II, Bethlehem's Alameda Yard built seven of the Admiral Class troop transports, which were capable of carrying nearly 5000 troops, the last being commissioned July 10, 1945.⁸ The shipyard repaired over 1,000 commercial vessels during World War II and continued to produce structural steel as well. After the war, ownership of the shipyard was returned to Bethlehem Steel, and the shipbuilding activities were reduced and slowly ended. By the early 1950s, the yard was used to maintain and repair equipment used by other Bay Area facilities of Bethlehem Steel. The shipyard was closed by 1956 and many of its buildings were demolished. The power house and the shipways are among the remaining structures of Bethlehem Steel's Alameda Shipyard.⁹ The shipways were rehabilitated and converted to offices in the mid-1980s.¹⁰



Figure 22. 1918 sketch of Alameda Yard (Bethlehem Pacific Steel Company file at Alameda Public Library).

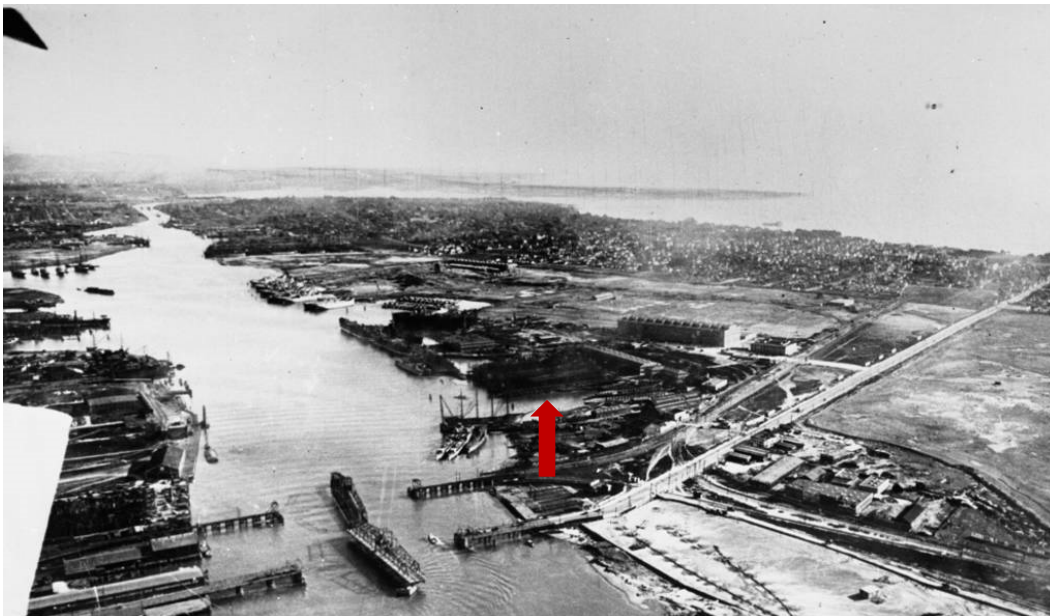


Figure 23. Oakland Estuary from the air in 1919; the slipways are marked by red arrow (Online Archive of California, Oakland Public Library, Oakland History Room and Maps Division).

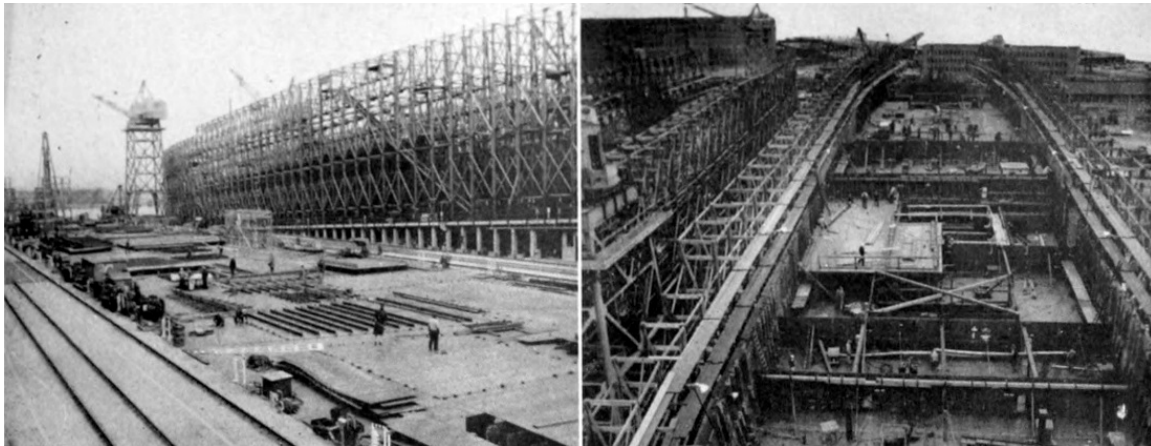
⁸ Nicholas A. Veronico, *World War II Shipyard by the Bay* (San Francisco: Arcadia Publishing, 2007), page 103.

⁹ Michael Corbett and Margaret Welden for Alameda Marina Village Association (Owners), *Union Iron Works Power House, National Register of Historic Places—Nomination Form*, September 24, 1979, Section 8; Michael Corbett and Margaret Welden, *Historic American Engineering Record, Union Iron Works Turbine Machine Shop*, HAER No. CA-43, September 1979, pages 4-5.

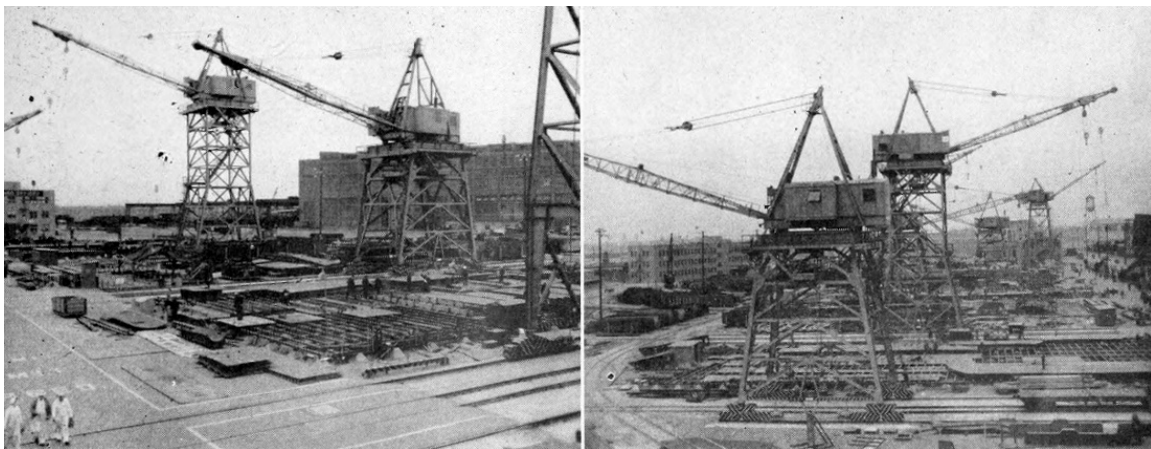
¹⁰ City of Alameda Permit Center, permit history obtained on March 29, 2017.



Figure 24. Aerial view of the shipyard in November 1940; the slipways are marked by red arrow (<http://aerofiles.com/SFBA/SFBA-aerial40.jpg>, accessed April 17, 2017).



Figures 25 and 26. Left, welding park between Shipway 2 and Shipway 3 (left), and bird's eye view of hull no. 1 looking forward (right) in 1943 (Pacific Marine Review, August 1943).



Figures 27 and 28. Left, part of the welding park at the head of the ways (left), and welding racks across head of the ways (right) in 1943 (Pacific Marine Review, August 1943).



Figure 29. Construction work in progress with machine shop in background. Although dated ca. 1918 on HAER documents, this photograph shows a later, ca. 1945, configuration of the shipyard. (Union Iron Works Turbine Machine Shop HAER No. CA-43).



Figure 30. Aerial view of the Bethlehem Alameda Shipyard, November 1946 (San Francisco History Center, San Francisco Public Library).



Figure 31. Troop transports outfitting at Bethlehem Alameda in 1946 (*Build Ships!*, page 152).



Figure 32. Aerial view of the Bethlehem Alameda Shipyard, 1947 (*Key System Transit Lines (Calif.)*, David Rumsey Historical Map Collection, <http://www.davidrumsey.com/> accessed April 17, 2017).

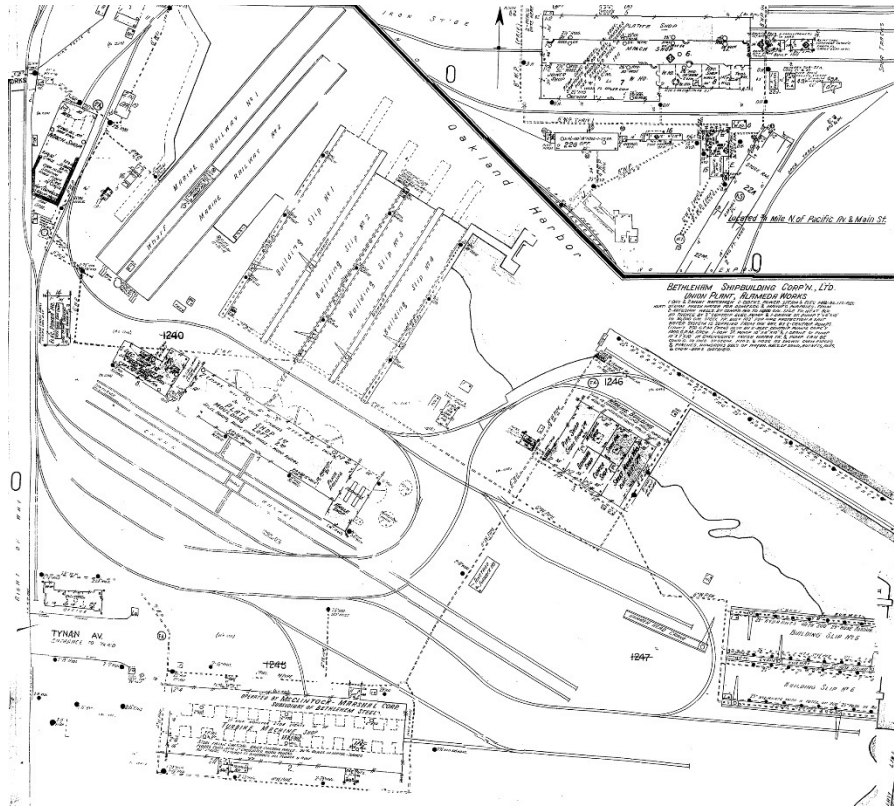


Figure 33. 1950 Sanborn map of the Alameda Shipyard. This map illustrates the pre-1943 layout of the shipyard since four shipways were built and the plate shop was demolished by then.



Figure 34. 1987 Sanborn map of the area (City of Alameda Permit Center).

SIGNIFICANCE EVALUATION

Regulatory Framework – Federal Criteria

National Register Bulletin Number 15, *How to Apply the National Register Criteria for Evaluation*, describes the Criteria for Evaluation as being composed of two factors. First, the property must be “associated with an important historic context.”¹¹ The National Register identifies four possible context types, of which at least one must be applicable at the national, state, or local level. As listed under Section 8, “Statement of Significance,” of the National Register of Historic Places Registration Form, these are:

- 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 to prehistory or history.¹²

Second, for a property to qualify under the National Register’s Criteria for Evaluation, it must also retain historic integrity to convey its significance. See the *Integrity* section below for more information.

Regulatory Framework – State of California Criteria

The California Office of Historic Preservation’s Technical Assistance Series #6, *California Register and National Register: A Comparison*, outlines the differences between the federal and state processes. The criteria to be used when establishing the significance of a property for listing on the California Register of Historical Resources (CRHR) are very similar, with emphasis on local and state significance. They are:

- 1. It is 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; or
- 2. It is associated with the lives of persons important to local, California, or national history; or
- 3. It 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
- 4. It has yielded, or is likely to yield, information important to prehistory or history of the local area, California, or the nation.¹³

¹¹ United States Department of the Interior, *How to Apply the National Register Criteria for Evaluation*, National Register Bulletin, No. 15 (Washington, D.C., 1997), page 3.

¹² United States Department of the Interior, *How to Complete the National Register Registration Form*, National Register Bulletin, No. 16A (Washington, D.C., 1997), page 75.

¹³ California Office of Historic Preservation, *California Register and National Register: A Comparison*, Technical Assistance Series 6, (Sacramento, 2001), page 1.

The CRHR requires the establishment of historic significance before integrity is considered. California's integrity threshold is slightly lower than the federal level. As a result, some resources that are historically significant but do not meet NRHP integrity standards may be eligible for listing on the CRHR.¹⁴

California's list of special considerations is shorter and more lenient than the NRHP. It includes some allowances for moved buildings, structures, or objects, as well as lower requirements for proving the significance of resources that are less than 50 years old and a more elaborate discussion of the eligibility of reconstructed buildings.¹⁵

In addition to separate evaluations for eligibility for the CRHR, the state automatically lists on the CRHR resources that are listed or determined eligible for the NRHP through a complete evaluation process.¹⁶

Integrity

For a property to qualify under the NRHP's or the CRHR's Criteria for Evaluation, it must also retain "historic integrity of those features necessary to convey its significance."¹⁷ While a property's significance relates to its role within a specific historic context, its integrity refers to "a property's physical features and how they relate to its significance."¹⁸ To determine if a property retains the physical characteristics corresponding to its historic context, the NRHP has identified seven aspects of integrity, which the CRHR closely follows:¹⁹

Location is the place where the historic property was constructed or the place where the historic event occurred.

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

Setting is the physical environment of a historic property.

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.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

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

Association is the direct link between an important historic event or person and a historic property.²⁰

¹⁴ Ibid.

¹⁵ Ibid., page 2.

¹⁶ All State Historical Landmarks from number 770 onward are also automatically listed on the California Register. California Office of Historic Preservation, *California Register of Historical Resources: The Listing Process*, Technical Assistance Series 5 (Sacramento, n.d.), page 1.

¹⁷ National Register Bulletin, No. 15, page 3.

¹⁸ Ibid., page 44.

¹⁹ Ibid., page 1.

²⁰ Ibid., page 44-45.

Since integrity is based on a property's significance within a specific historic context, an evaluation of a property's integrity can only occur after historic significance has been established.

Regulatory Framework – City of Alameda

The City of Alameda maintains a Historical Building Study List, the purpose of which is designate historic resources in the City that may be eligible for listing as a City of Alameda Historical Monument. The evaluation criteria to be included in the *Historical Building Study List* are based on a combination of the criteria for listing in the National Register of Historic Places, for inclusion in the State Historic Resources Inventory, and for designation as an Alameda Historical Monument. These criteria can be divided into the broad categories of architectural significance, historical significance, environmental significance, and design integrity.

- **Architectural Significance** has to do with the style of a historic resource, the reputation and ability of the architect, the quality of the design, its uniqueness and its execution, and the materials and methods of construction.
- **Historical Significance** comes from an association with the lives of persons or important events which have made a significant contribution to the community, state or nation; or from an association with broad patterns of cultural, social, political, economic, or industrial history; or the urban development of Alameda.
- **Environmental Significance** has to do with the continuity or character of a street or neighborhood with a historical resource's setting on the block, its landscaping, and its visual prominence as a landmark or symbol of the city, neighborhood, or street.
- **Design Integrity** has to do with alterations which have been made over time to the original materials and design features of the resource.²¹

The Study List provides ranking for properties on the list as follows:

- N** A historic resource of the highest quality, eligible for listing in the National Register of Historic Places, usually because of its architectural significance. These are the highest priority for inclusion on the list of Alameda Historical Monuments.
- S** A historic resource distinguished by its architectural, historical, or environmental significance, eligible for inclusion in the State Historic Resources Inventory, and of secondary priority for inclusion on the list of Alameda Historical Monuments. Many of these are also eligible for listing in the National Register of Historic Places. Other would be eligible if design integrity were restored.
- B** A resource which, due to its scale, massing, materials, style, or other features, is similar to a nearby "N" or "S" resource and serves as Background support for it. These resources are eligible for inclusion in a group or district nomination to the National Register of Historic Places.
- E** A resource which, by itself, might be insignificant, but which, together with its neighbors, forms an Environment which is distinguished by its continuity, its setting, its urban design features, and its integrity. This resource derives its significance from its association with neighboring resources.
- H** A resource which may have Historical importance because of its apparent age or location, or may have architectural importance because of its similarity to other

²¹ "Buildings," Historic Preservation, *City of Alameda Website*, <https://alamedaca.gov/about-alameda/buildings> (accessed May 16, 2017).

buildings done by important architects and/or builders. Historic research should precede further evaluation of this resource.²²

Evaluation – National Register of Historic Places and California Register of Historical Resources

Criterion A/1 – Association with significant events

The property appears eligible for listing in the NRHP and CRHR under Criterion 1. Alameda Yard was among the major contributors to Bay Area shipbuilding along the Oakland-Alameda Estuary. The shipyard was modernized and returned to ship production in World War II where troop ships were built and commercial vessels were repaired. The shipways, which were constructed during this modernization period in 1943, are significant for their association with wartime efforts at the national level and the development of steel shipbuilding and repair in the Bay Area at the local level. The period of significance would begin in 1943, with the construction of the shipways, and end in the early 1950s when the yard was used to maintain and repair equipment used by other Bay Area facilities of Bethlehem Shipbuilding Company.

Criterion B/2 – Persons

While the shipyard and the subject shipways were associated with Maritime Commission and Bethlehem Shipbuilding Company, one of the leading shipbuilders of the time, there does not appear to be any persons of significance to our past directly associated with the property. Therefore, the Alameda Shipways do not appear eligible under Criterion B/2.

Criterion C/3 – Architecture and Construction

The shipways are rudimentary structures built to serve a specific purpose. The buildings' utilitarian industrial design is typical of the period. None of the structures on the site appear to be architecturally significant. No design professionals are associated with the buildings. They also appear to be of common construction and materials. The shipways, individually and as a group, do not appear ineligible for listing under Criterion C/3.

Criterion D/4 – Information Potential

Archival research provided no indication that the property has the potential to yield information important to the prehistory or history of the local area, California, or the nation. Therefore, the subject property does not appear eligible for listing under Criterion D/4.

Evaluation – Alameda Historical Building Study List

Alameda Shipways appear to be significant enough to be considered for preservation and included in the Historical Building Study List for their historical significance. The shipways were constructed in 1943 as part of modernization of the Alameda Yard during World War II and had contributed to Bay Area shipbuilding along the Oakland-Alameda Estuary. They are significant for their association with wartime efforts, and the development of steel shipbuilding and repair in the Bay Area. The buildings retain design integrity since the minor exterior alterations and interior remodels had not affected their character. They appear to be eligible for listing under an "S" designation.

²² "Key to Notation – Historical Building Study List," *City of Alameda Website*, https://alamedaca.gov/sites/default/files/document-files/files-inserted/historical_building_study_list.pdf (accessed May 16, 2017).

Integrity

The Alameda Shipways retain integrity of location as they have never been moved. The setting of the shipways has drastically changed since the surrounding structures that were present at the time of their construction were demolished over time. The only other remaining structure of Bethlehem Steel's Alameda Shipyard is the power house. The shipways are used as offices and are no longer related to shipbuilding or ship repair, thus not retaining integrity of association. The buildings received minor exterior alterations and interior remodels. The changes do not affect the major character-defining features; therefore, the subject structures retain integrity of design, workmanship, materials and feeling. Overall, the shipways retain sufficient integrity to communicate their significance.

CONCLUSION

The shipways at 1100-1250 Marina Village Parkway appear eligible for listing in the NRHP and CRHR under Criterion A/1 (Events), and for listing on the Alameda Historical Building Study List. Constructed in 1943, the structures were part of the Bethlehem Shipbuilding Company's Alameda Yard. They are significant for their association with wartime efforts at the national level and the development of steel shipbuilding and repair in the Bay Area at the local level. The period of significance would begin in 1943, with the construction of the shipways, and end in the early 1950s when the yard was used to maintain and repair equipment used by other Bay Area facilities of Bethlehem. The shipways retain sufficient integrity to communicate their significance.

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CALIFORNIA
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RESOURCES
INFORMATION
SYSTEM



ALAMEDA
COLUSA
CONTRA COSTA
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Sonoma State University
150 Professional Center Drive, Suite E
Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
<http://www.sonoma.edu/nwic>

September 26, 2017

NWIC File No.: 17-0958

Rebecca Auld
Lamphier-Gregory, Inc.
1944 Embarcadero
Oakland, CA 94606

Re: Record search results for the proposed Alameda Shipways Residential Project, 1100-1250 Marina Village Parkway, APNs 074-1334-067, 074-1334-024, 074-1334-023.

Project Description: to construct 292 apartments, a leasing office, a new waterfront park, common areas, a 488-space above-ground parking structure and 13 surface parking spaces, and approximately 2.5 acres of public open space, including an extension of the Bay Trail.

Dear Ms. Rebecca Auld:

Per your request received by our office on September 25, 2017, a rapid response records search was conducted for the above referenced project by reviewing pertinent Northwest Information Center (NWIC) base maps that reference cultural resources records and reports, historic-period maps, and literature for Alameda County. Please note that use of the term cultural resources includes both archaeological resources and historical buildings and/or structures.

Review of this information indicates that there has been one cultural resource study that covers approximately 100% of the Alameda Shipways Residential project area (Chavez 1978: S-1230). This project area contains no recorded archaeological resources. The State Office of Historic Preservation Historic Property Directory (OHP HPD) (which includes listings of the California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and the National Register of Historic Places) lists up to sixteen recorded buildings at 1100 Marina Village Parkway associated with the Bethlehem Shipbuilding Plant, that may include buildings both within and adjacent to the proposed project area. All of these listings have a status code of 7N, meaning they need to be reevaluated. See attached OHP HPD pages. In addition to these inventories, the NWIC base maps show no recorded buildings or structures within the proposed project area.

At the time of Euroamerican contact the Native Americans that lived in the area were speakers of the Chochenyo language, part of the Costanoan language family (Levy 1978:485). There are no Native American resources in or adjacent to the proposed project area referenced in the ethnographic literature.

Based on an evaluation of the environmental setting and features associated with known sites, Native American resources in this part of Alameda County have been found in areas marginal to the bayshore and inland near intermittent and perennial fresh watercourses. Historic bayshore maps indicate the Alameda Shipways Residential project area contains marshlands immediately adjacent to an inlet, and the San Antonio Estuary, also known as the Oakland Inner Harbor. Given the similarity of one or more of these environmental factors, there is a moderate to high potential for unrecorded Native American resources in the proposed Alameda Shipways Residential project area.

Review of historical literature and maps indicated the possibility of historic-period activity within the Alameda Shipways Residential project area. The 1915 San Francisco USGS 15-minute topographic quadrangle depicts four buildings within the Alameda Shipways Residential project area. With this in mind, there is a high potential for unrecorded historic-period archaeological resources in the proposed Alameda Shipways Residential project area.

The 1942 San Francisco USGS 15-minute topographic quadrangle depicts four buildings within the Alameda Shipways Residential project area. These unrecorded buildings/structures meet the Office of Historic Preservation's minimum age standard that buildings, structures, and objects 45 years or older may be of historical value.

RECOMMENDATIONS:

1) There is a moderate to high potential of identifying Native American archaeological resources and a high potential of identifying historic-period archaeological resources in the project area. Due to the passage of time since the previous survey that included the project area (Chavez 1978), and the and the changes in archaeological theory and method since that time, we recommend that prior to ground disturbance, a qualified archaeologist conduct further archival and field study to identify archaeological resources, including a good faith effort to identify archaeological deposits that may show no indications on the surface. Field study may include, but is not limited to, hand auger sampling, shovel

test units, or geoarchaeological analyses as well as other common methods used to identify the presence of archaeological resources. Please refer to the list of consultants who meet the Secretary of Interior's Standards at <http://www.chrisinfo.org>.

2) We recommend the lead agency contact the local Native American tribe(s) regarding traditional, cultural, and religious heritage values. For a complete listing of tribes in the vicinity of the project, please contact the Native American Heritage Commission at 916/373-3710.

3) The proposed project area at 1100 Marina Village Parkway may contain up to sixteen recorded buildings associated with the Bethlehem Shipbuilding Plant, each with a status code of 7N, meaning they need to be reevaluated. Therefore, prior to commencement of project activities, it is recommended that this resource be assessed by a professional familiar with the architecture and history of Alameda County. Please refer to the list of consultants who meet the Secretary of Interior's Standards at <http://www.chrisinfo.org>.

4) Review for possible historic-period buildings or structures has included only those sources listed in the attached bibliography and should not be considered comprehensive.

5) If archaeological resources are encountered **during construction**, work should be temporarily halted in the vicinity of the discovered materials and workers should avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. **Project personnel should not collect cultural resources**. Native American resources include chert or obsidian flakes, projectile points, mortars, and pestles; and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic-period resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.

6) It is recommended that any identified cultural resources be recorded on DPR 523 historic resource recordation forms, available online from the Office of Historic

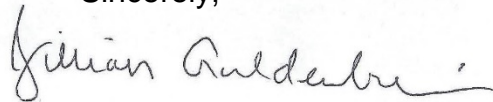
Preservation's website: http://ohp.parks.ca.gov/default.asp?page_id=1069

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

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

Thank you for using our services. Please contact this office if you have any questions, (707) 588-8455.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jillian Guldenbrein". The signature is fluid and cursive, with a long horizontal stroke at the end.

Jillian Guldenbrein
Researcher

LITERATURE REVIEWED

In addition to archaeological maps and site records on file at the Historical Resources Information System, Northwest Information Center, the following literature was reviewed:

Bowman, J.N.

- 1951 *Adobe Houses in the San Francisco Bay Region*. In Geologic Guidebook of the San Francisco Bay Counties, Bulletin 154. California Division of Mines, Ferry Building, San Francisco, CA.

Chavez, David

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Cook, S.F.

- 1957 *The Aboriginal Population of Alameda and Contra Costa Counties*. University of California Anthropological Records 16(4):131-156. Berkeley and Los Angeles.

Gudde, Erwin G.

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- 1974 *Local History Studies*, Vol. 18., "The Costanoan Indians." California History Center, DeAnza College, Cupertino, CA.

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- 1979 *Flatland Deposits of the San Francisco Bay Region - Their Geology and Engineering Properties, and Their Importance to Comprehensive Planning*. Geological Survey Professional Paper 943. United States Geological Survey and Department of Housing and Urban Development.

Hoover, Mildred Brooke, Hero Eugene Rensch, and Ethel Rensch, revised by William N. Abeloe

- 1966 *Historic Spots in California*. Third Edition. Stanford University Press, Stanford, CA.

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- 1925 *Handbook of the Indians of California*. Bureau of American Ethnology, Bulletin 78, Smithsonian Institution, Washington, D.C. (Reprint by Dover Publications, Inc., New York, 1976).

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- 1978 Costanoan. In *California*, edited by Robert F. Heizer, pp. 485-495. Handbook of North American Indians, vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Milliken, Randall

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Nelson, N.C.

- 1909 *Shellmounds of the San Francisco Bay Region*. University of California Publications in American Archaeology and Ethnology 7(4):309-356. (Reprint by Kraus Reprint Corporation, New York, 1964)

Nichols, Donald R., and Nancy A. Wright

- 1971 Preliminary Map of Historic Margins of Marshland, San Francisco Bay, California. U.S. Geological Survey Open File Map. U.S. Department of the Interior, Geological Survey in cooperation with the U.S. Department of Housing and Urban Development, Washington, D.C.

Roberts, George, and Jan Roberts

- 1988 *Discover Historic California*. Gem Guides Book Co., Pico Rivera, CA.

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- 1976 *California Inventory of Historic Resources*. State of California Department of Parks and Recreation, Sacramento.

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- 1988 *Five Views: An Ethnic Sites Survey for California*. State of California Department of Parks and Recreation and Office of Historic Preservation, Sacramento.

State of California Office of Historic Preservation **

- 2012 *Historic Properties Directory*. Listing by City (through April 2012). State of California Office of Historic Preservation, Sacramento.

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**Note that the Office of Historic Preservation's *Historic Properties Directory* includes National Register, State Registered Landmarks, California Points of Historical Interest, and the California Register of Historical Resources as well as Certified Local Government surveys that have undergone Section 106 review.

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OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for ALAMEDA County.												Page 21	04-05-12
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS.....	NAMES.....	CITY-NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT		
077310	01-006832	2027 LINCOLN AVE		ALAMEDA	U	1872	PROJ.REVW.	HUD9206010	06/29/92	6Y			
077876	01-006893	2055 LINCOLN AVE		ALAMEDA	U	1906	PROJ.REVW.	HUD921006B	10/21/92	6Y			
085549	01-007846	2060 LINCOLN AVE	BOEHN, ANTHONY A., BUILDING	ALAMEDA	P	1914	HIST.SURV.	4501-0441-0000	01/12/94	6L	AC		
070002	01-005949	2145 LINCOLN AVE		ALAMEDA	U	1895	PROJ.REVW.	HUD910124J	02/21/91	6Y			
077608	01-006879	2146 LINCOLN AVE		ALAMEDA	U	1899	PROJ.REVW.	HUD920810G	09/09/92	6Y			
066308	01-005796	2215 LINCOLN AVE	RESIDENTIAL REHABILITATION	ALAMEDA	U		PROJ.REVW.	HUD871015F	11/12/87	6Y			
009797	01-003065	2408 LINCOLN AVE	SNUG HARBOR LOUNGE/CODE, IDA, BUIL	ALAMEDA	P	1924	HIST.SURV.	4501-0442-0000	01/01/92	1D	AC		
							HIST.RES.	NPS-82002154-0074	05/12/82	1D			
085550	01-007847	2412 LINCOLN AVE		ALAMEDA	P		HIST.SURV.	4501-0443-0000	01/12/94	6Z	AC		
084629	01-007636	2429 LINCOLN AVE	ANDREW C. CASSANI GARAGE	ALAMEDA	P	1941	HIST.SURV.	4501-0348-0000	11/02/93	6X			
009279	01-002554	2904 LINCOLN AVE	JOHNSON HOUSE	ALAMEDA	P	1889	HIST.SURV.	4501-0144-0000		3S			
009042	01-002318	2929 LINCOLN AVE	BURGESS HOUSE	ALAMEDA	P	1891	HIST.SURV.	4501-0031-0000		3S			
065702	01-005781	1525 LINDEN ST		ALAMEDA	U		PROJ.REVW.	HUD890209C	03/07/89	6Y			
084554	01-007607	3421 M L KING JR WY		ALAMEDA	P	1908	PROJ.REVW.	HUD930908Z	10/18/93	6Y			
009946	01-003213	2900 MAIN ST	UNITED ENGINEERING CO / S P CO SHO	ALAMEDA	P	1941	HIST.SURV.	4501-0325-0023		7N			
009924	01-003191	2900 MAIN ST	SHOP BLDG W ALAMEDA YD SPCO, SHOP	ALAMEDA	P	1911	HIST.SURV.	4501-0534-0000	06/28/88	3S			
							HIST.SURV.	4501-0325-0001		3D			
009925	01-003192	2900 MAIN ST	UNITED ENGINEERING CO / S P CO SHO	ALAMEDA	P	1941	HIST.SURV.	4501-0325-0002		7N			
009929	01-003196	2900 MAIN ST	UNITED ENGINEERING CO/S P CO SHOPS	ALAMEDA	P	1941	HIST.SURV.	4501-0325-0006		7N			
009945	01-003212	2900 MAIN ST	UNITED ENGINEERING CO / S P CO SHO	ALAMEDA	P	1941	HIST.SURV.	4501-0325-0022		7N			
009947	01-003214	2900 MAIN ST	UNITED ENGINEERING CO / S P CO SHO	ALAMEDA	P	1964	HIST.SURV.	4501-0325-0024		7R			
009944	01-003211	2900 MAIN ST	UNITED ENGINEERING CO / S P CO SHO	ALAMEDA	P	1941	HIST.SURV.	4501-0325-0021		7N			
009943	01-003210	2900 MAIN ST	UNITED ENGINEERING CO / S P CO SHO	ALAMEDA	P	1941	HIST.SURV.	4501-0325-0020		7N			
009926	01-003193	2900 MAIN ST	UNITED ENGINEERING CO / S P CO SHO	ALAMEDA	P	1941	HIST.SURV.	4501-0325-0003		7N			
009931	01-003198	2900 MAIN ST	UNITED ENGRG CO / S P CO. SHOPS, S	ALAMEDA	P	1941	HIST.SURV.	4501-0325-0008		7N			
009930	01-003197	2900 MAIN ST	UNITED ENGINEERING CO / S P CO SHO	ALAMEDA	P	1941	HIST.SURV.	4501-0325-0007		7N			
009934	01-003201	2900 MAIN ST	UNITED ENGINEERING CO/S P CO SHOPS	ALAMEDA	P	1941	HIST.SURV.	4501-0325-0011		7N			
009932	01-003199	2900 MAIN ST	UNITED ENGINEERING CO / S P CO SHO	ALAMEDA	P	0	HIST.SURV.	4501-0325-0009		7N			
009948	01-003215	2900 MAIN ST	UNITED ENGINEERING CO / S P CO SHO	ALAMEDA	P	1941	HIST.SURV.	4501-0325-0025		7R			
009940	01-003207	2900 MAIN ST	UNITED ENGINEERING CO / S P CO SHO	ALAMEDA	P	1941	HIST.SURV.	4501-0325-0017		7N			
009935	01-003202	2900 MAIN ST	UNITED ENGINEERING CO. / S P CO SH	ALAMEDA	P	1911	HIST.SURV.	4501-0325-0012		7N			
009936	01-003203	2900 MAIN ST	UNITED ENGINEERING CO. / S P CO. S	ALAMEDA	P	1964	HIST.SURV.	4501-0325-0013		7R			
009937	01-003204	2900 MAIN ST	UNITED ENGINEERING CO/S P CO SHOPS	ALAMEDA	P	1911	HIST.SURV.	4501-0325-0014		7N			
009949	01-003216	2900 MAIN ST	UNITED ENGINEERING CO/S P CO SHOPS	ALAMEDA	P	1968	HIST.SURV.	4501-0325-0026		7R			
009950	01-003217	2900 MAIN ST	UNITED ENGINEERING CO. / S P CO. S	ALAMEDA	P	1941	HIST.SURV.	4501-0325-0027		7N			
009951	01-003218	2900 MAIN ST	UNITED ENGRNG SHIPYD/S P CO, TODD	ALAMEDA	PM	1911	HIST.SURV.	4501-0325-9999		7N			
009938	01-003205	2900 MAIN ST	UNITED ENGINEERING CO / S P CO SHO	ALAMEDA	P	1941	HIST.SURV.	4501-0325-0015		7N			
009939	01-003206	2900 MAIN ST	UNITED ENGINEERING CO/S P CO SHOPS	ALAMEDA	P	1969	HIST.SURV.	4501-0325-0016		7R			
009928	01-003195	2900 MAIN ST	UNITED ENGINEERING CO / S P CO SHO	ALAMEDA	P	1941	HIST.SURV.	4501-0325-0005		7N			
009933	01-003200	2900 MAIN ST	UNITED ENGINEERING CO. / S P CO. S	ALAMEDA	P	1925	HIST.SURV.	4501-0325-0010		7N			
009942	01-003209	2900 MAIN ST	UNITED ENGINEERING CO / S P CO SHO	ALAMEDA	P	1941	HIST.SURV.	4501-0325-0019		7N			
009927	01-003194	2900 MAIN ST	UNITED ENGINEERING CO / S P CO SHO	ALAMEDA	P	1911	HIST.SURV.	4501-0325-0004		7N			
009941	01-003208	2900 MAIN ST	UNITED ENGINEERING CO / S P CO SHO	ALAMEDA	P	1941	HIST.SURV.	4501-0325-0018		7N			
009881	01-003148	1100 MARINA VILLAGE PARKWA	BETHLEHEM SHIPBUILDING PLANT, SHIP	ALAMEDA	P	1942	HIST.SURV.	4501-0318-0007		7N			
009880	01-003147	1100 MARINA VILLAGE PARKWA	BETHLEHEM SHIPBUILDING PLANT, CRAN	ALAMEDA	P	1942	HIST.SURV.	4501-0318-0006		7N			
009885	01-003152	1100 MARINA VILLAGE PARKWA	BETHLEHEM SHIPBUILDING PLANT, WELD	ALAMEDA	P	1942	HIST.SURV.	4501-0318-0011		7N			
009886	01-003153	1100 MARINA VILLAGE PARKWA	BETHLEHEM SHIPBUILDING PLANT, HEAD	ALAMEDA	P	1942	HIST.SURV.	4501-0318-0012		7N			
009889	01-003156	1100 MARINA VILLAGE PARKWA	BETHLEHEM SHIPBUILDING PLANT, HEA	ALAMEDA	P	1942	HIST.SURV.	4501-0318-0015		7N			
009890	01-003157	1100 MARINA VILLAGE PARKWA	BETHLEHEM SHIPBUILDING PLANT, HEAD	ALAMEDA	P	1942	HIST.SURV.	4501-0318-9999		7N			
009884	01-003151	1100 MARINA VILLAGE PARKWA	BETHLEHEM SHIPBUILDING PLANT, SHI	ALAMEDA	P	1942	HIST.SURV.	4501-0318-0010		7N			
009883	01-003150	1100 MARINA VILLAGE PARKWA	BETHLEHEM SHIPBUILDING PLANT, SHI	ALAMEDA	P	1942	HIST.SURV.	4501-0318-0009		7N			
009875	01-003142	1100 MARINA VILLAGE PARKWA	BETHLEHEM SHIPBUILDING PLANT, CRAN	ALAMEDA	P	1942	HIST.SURV.	4501-0318-0001		7N			
009876	01-003143	1100 MARINA VILLAGE PARKWA	BETHLEHEM SHIPBUILDING PLANT, CRAN	ALAMEDA	P	1942	HIST.SURV.	4501-0318-0002		7N			
009877	01-003144	1100 MARINA VILLAGE PARKWA	BETHLEHEM SHIPBUILDING PLANT, CRAN	ALAMEDA	P	1942	HIST.SURV.	4501-0318-0003		7N			
009878	01-003145	1100 MARINA VILLAGE PARKWA	BETHLEHEM SHIPBUILDING PLANT, CRAN	ALAMEDA	P	1942	HIST.SURV.	4501-0318-0004		7N			
009879	01-003146	1100 MARINA VILLAGE PARKWA	BETHLEHEM SHIPBUILDING PLANT, CRAN	ALAMEDA	P	1942	HIST.SURV.	4501-0318-0005		7N			

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OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for ALAMEDA County.										Page 22	04-05-12
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS.....	NAMES.....	CITY-NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
009882	01-003149	1100 MARINA VILLAGE PARKWA	BETHLEHEM SHIPBUILDING PLANT, SHIP	ALAMEDA	P	1942	HIST.SURV.	4501-0318-0008		7N	
009887	01-003154	1100 MARINA VILLAGE PARKWA	BETHLEHEM SHIPBUILDING PLANT, HEAD	ALAMEDA	P	1942	HIST.SURV.	4501-0318-0013		7N	
009888	01-003155	1100 MARINA VILLAGE PARKWA	BETHLEHEM SHIPBUILDING PLANT / HEA	ALAMEDA	P	1942	HIST.SURV.	4501-0318-0014		7N	
009820	01-003087	2394 MARINER SQUARE DR	SANTA CRUZ PORTLAND CEMENT CO PACK	ALAMEDA	P	1934	HIST.SURV.	4501-0309-0002		5D2	
009821	01-003088	2394 MARINER SQUARE DR	SANTA CRUZ PORTLAND CEMENT CO PACK	ALAMEDA	P	1934	HIST.SURV.	4501-0309-0003		5D2	
009822	01-003089	2394 MARINER SQUARE DR	SANTA CRUZ PORTLAND CEMENT CO PACK	ALAMEDA	P	1934	HIST.SURV.	4501-0309-9999		5S2	
009819	01-003086	2394 MARINER SQUARE DR	SANTA CRUZ PORTLAND CEMENT CO PACK	ALAMEDA	P	1934	HIST.SURV.	4501-0309-0001		7N	
180314	P-01-003089	2394 MARINER SQUARE DR	LONE STAR CEMENT CORPORATION ALAME	ALAMEDA	P	1930	PROJ.REVW.	FCC100518B	09/27/10	6Y	
009906	01-003173	2415 MARINER SQUARE DR	ASSOCIATED OIL CO. DIST. STATION,	ALAMEDA	P	0	HIST.SURV.	4501-0321-0007		7R	
009905	01-003172	2415 MARINER SQUARE DR	ASSOCIATED OIL CO. DIST. STATION,	ALAMEDA	P	1970	HIST.SURV.	4501-0321-0006		5D2	
009900	01-003167	2415 MARINER SQUARE DR	ASSOCIATED OIL CO. DIST. STATION,	ALAMEDA	P	1925	HIST.SURV.	4501-0321-0001		5D2	
009901	01-003168	2415 MARINER SQUARE DR	ASSOCIATED OIL CO. DIST. STATION,	ALAMEDA	P	1925	HIST.SURV.	4501-0321-0002		5D2	
009907	01-003174	2415 MARINER SQUARE DR	DIST STA ASSOCIATED OIL CO, MARINE	ALAMEDA	P	1925	HIST.SURV.	4501-0321-9999		5S2	
009904	01-003171	2415 MARINER SQUARE DR	ASSOCIATED OIL COMPANY WHARF, WEST	ALAMEDA	P	0	HIST.SURV.	4501-0321-0005		5D2	
009903	01-003170	2415 MARINER SQUARE DR	ASSOCIATED OIL COMPANY WHARF, BOAT	ALAMEDA	P	1980	HIST.SURV.	4501-0321-0004		7R	
009902	01-003169	2415 MARINER SQUARE DR	ASSOCIATED OIL CO. DIST. STATION,	ALAMEDA	P	1948	HIST.SURV.	4501-0321-0003		7R	
009217	01-002493	MARION CT	MARION COURT	ALAMEDA	P	1920	HIST.SURV.	4501-0081-9999		3S	
009200	01-002476	402 MARION CT		ALAMEDA	P	1920	HIST.SURV.	4501-0081-0001		3D	
009201	01-002477	403 MARION CT		ALAMEDA	P	1920	HIST.SURV.	4501-0081-0002		3D	
009202	01-002478	404 MARION CT		ALAMEDA	P	1920	HIST.SURV.	4501-0081-0003		3D	
009203	01-002479	405 MARION CT		ALAMEDA	P	1920	HIST.SURV.	4501-0081-0004		3D	
009204	01-002480	407 MARION CT		ALAMEDA	P	1920	HIST.SURV.	4501-0081-0005		3D	
009205	01-002481	408 MARION CT		ALAMEDA	P	1920	HIST.SURV.	4501-0081-0006		3D	
009206	01-002482	410 MARION CT		ALAMEDA	P	1920	HIST.SURV.	4501-0081-0007		3D	
009207	01-002483	411 MARION CT		ALAMEDA	P	1920	HIST.SURV.	4501-0081-0008		3D	
009208	01-002484	414 MARION CT		ALAMEDA	P	1920	HIST.SURV.	4501-0081-0009		3D	
009209	01-002485	415 MARION CT		ALAMEDA	P	1920	HIST.SURV.	4501-0081-0010		3D	
009210	01-002486	418 MARION CT		ALAMEDA	P	1920	HIST.SURV.	4501-0081-0011		3D	
009211	01-002487	419 MARION CT		ALAMEDA	P	1920	HIST.SURV.	4501-0081-0012		3D	
009212	01-002488	420 MARION CT		AL							

California Historical Resource Status Codes

1 Properties listed in the National Register (NR) or the California Register (CR)

- 1D Contributor to a district or multiple resource property listed in NR by the Keeper. Listed in the CR.
- 1S Individual property listed in NR by the Keeper. Listed in the CR.

- 1CD Listed in the CR as a contributor to a district or multiple resource property by the SHRC
- 1CS Listed in the CR as individual property by the SHRC.
- 1CL Automatically listed in the California Register – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.

2 Properties determined eligible for listing in the National Register (NR) or the California Register (CR)

- 2B Determined eligible for NR as an individual property and as a contributor to an eligible district in a federal regulatory process. Listed in the CR.
- 2D Contributor to a district determined eligible for NR by the Keeper. Listed in the CR.
- 2D2 Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
- 2D3 Contributor to a district determined eligible for NR by Part I Tax Certification. Listed in the CR.
- 2D4 Contributor to a district determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
- 2S Individual property determined eligible for NR by the Keeper. Listed in the CR.
- 2S2 Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.
- 2S3 Individual property determined eligible for NR by Part I Tax Certification. Listed in the CR.
- 2S4 Individual property determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.

- 2CB Determined eligible for CR as an individual property and as a contributor to an eligible district by the SHRC.
- 2CD Contributor to a district determined eligible for listing in the CR by the SHRC.
- 2CS Individual property determined eligible for listing in the CR by the SHRC.

3 Appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation

- 3B Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
- 3D Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
- 3S Appears eligible for NR as an individual property through survey evaluation.

- 3CB Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation.
- 3CD Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.
- 3CS Appears eligible for CR as an individual property through survey evaluation.

4 Appears eligible for National Register (NR) or California Register (CR) through other evaluation

- 4CM Master List - State Owned Properties – PRC §5024.

5 Properties Recognized as Historically Significant by Local Government

- 5D1 Contributor to a district that is listed or designated locally.
- 5D2 Contributor to a district that is eligible for local listing or designation.
- 5D3 Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.

- 5S1 Individual property that is listed or designated locally.
- 5S2 Individual property that is eligible for local listing or designation.
- 5S3 Appears to be individually eligible for local listing or designation through survey evaluation.

- 5B Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.

6 Not Eligible for Listing or Designation as specified

- 6C Determined ineligible for or removed from California Register by SHRC.
- 6J Landmarks or Points of Interest found ineligible for designation by SHRC.
- 6L Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
- 6T Determined ineligible for NR through Part I Tax Certification process.
- 6U Determined ineligible for NR pursuant to Section 106 without review by SHPO.
- 6W Removed from NR by the Keeper.
- 6X Determined ineligible for the NR by SHRC or Keeper.
- 6Y Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
- 6Z Found ineligible for NR, CR or Local designation through survey evaluation.

7 Not Evaluated for National Register (NR) or California Register (CR) or Needs Revaluation

- 7J Received by OHP for evaluation or action but not yet evaluated.
- 7K Resubmitted to OHP for action but not reevaluated.
- 7L State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 – Needs to be reevaluated using current standards.
- 7M Submitted to OHP but not evaluated - referred to NPS.
- 7N Needs to be reevaluated (Formerly NR Status Code 4)**
- 7N1 Needs to be reevaluated (Formerly NR SC4) – may become eligible for NR w/restoration or when meets other specific conditions.
- 7R Identified in Reconnaissance Level Survey: Not evaluated.
- 7W Submitted to OHP for action – withdrawn.

NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 FAX



October 4, 2017

Rebecca Auld
Lamphier Gregory

Email to: rauld@lamphier-gregory.com

RE: Alameda Shipways Residential project, Alameda County

Dear Ms. Auld,

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. Please note that the intent of the referenced codes is to avoid and or mitigate impacts to tribal cultural resources, as defined, in the California Environmental Quality Act (CEQA).

As of July 1, 2015, Public Resources Code Sections 21080.1, 21080.3.1 and 21080.3.2 require public agencies to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding or mitigating impacts to tribal cultural resources:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.1(d))

The law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction. The NAHC believes that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC also believes that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the Area of Potential Effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
 - A listing of any and all known cultural resources that have already been recorded or are adjacent to the APE, such as known archaeological sites;
 - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
 - Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and

- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
2. The results of any archaeological inventory survey that was conducted, including:
 - Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.
 3. The results of the Sacred Lands File (SLF) check conducted through the Native American Heritage Commission with the USGS topographical information provided had negative results.
 4. Any ethnographic studies conducted for any area including all or part of the potential APE; and
 5. Any geotechnical reports regarding all or part of the potential APE.

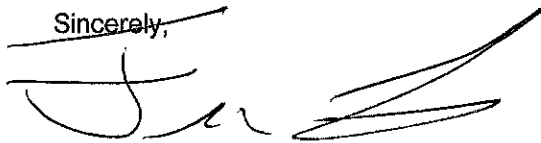
Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive. A negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we are able to assure that our consultation list remains current.

If you have any questions, please contact me at my email address: frank.lienert@nahc.ca.gov.

Sincerely,



Frank Lienert
Associate Government Program Analyst

**Native American Heritage Commission
Tribal Consultation List
10/4/2017**

Coastanoan Rumsen Carmel Tribe

Tony Cerda, Chairperson

244 E. 1st Street

Pomona, CA 91766

rumsen@aol.com

(909) 524-8041 Cell

Ohlone/Costanoan

Indian Canvon Mutsun Band of Costanoan

Ann Marie Savers, Chairperson

P.O. Box 28

Hollister, CA 95024

ams@indiancanyon.org

(831) 637-4238

Ohlone/Costanoan

Amah Mutsun Tribal Band of Mission San Juan Bautista

Irene Zwiernie, Chairperson

789 Canada Road

Woodside, CA 94062

amahmutsuntribal@gmail.com

(650) 851-7489 Cell

Ohlone/Costanoan

North Valley Yokuts Tribe

Katherine Erolinda Perez, Chairperson

P.O. Box 717

Linden, CA 95236

canutes@verizon.net

(209) 887-3415

Ohlone/Costanoan

Northern Valley Yokuts

Bay Miwok

Muwekma Ohlone Indian Tribe of the SF Bay Area

Rosemary Cambra, Chairperson

P.O. Box 360791

Milpitas, CA 95036

muwekma@muwekma.org

(408) 314-1898

Ohlone / Costanoan

The Ohlone Indian Tribe

Andrew Galvan

P.O. Box 3152

Fremont, CA 94539

chochenvo@AOL.com

(510) 882-0527 Cell

Ohlone/Costanoan

Bay Miwok

Plains Miwok

Patwin

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Public Resources Code Sections 21080.1, 21080.3.1, and 21080.3.2 for **Alameda Shipways Residential project, Alameda County**