

CENTRAL WATERFRONT ADVISORY GROUP

DRAFT MINUTES

October 17, 2007

5:30 – 7:30 PM at Pier 1- Bayside Conference Room, San Francisco

NEXT MEETING:

November 21, 2007

Minutes prepared by: Mark Paez

Attendees:

Advisory Group:

Toby Levine
Jennifer Clary
Charles Chase
Corinne Woods
Judy deReus
Paul Nixon
Ralph Wilson
Howard Wong
Glen Ramiskey

Port Staff:

Mark Paez, Advisory Group Coordinator
David Beaupre, Senior Planner
Kathleen Diohep, Port Development Project Manager

Port Consultant Team

Nancy Goldenberg, Carey and Company
Bill Sugaya, Carey and Company
Allison Vanderslice, Carey and Company

Audience

David Prowler, Consultant
Donovan Fullard, Auto Return
Grant Barbour, Build Inc.
Moses Corrette, Planning Department
Don Andreini, SF Architectural Heritage
Stephan Haigh, Victorian Alliance
Diane Rowe, California Heritage Council
Bernardo Urquieta, BRU Architects
Paul Osmundson, Pacific Waterfront Partners
Natalie Wisnieaski, SF City Guides
David Magnusson, Photographer

Advisory Group Members Not in Attendance

Tom Escher
Casey Walker
John Borg
Susan Eslick
Greg Markoulis
Jimmie Buckland

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1. Introductions and Announcements

Toby Levine welcomed attendees and initiated a round of introductions. Toby asked that individuals identify whether or not they are members of the Advisory Group, and their particular interest in Pier 70 and the Central Waterfront, as well as the community and/or constituency that they represent.

- There were no announcements.

2. Administrative

The advisory group postponed the approval of the September 19, 2007 minutes to the next Advisory Group meeting.

3. Central Waterfront Real Estate and Leasing Updates

There were no real estate and leasing updates.

4. Seawall Lot 337 (SF Giants Parking Lot A)

Diane Oshima provided a brief summary of the status of the Port's development Request for Qualifications/Proposals (RFQ/P) for the site and announced that on October 23rd the Port staff would be seeking the Port Commission's approval of the RFQ/P and that if approved the development offering would be released on October 28th.

5. Port Advisory Groups

This item was continued to a future Advisory Group meeting.

6. Pier 70 Master Plan Updates

- **June 2007 Community Workshop**

David Beaupre gave a brief summary of the June workshop and shared with the Advisory Group a number of comments and questions that were received. He also explained when and where in the process the Port and its consultant team would be addressing specific topics.

- **Carey and Company Historic Analysis**

Mark Paez presented background on the historic preservation analysis of the site as and announced that because the meeting would focus on preservation the Port had done outreach to a number of preservation stakeholder organizations:

- Port has been working w/ CWAG since 1999 to map out the future for of this site.
- Tonight's meeting is an opportunity for the Advisory Group and public to interact with Carey and Company and to learn more about the technical aspects of the process

- Historic preservation is a fundamental part of the future of this site – the rehabilitation of important resources balanced with new revenue generating uses and in-fill development to help support the cost of the community benefit goals that were established by the Port and the Advisory Group.

- It is important to understand that time is of the essence for Pier 70 resources due to the highly deteriorated condition and the risk of their loss if the Port and community fail to agree on a preservation strategy and act quickly.

- To understand what the Port is doing you need to understand why the site is worth preserving?
 - This 65 acre site represents the oldest continuously operating privately owned shipyard on the west coast.
 - The site has a rich maritime history because of its association with the development of ship repair and fabrication technology beginning in the 1880's and ending with WWII in 1945.
 - The site is important example of industrial architecture from three distinct historical periods Union Iron Works 1880's, Bethlehem Steel Period and WWII.
 - To understand the value of the resource today it is important to compare this map with the Bethlehem Steel General Plan of the site which dates to 1945.
 - The site is important because it largely intact and maintains a high degree of integrity from these three historical periods in its development.
 - It is also important for its social history, particularly its association with Labor/Work Place History as a site that represents the evolution of the work process and standards, as well as union organization and relations between industry leadership and the workforce.

- The Port has learned a great deal about the history of the site from its consultation with experts and by participating in a number of site analyses including:
 - Port Maritime staff
 - The senior staff of SF Drydock, now BAE Systems, who continue to operate the sites active ship repair facility.
 - The SF Maritime Museum – The repository for the collection of UIW/Bethlehem Steel historical documents, architectural and drawings as well as numerous photographs.
 - UC Berkeley Geography Professor Dr. Paul Groth – Who has written and lectures on the social history of the site.
 - Work Place History Organization (WHO) – Namely Tim Kelley who has prepared an historic context on the Floating Drydocks.

- The Dogpatch Neighborhood Association and the Potrero Central Waterfront Committee.
- SF Architectural Heritage and our committee member Charles Chase.
- Chris Ver Planck – who prepared the research necessary to create the local Dogpatch Historic District.
- Landmarks Preservation Advisory Board – That authored local landmark reports for the several very significant buildings on 20th Street portion of the Pier 70 site.
- Department of City Planning Preservation staff that prepared the 2001 Central Waterfront Cultural Resources Survey.
- Carey and Company for their work in 1994 to prepare a Southern Waterfront reconnaissance survey of the area for the Port.
- The www.pier70.org website created and maintained by Potrero Hill resident and Central Waterfront Advisory group member Ralph A. Wilson.
- The Port recognized the need to enlist professional expertise to develop and expand the body of historical information to be able to:
 - Develop a coherent organized document to be able to list the site on the National Register of Historic Places.
 - To provide preservation guidance to future actions and to develop a preservation strategy for the site.
 - Inform the Port of a feasible and sensitive means to establish priorities for rehabilitation and development while balancing preservation with other competing master plan goals for the site.
- The Port has worked with the CWAG, particularly Charles Chase and Ralph Wilson as well as the State Office of Historic Preservation to develop a detailed scope of work for Carey and Company a subconsultant Marjorie Dobkin, a Labor Historian to be able to tackle this challenge.

This scope includes:

- Research – Review existing and conduct additional new research where necessary.
- Evaluation – Evaluate the integrity of the site and its resources beyond that previously conducted in previous efforts and to meet the National Register listing requirements.
- Documentation – Prepare documentation to support the Master Plan efforts and the creation of a National Register Historic District to recognize and honor the significance of the site. The creation of a National Register historic district would also provide some

badly needed funding in the form of Federal Rehabilitation Tax Credits to the Port and its development partners.

- Prioritization of resources to facilitate a preservation strategy to support the Master Plan and assist the Port to make decisions about where to focus its resources and how best to balance historic preservation and numerous competing Master Plan goals for the site.
- Guidelines to inform rehabilitation efforts and new in-fill Development to maintain and support the historic qualities of the site.

- Three important work products resulting from the Carey and Company contract are:

- An historic context statement to document and justify the significance of the property and qualifies it for listing on the National Register. In this instance the Port worked with the CWAG, Carey and Company and the State Office of Historic Preservation to select two broad historical themes for the context statement:

U. S. Steel Shipbuilding 1880's to 1945; and
Trends in Industrial Architecture 1880's to 1945

Included in each of these contexts is an account of Labor/Work Place History that will address the work process and the interaction with the work force.

The historic context is an important tool to be able to also understand how particular resources embody and convey the history of the place and to determine their relative importance.

- A description of the proposed historic district and an architectural description of each resource or feature to be included in the district. This requires an understanding of how the site functioned and evolved over time and the relationship of individual resources to one another and within the larger industrial processes as well as the means for transporting goods and materials within the site.
- A ranking of the significance of the resources and determination of Contributing and Non-contributing to the proposed historic district. This work is based upon a field survey and historical research and an evaluation of each resources integrity:

Location
Design
Setting
Materials
Workmanship
Feeling
Association

Some of the factors that get considered in this evaluation are the original design and subsequent alterations, historic function and the context of each resource.

Following Mark's presentation Carey and Company members Nancy Goldenberg, Allison Vanderslice and Bill Sugaya provided a brief overview of their historic preservation consulting contract scope of work and some of the technical details of their analysis:

- The historic research would focus on two historic contexts with a period of significance of 1880 to 1945. One context under Criterion A of the National Register would be based on the ship building industry in California and contributions to major war efforts. The second historic context under Criterion C of the National Register would be based on ship building technology from the Union Iron Works period to the end of World War II.
- The Union Iron Works (UIW) was an industry leader and was one of the first shipyards to use hydraulics.
- Because UIW did not have the access to good and services of eastern shipyards it developed the capability to fabricate its own parts on-site
- The site could be nominated to the National Register of Historic Places under multiple historic contexts but that the Port selected those that it believed were sufficiently broad to be able to capture much of the site's history without requiring additional time and funding that would delay the project and the badly needed mothballing of the fragile resources.
- Both historic contexts would include an element of Labor/Work Place History which is an integral component of the site's history.
- Carey and Company had arrived at a set of preliminary ratings for site resources that included, Very Significant, Significant, Contributing and Non-contributing.
- The historic ratings need confirmation with the State Office of Historic Preservation especially for the waterside features which lack integrity but contribute to the historic context and setting of the historic district.

Following the presentation the Advisory Group expressed the following comments and questions:

- The Port's selected historic context will provide an appropriate historical justification for listing the historic district on the National Register.
- The Port's approach to historic preservation of the site is based on the need to find creative ways to rehabilitate the resources so that they can be brought into productive use.
- What is the distinction between very-significant and significant resources?
- The historic ratings can be used to inform the Port's timeline for action.
- Does BAE need to maintain the historic resources within their leasehold?

- Access to the site is a really significant issue and must be fully integrated into the planning process to accommodate vehicles and pedestrians in a manner that is sensitive to the historic attributes of the site.
- The Port should provide a side by side comparison of the economic model and its historic preservation program for Pier 70 for the Advisory Group's review.
- Port staff should provide all materials to be presented at each workshop in advance to the Advisory group members so that they can come to the workshop prepared to discuss the new information.

Members of the public expressed the following comments and questions:

- Could the historic district be expanded to include adjacent privately owned parcels?
- The National Park Service registration process classifies all resources as either Contributing or Non-contributing and does not recognize the four categories being proposed by the Port.
- How would the historic registration impact the project design and new in-fill development?

Port staff and Carey and Company provided the following additional information in response to the comments and questions of the Advisory Group and the public:

- Historic buildings can be relocated, however relocation may adversely impact their eligibility as Contributors to the Pier 70 historic district.
- Because the site has been formally determined to be an eligible historic district listing on the National Register would not change the review process for project design and new in-fill development. This process which would be administered by the Port for non-tax credit projects and would follow the Secretary of the Interior's Standards for the Treatment of Historic Properties.
- Very-significant resources are the oldest structures on the site and are individually eligible for listing in the National Register.
- BAE would be subject to the same historic preservation goals and criteria that apply to the area outside the shipyard.
- The Port is working with its consultant team to balance site access needs with the overall goals of the Master Plan including historic preservation. It is contemplated that significant open areas between resources and spatial relationships that characterized the site during the period of significance would be incorporated into the Master Plan.

David Beaupre announced that Port staff would present draft historic preservation criteria and a preliminary concept plan for the site at the November 5th Pier 70 Master Plan Public Workshop No. 2. David explained that the format of the workshop would include breakout discussion groups of

eight to 10 people each of which would provide feedback to the Port on the material presented at the beginning of the meeting.

7. Public Comment, Next Meeting and Future Agendas

Port staff agreed to schedule the December Advisory Group meeting on Tuesday, December 18th To accommodate previously scheduled holiday parties.

8. Adjourn